APPENDIX L

Public Comments on the DEIS and Draft GPP

COUNCILMAN EDWARD A. AMBROSINO
ONE WASHINGTON STREET
HEMPSTEAD, N.Y. 11550-4923
(516) 489-5000
EAMBROSINO@TOHMAIL.ORG

January 8, 2019

BY HAND (Delivered at Public Hearing)
Empire State Development Corporation
633 Third Avenue – Floor 37
New York, NY 10017

Re: Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom it May Concern:

I am the Town of Hempstead Councilman for the 2nd Councilmanic District that comprises Belmont Park and the surrounding communities of Elmont, Floral Park, Bellerose and Bellerose Terrace.

I recognize that the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project'), if developed and constructed, will have a global impact beyond the aforementioned communities for it will affect the Long Island Region, the State of New York and the Tri State Area.

The Project is under the exclusive jurisdiction of the State of New York and its agencies and the Town of Hempstead has no direct jurisdiction over the Project. It is , however, important for local elected officials to represent the interests of their constituents with respect to the Project and to be apprised of all aspect of the development of the Project.

I share the concerns raised in the Draft Environmental Impact Statement (the "DEIS") and by the residents of the 2nd Councilmanic District with respect to traffic and transportation issues. Specifically, in Chapter 11 of the DEIS it is stated that "[t]he Proposed Project is a major development consisting of an arena, retail, dining, and entertainment uses, a hotel, and a modest amount of office and community space; the potential for it to impact traffic, transit, parking, and pedestrian conditions on the Project Sites and the surrounding neighborhoods is an important consideration in the assessment of potential environmental impacts." Furthermore, the statement in Chapter 17 of the DEIS 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" is alarming.

On behalf of the residents of the 2nd Councilmanic District, I urge you to review the mitigation measures identified in pages 17-7 through 17-17 of Chapter 17 of the DEIS to ensure that the represented mitigation measures are feasible, workable and will address the identified and studied impact on traffic, transportation and parking. I am not convinced they are adequate,

I will provide further comment at the conclusion of the Hearings and throughout the SEQRA process.

Please make this letter part of part of the official record.

Thank you for your courtesy and cooperation herein.

VTY EAA

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EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB 11 A 10: 57
LEGAL DEPARTMENT

January 31, 2019

Empire State Development Corporation
633 Third Avenue – Floor 37
New York, NY 10017

Re: Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom it May Concern:

I am the Town of Hempstead Councilman for the 2nd Councilmanic District that comprises Belmont Park and the surrounding communities of Elmont, Floral Park, Bellerose and Bellerose Terrace.

This letter supplements my earlier correspondence to you dated 12.10.18 and 1.8.19.

As previously stated, the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project") is under the exclusive jurisdiction of the State of New York and its agencies and the Town of Hempstead has no direct jurisdiction over the Project. It is , however, important for local elected officials to represent the interests of their constituents with respect to the Project and to be apprised of all aspect of the development of the Project.

I reiterate my concerns of the issues raised in the Draft Environmental Impact Statement (the "DEIS") and by the residents of the 2nd Councilmanic District with respect to traffic and transportation issues. Specifically, in Chapter 11 of the DEIS it is stated that "[t]he Proposed Project is a major development consisting of an arena, retail, dining, and entertainment uses, a hotel, and a modest amount of office and community space; the potential for it to impact traffic, transit, parking, and pedestrian conditions on the Project Sites and the surrounding neighborhoods is an important consideration in the assessment of potential environmental impacts." Furthermore, the statement in Chapter 17 of the DEIS 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" is alarming.

Once again, on behalf of the residents of the 2nd Councilmanic District, I urge you to review the mitigation measures identified in pages 17-7 through 17-17 of Chapter 17 of the

DEIS to ensure that the represented mitigation measures are feasible, workable and will address the identified and studied impact on traffic, transportation and parking. I am not convinced they are adequate.

I will provide further comment at the conclusion of the Hearings and throughout the SEQRA process.

To that end, a non-negotiable aspect of the Project must be a full time Train Station paid for by the Developer that will service the Project. The Project must be designed so the train station is up and running with the ceremonial ribbon cutting announcing the opening of the Project. Furthermore, the costs of the train station must be borne by the developer, not the taxpayers and not from the coffers of the cash-strapped MTA.

Secondly, there have not been any meaningful project contributions to the Elmont, Floral Park, Bellerose and Bellerose Terrace communities. The efforts thus far insult the people who reside in these communities. They are being asked to shoulder the burden of the Project. They deserve, at minimum, infrastructure improvements, meaningful allocations to local fire departments, meaningful allocations to community-based organizations, meaningful allocations to the local school districts, job opportunities, meaningful allocation to the local chambers of commerce, and community-based marketing. The rumored improvements to the Elmont Road Park and isolated minimal funding to the Village of Floral Park are offensive and meaningless.

Lastly, the Nassau County Planning Commission should assert its authority to review the Project. A development of this size and scope needs every set of eyes to review its details so that the impact on the local community is minimal.

Please make this letter a part of the official record.

Very Truly Yours,

EDWARD A. AMBROSINO
Councilman, 2nd District

EAA:sf

From: Judi Bosworth
Sent: Wednesday, February 06, 2019 3:53 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment

Dear Mr. Zemsky,

I am reaching out to you today to submit my remarks regarding the redevelopment of Belmont Park. It is important to me that plans must be established that will mitigate the impacts on the surrounding communities, including Floral Park. For example, if the North parking lot is to be reactivated, it would be important to consider the rehabilitation of the Cross Island access ramp. In addition, as the planning process continues for this arena, I will continue to advocate for plans to include increased LIRR capacity to ease the burden on local roads. Please know that the affected residents in the Town of North Hempstead have made it very clear that they are concerned about the amount of traffic that this redevelopment may cause in their communities. This is a priority to me, and it is my hope that this remains a priority for Empire State Development as well.

Thank you for your consideration.

Regards,

Judi Bosworth

North Hempstead Town Supervisor

NEW YORK STATE SENATOR **LEROY COMRIE**

For Immediate Release
January 10, 2018

Contact: Andrew Taranto | taranto@nysenate.gov | (678) 577-6329 | (718) 765-6359

Statement from Senator Comrie on the Belmont Park Redevelopment Project

"From the moment that the Belmont Park Redevelopment Civic and Land Use Improvement Project was announced, I have studied closely and listened carefully to the information provided by all parties including the impacted communities, the developers, and the Empire State Development Corporation. As the new Chair of the Senate Standing Committee on Corporations, Authorities & Commissions, I am intently interested in ensuring that development projects are fiscally sound, economically responsible, and directly responsive to the needs and desires of the community.

After multiple discussions with my colleagues, community leaders, local residents, and stakeholders, I believe the following five essential points must be addressed before the ultimate fate of the project is decided:

- Any final project must include a full-service Long Island Railroad (LIRR) Station with—both east to west capacity and a park and ride option—that serves our riding public 365 days a year.

- The cost of station upgrade should be directly borne by the project developer, not the riding and taxpaying public.

- Any final project must include a detailed, goal-based plan for robust participation by minority and women-owned business enterprises and local community vendors in all phases of the project from construction to procurement.

- Any final project must include a long overdue significant expansion of the Cross Island Expressway to proactively deal with increased traffic.

- Lastly, any final project must be conditioned upon a traffic study of local roads and concurrent restructuring of traffic patterns to deal with truck traffic and overcrowding in each community and all streets leading to the proposed venue.

I believe that we have an economic development planning process for one clear reason: to understand the needs of the community and to subsequently present the best possible plan for the benefit of the public. I urge ESDC to be mindful of the voices that they hear and to work to incorporate them and the five essential points I have outlined."

###

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###

LAURA CURRAN
NASSAU COUNTY EXECUTIVE

OFFICE OF THE COUNTY EXECUTIVE
THEODORE ROOSEVELT EXECUTIVE & LEGISLATIVE BUILDING

VIA REGULAR MAIL ELECTRONIC MAIL

March 1, 2019

Howard A. Zemsky
Commissioner
Empire State Development
633 3rd Avenue – 34th Floor
New York, NY 10017

Dear Commissioner Zemsky:

I am writing to you concerning the Belmont Park Redevelopment Project.

Nassau County is committed to ensuring our residents can enjoy world class entertainment, as well as recreational and sports options, including a first-class venue to house our beloved NY Islanders. The proposed Belmont Park Redevelopment Project promises to deliver exactly such a venue, along with exciting hotel and retail opportunities. The elements of the project collectively represent the kind of economic development needed to grow Nassau County's tax base and create both construction jobs and long-term employment opportunities.

At the same time, community leaders including Floral Park Village Mayor Dominick Longobardi and local residents have raised concerns about the project, especially traffic impacts. As such, the County is focused on the State's review of transit assets, including bus service on Hempstead Turnpike. Our NICE Bus operation would benefit from early planning and roadway improvements.

It is our view that the necessary examination and resolution of the critical issues of community impact, including traffic and transit, can and must be accomplished within the context of the State's Environmental Impact Statement (EIS). Nassau County is today filing a detailed response with comments and questions that address key areas in the Draft EIS, such as Land Use, Zoning Community Character, Water Resources, and especially Transportation, among others. The enclosed comments incorporate input from Nassau County's planning, engineering and technical staff from the Department of Public Works.

We note that requests have been made for independent traffic studies. We are holding those requests in abeyance, pending ESD's holistic project review. We want to ensure that ESD has an opportunity to complete its comprehensive study of environmental impacts including traffic mitigation.

Please contact me if you have any questions regarding the enclosed material.

Sincerely,

Laura Curran

Enclosures

cc: Presiding Officer Richard Nicolello
Legislator Vincent Muscarella
Mayor Dominick Longobardi
Martin Glennon, Chairman, Nassau County Planning Commission
Evlyn Tsimis, Deputy County Executive for Economic Development
Sean Sallie, Deputy Commissioner, Nassau County Department of Public Works

1550 FRANKLIN AVENUE - MINEOLA, NEW YORK 11501 - 516-571-3131
lcurran@nassaucountyny.gov

BELMONT PARK REDEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

COMMENTS

Nassau County Department of Public Works,
Division of Planning & Division of Engineering

March 1, 2019

Chapter 2: Land Use, Zoning and Community Character

- The North Lot is in relatively close proximity to a residential neighborhood to the east and will be used at much greater intensity level than what currently exists. **How will the impacts from the North Lot be mitigated so as not to impact quality of life for these residents**? (i.e., lighting, noise, fumes, litter)
- The DEIS states that the Proposed Project provides land uses that fit well within the existing Belmont Park property and community. (Page 2-2) **The introduction of land uses (i.e., arena, hotel, retail development) as part of the Proposed Project are at an intensity that is greater than the existing intensity of development of the surrounding community. How will the established uses (residential, neighborhood commercial) surrounding the project site be protected from shouldering the impacts of higher intensity development at the project site?**
- The DEIS states that the proposed project components are consistent with uses identified in plans and studies conducted for the area, such as the 2008 Elmont Community Vision Plan and Nassau County Comprehensive Plan and Updates that advocate redevelopment of underutilized properties in the area, including Belmont Park (Page 2-29). **Please specify the uses identified in both plans that are consistent with the Proposed Project, and are these uses at a similar intensity as proposed in the Proposed Project?**
- Site A located between the Grandstands and Hempstead Turnpike, will include an arena (125 feet tall/19,000 seat capacity), a hotel (150 feet tall/250 rooms/20,000 square feet convention space); retail/dining/entertainment (435,000 square feet); office space (30,000 square feet). **How will this development look from Hempstead Turnpike and single-family homes to the southwest? Visual simulations should be included that show how the Proposed Project for Site A and Site B will look from different vantage points along various roads (i.e., Hempstead Turnpike and Cross Island Parkway) and from abutting and nearby residential neighborhoods.**

Chapter 3: Community Facilities and Utilities

- As stated in the Fire Protection and Ambulance/Emergency Medical Services subsection, the Proposed Project has the potential to slow down emergency vehicle response times. **Can potential change in response times be quantified under the Proposed Project? The DEIS should analyze how the potential impact of the Proposed Project on emergency response times can be best mitigated so as not to be compromised under the Proposed Project.**
- Under Electrical Service, PSE&G identified the need to construct an electrical sub-station to adequately serve the Proposed Project. **Please confirm the required PSE&G substation required to power the proposed development is located on-site, and where, as it is unclear in the site plan.**

Chapter 4: Open Space and Recreational Resources

- The DEIS states that the Backyard (7 acres) includes amenities such as a man-made water feature, shaded seating areas, mature trees and a playground providing recreational space for children. The Backyard has long provided family-oriented green space for patrons of Belmont Park. **While the Proposed Action for Site A would create approximately two acres of hard and soft-scaped plaza, the Backyard and its function would be drastically scaled down. The Backyard has been an integral feature of Belmont Park over the years. Is it feasible to fully maintain the Backyard function or relocate it entirely to another location on Site A or Belmont Raceway?**

Chapter 8: Hazardous Materials

- Section 8-E. (Potential Impacts of Proposed Actions)
  - As per NYSDEC requirements, a Stormwater Pollution Prevention Plan providing Erosion and Sediment Control Measures will be prepared for this activity. **Please provide NCDPW with a copy of the SWPPP when available.**

- Section 5.1 of the Phase I Environmental Assessment (Environmental Database Review)
  - A reference made to NYSDEC spill #0750166 resulting from ignitable waste dumped in drywell. **No reference is made to this spill incident being closed by NYSDEC.**

Chapter 9: Water Resources

- Page 9-7 (Stormwater)
  The pre-development condition, as described, states that the North Lot (22.2 acres) and the East Lot (17 acres) contain no existing drywells or stormwater control measures and the majority of the stormwater runoff is sheet flow (overland flow).
  A large portion of the North and South Lots, as well as all of the East Lot are outside the tributary area of NC Basin #122. These areas are within the watershed of the Elmont Drain System which ultimately contribute to surface waters. Physical control measures must be implemented to contain the required runoff on-site and to prevent silt/sediment from entering the adjacent Elmont Drain System.

- Page 9-12 (Stormwater Runoff Infrastructure and Management)
  As indicated, the Proposed Project includes installation of a comprehensive stormwater management system to accommodate runoff for Site Areas A and B as well as the North Lot.
  The proposed comprehensive Drainage Plan should include drainage calculations and details for the number and type of structures proposed as well as the design criteria used for the sizing of the system. Roof areas should be included.

- 9-14 (New York State Pollutant Discharge Elimination System (SPDES) Program)
  Nassau County DPW requests that a copy of the SWPPP be provided when available.

In addition to the above items, as part of the Stormwater Management Design for the redevelopment, Nassau County would request the following:

- The design engineer should provide further analysis to demonstrate that the new drainage configuration that includes Site A and Site B will not negatively impact the existing 66-inch drain pipe and/or NC Basin 122.
- The eastern portion of the Belmont Property is within the Elmont Drain watershed which is at or above capacity and experiences surcharging during heavy rainfall events. An evaluation should be performed to determine the feasibility of redirecting overflow from the eastern portion of the Property, particularly potential overflow from the South Lot and East Lot (above the required on-site storage), into the system that discharges into the 66-inch pipe along the Cross Island Parkway. This improvement would benefit the surrounding community of Elmont by reducing periodic flooding.
- Evaluate the feasibility of an additional stormwater basin built on-site to handle volume from the redeveloped site. This concept had been previously discussed and was the subject of a "Village of Floral Park Drainage Study" conducted in 2008 (D & B Engineers). The focus of the study was to alleviate flooding in the vicinity of the Clover Ave. and Mayfair Ave. within the adjacent Village of Floral Park.

Chapter 7: Socioeconomic Conditions

- *Direct Business Displacement* (Pages 7-2 & 7-17)*:* Besides the remaining Backyard space that will be left, please specify in more detail which other locations within Site A are being considered for potential Backyard-type activities. Are any of the Site A locations that are under consideration located near the property borders of residential homes?

- *Hotels* (Page 7-24)*:* It is indicated that the primary trade area for analysis does not include Queens County because **most** hotels are intended to service airports and Manhattan overflow demand. However, due to the Proposed Project's location along the Queens border, the primary trade area ***should*** include **all** of Queens County, or at minimum, the eastern half of Queens County. Additionally, include an analysis of which hotels in Queens County are also categorized as "upper upscale class."

- *Arenas and Entertainment Venues* (Page 7-31): Table 7-21 "Performance Metrics for Key Competitor Arenas" does not provide post-renovation data for the NYCB Live: Nassau Veterans Memorial Coliseum. This analysis should be updated with current information on competitor arenas in the region.

- *Hotels* (7-32): Due to variations in data depending upon hotel type/class, please provide 2013 to 2017 ADR, RevPAR and Average Occupancy rates for the "upper upscale class" of hotels in Nassau County and Queens County.

- Arenas and Entertainment Venues: If visitors to non-sporting events are only expected to travel from "a catchment area of no more than a 20-30 minute drive to the arena," please explain how this catchment area overlaps with the catchment area of no more than a 20-30 minute drive to the NYCB Live: Nassau Veterans Memorial Coliseum. Please explain how such an overlap in catchment areas may impact demand at either venue.

Chapter 11: Transportation

The County finds that the anticipated traffic impacts generated by the proposed action are not completely identified and analyzed in the DEIS. County-owned and maintained roadways, such as Dutch Broadway, Elmont Road, Plainfield Avenue and Tulip Avenue (not an exhaustive list), all surround the Belmont Property and will likely serve as alternative access routes to the Property from State highways such as the Cross Island Parkway, Southern State Parkway and Jericho Turnpike. It is critical that the analysis be revised to identify all potential impacts to the operation and safety of aforementioned County roadways and feasible mitigation be proposed. This required analysis in the DEIS shall clearly set forth a detailed plan for improvements to State, County and local roads necessary to accommodate a project of this scope and scale.

The County urges that below-mentioned deficiencies and omissions in the Transportation Chapter of the DEIS be satisfactorily addressed.

Design Criteria:

- Trip generation estimates need to be revised. Given that the proposed arena will host Islander home games on approximately 44 to 60 days/nights with a capacity of 18,000 seats and approximately 145 non-NHL arena event days annually, which includes an anticipated 50 marquee events utilizing the full capacity of 19,000 seats, 65 events utilizing between 6,000 and 11,500 seats, and 30 events utilizing 3,500 seats or fewer; the use of 11,700 patrons attending the arena as a design criteria is too low and does not represent a "conservative analysis" the report states was used.
    - Given that:
        - The Weekday PM Peak period is from 6:30-7:30 PM and the SAT PM Peak period is from 6:00-7:00PM,
        - Most concerts have a start time around 8:00PM,
        - The idea that this is a multiuse facility providing retail, dining, and the arena;

      It would be reasonable to consider that concert events at the arena, which would have the highest capacity and attendance, would still draw a large portion of its attendees to the facility during an overlap with the peak time periods, as attendees would arrive to the facility early to utilize the dining facilities in the retail areas before the concert.
        - This point is further supported in Chapter 17: Mitigation TMP – "Strategies That Encourage Arena Patrons to Arrive Early and/or Stay Later" section. Therefore, the maximum capacity of 19,000 arena attendees should be used in traffic generation analysis to provide the most "conservative analysis" possible for the Weekday PM and SAT PM & Night periods. Please address.
            - This would result in 5,735 vehicle trips for the Weekday PM periods, and 5,573 vehicle trips for the SAT PM & night periods.
    - The DEIS should be revised to utilize the 30th highest attended event days for the arena for its design criteria. It is safe to assume that given the 50 marquee event and 44 to 60 NY Islanders home games, that at least 30 of the events at the arena will be sold out to maximum capacity; therefore, the full 19,000 patrons attending the arena should be used. Please revise the traffic analysis accordingly to reflect these peak conditions.

- Table 11-4 & 11-5:
    - 83% (Table 11-1) of 18,000 (sold out hockey game used for a "conservative analysis" as discussed on Page 11-4) = 14,940 arena patrons traveling by auto for the Weekday PM period (5,432 vehicle trips). Please address and revise DEIS as necessary.
    - 88% (Table 11-1) of 18,000 (sold out hockey game used for a "conservative analysis" as discussed on Page 11-4) = 15,840 arena patrons traveling by auto for the SAT PM & Night periods (5,280 vehicle trips). Please address and revise DEIS as necessary.
        - However, the number of arena patrons used for analysis & trip generation was 11,700 for all three periods which results in the number of arena

patrons traveling by auto as 9,711 for the Weekday PM (3,531 vehicle trips) and 10,296 for the SAT PM & Night periods (3,432 vehicle trips). Please address.

- The use of 11,700 for arena patrons represents 65% capacity for hockey games.
    - Why wasn't the full capacity of a hockey game used for a conservative analysis as was discussed on Page 11-4? The trip generation should be revised to account for the full capacity of a hockey game.

- The DEIS fails to account for traffic generated from the maximum capacity of the proposed arena. Shouldn't the 14,940 arena patrons traveling by auto be used for the Weekday PM, and 15,840 arena patrons traveling by auto be used for SAT PM and Night periods (hockey)?
    - Utilizing the 2.75 persons per vehicle for hockey games (Page 11-4), this would result in 5,433 vehicle trips arriving for Weekday PM, not the 3,531 that was used. Please address.
        - An increase of 53.9% of vehicle trips over what is stated in the report.
    - Utilizing the 3.0 persons per vehicle for Saturdays (Table 11-1) PM, and Night, this would result in 5,280 vehicle trips arriving for SAT PM and departing SAT Night, not the 3,432 and 3,960 that were used respectively. Please address.
        - Increases of 53.8% and 33.3%, respectively, of vehicle trips over what is stated in the report. Revise DEIS accordingly.

- Why were the internal capture credit percentages discussed on Pages 11-6 and 11-7 utilized for the arena patron's component of generated traffic in Table 11-5?
    - Please explain the logic behind removing trips from BOTH the Retail and Arena Components for internal capture credits. Revise analysis as necessary.
- Why was "Subway" listed as a mode of transportation to arrive/depart as there is no existing MTA subway line in the vicinity of the arena?
    - The closest subway line is the F Train at Hillside Ave & 179 Street, approximately 4-miles away.
    - Are the transit credits applied to the traffic analysis too generous, as subway access is in fact not available?

<u>Trip Distribution & Assignment</u>:

- Using modal split from Barclay's is inappropriate as it is anticipated that more spectators can be expected to come from Nassau and Suffolk counties, and transit availability/accessibility is significantly greater at the Barclay's Center compared to the Belmont Property.
    - Revise trip distribution and assignment values with a more appropriate modal-split for the Belmont Property.

- What percentage of ZIP code origin for New York Islander ticket sales data originate from:
  - Elmont
  - Valley Stream
  - North Valley Stream
  - South Valley Stream
  - Malverne
  - Lynbrook
  - Hewlett
  - Woodmere
  - Cedarhurst
  - Inwood
  - Atlantic Beach
  - Long Beach
  - East Rockaway
  - Island Park
  - Oceanside
  - Rockville Centre

These are the most likely origins of travelers who would presumably use roadways other than the Southern State and Cross Island Parkways as their route to the proposed arena. Traffic analysis should be revised to account for alternative routing, per the below guidance:

  - Page 11-10: "auto trips were assigned to the roadway network following the most direct route to the Project sites"
    - This "most direct route" does not account for potentially significant travel delays on the Parkway system and anticipated detours onto local roads due to travel delays. Please address.
  - Page 11-14: VISSIM simulation modelling was used for part of Cross Island Parkway corridor and correlated to LOS using 2000 HCM. Why wasn't 2010 HCM utilized?

- <u>Accidents:</u>
  - Why were all Local, County, and State roads & intersections to the south and east omitted from analysis? Please address.

- TABLE 11-24 & 11-25:
  - The portion of the westbound Southern State Parkway feeding into the northbound Cross Island Parkway, particularly the lane reduction from two lanes to one lane on the curved ramp entering northbound Cross Island Parkway, was not observed or analyzed. Please revise analysis accordingly.
  - Given that every Cross Island Parkway segment in the NB direction for Weekday PM (coinciding with arrivals for hockey games at the arena) operate with LOS of D or worse (with the exception of the off-ramp at Jamaica Avenue which is north of the proposed access); are we to fully expect all arrivals from the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.
  - Given that every Cross Island Parkway segment in the SB direction for Saturday Midday Hour (coinciding with departures for Disney on Ice, etc. at the arena) operate with LOS

of D or worse (with the exception of the off-ramps at Hempstead Avenue and Linden Boulevard and the on-ramp at Linden Boulevard); are we to fully expect all departures to the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.

- Given that every Cross Island Parkway segment in the NB direction for Saturday PM (coinciding with arrivals for hockey at the arena) operate with LOS of D or worse; are we to fully expect all arrivals from the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.
    - **Summary: Revise traffic analysis to account for County and local roads to the east, south, and southeast, as they are most likely to be used by traffic redirected from the Southern State and Cross Island Parkways due to already existing poor levels of service along the Cross Island Parkway, and live traffic navigation applications.**

<u>Non-Arena (Page 11-6)</u>:

- The two other shopping centers that are cited, Woodbury Common Premium Outlets and Bicester Village, are both considerably further from their respectively cited metropolitan areas (Manhattan approximately 47 miles from Woodbury Common, and London approximately 63 miles from Bicester Village) with fewer mass transit options than what the proposed retail village at Belmont would be for other parts of NYC and Nassau County. Therefore, it is speculative to conclude that private bus operators would provide service for Belmont from other parts of NYC and Nassau County to supplement public transit. Please address.
- Are there currently private bus operators providing similar service from Manhattan to Roosevelt Field Mall or the Americana Manhasset, both of which are further from Manhattan than Belmont?
- Furthermore, commercial vehicles are prohibited from traveling on the Cross Island Parkway. What routes are these anticipated private bus operators expected to use, and how does this affect the surrounding roadway network?
    - How does this impact traffic during Peak Periods?

Page 11-58:

- "*It is assumed that most arena patrons would purchase parking in advance (as part of full or partial season ticket plans or online when purchasing event tickets) and would be directed to the entrance of the parking facility where they reserved a space based on driving directions provided with the parking pass and/or guide signs on the local street and highway networks to minimize unnecessary recirculation of vehicles looking for a parking space.*"
    - It's unclear what "most" means. This assumption should be more conservative unless there exists some data to support this claim. Please address.

NICE Bus

- It is expected that the proposed project will generate additional demand for NICE Bus service. Currently, the N6 route is at or above capacity during peak travel times. Many passengers are "passed up" by full vehicles unable to board additional passengers. Additional service, equipment, and infrastructure will be needed to support the new demand coming from the project site. As a result, NICE Bus anticipates the following needs:

    1. **New Buses**: Eight additional 40-foot CNG buses will be needed to accommodate additional service.
    2. **Funding for Operating Costs**: A first-round, low estimate for the operating costs of running additional service is $225,000 a year.
    3. **Transit Amenities**: The current plan shows various spots for car-share pick up/drop off zones but does not include added amenities for buses. A plan should include bus cut-outs (150' x 12') with well lit, fully accessible bus shelters including digital bus arrival signs, within close proximity to the venue.

    There are significant concerns regarding east-west traffic flow and its impact on NICE Bus service. NICE Bus was informed that multiple turn lanes and coned areas are planned for during events, however, there is no plan in place to increase east-west through traffic flow. The current mitigation plan reduces east-west traffic to one lane. This issue will be compounded by regular commuter car traffic in the PM peak hour and made even worse by holiday shoppers during December. It is requested that additional roadway improvements are incorporated into the project to prevent major disruption to bus traffic along the corridor. The N6 is one of the busiest suburban routes in the US, carrying over 18K people a day. Throughout the peak period, buses are planned every 6 minutes along the route. NICE Bus is concerned that the traffic plan doesn't consider the heavy volume of east-west commuter traffic which could potentially cause significant delays for bus passengers during major events.

Chapter 17: Mitigation:

- What are the proposed signal timing modifications for Plainfield Avenue & Tulip Avenue?
- Encouraging Background Traffic to Avoid Using the Cross Island Parkway Near Belmont Park Immediately Before and After Large Events:
    - **This section discusses notifying traffic of events at the arena and self-diverting away from the Cross Island Parkway to avoid the traffic entering/leaving the arena; however, shouldn't it be also assumed that traffic entering and leaving the arena would themselves possibly avoid the Cross Island Parkway and use alternate routes either on their own or be diverted by navigation applications. As such, it should be assumed that more than 13 vehicles of generated traffic will utilize local roads, particularly Elmont Road, Meacham Avenue and Franklin Avenue; in traveling to/from the arena from the Southern State Parkway. Please revise the analysis accordingly.**

- The TMP takes a wait and see approach regarding off-site parking on local streets. Nassau County finds this approach to be risky, and strongly recommends the TMP take a proactive approach to address the potential for parking on local streets and associated impacts. Please address.
    - Will the cost of on-site parking be a prohibitive factor of utilizing on-site parking?
    - Will it be deemed less time consuming for patrons to park on the local streets and walk than it would be to park in the outer lots and wait in line to take the shuttle?
        - How frequent will the shuttle run to/from the outer lots?
        - How many people will each shuttle hold?
        - For how long before and after an event will the shuttle run?
- The TMP in the Mitigation section provides only potential solutions. The TMP should be revised to identify all feasible alternative solutions to mitigate potential impacts.
    - Example: on Page 17-9 there is discussion regarding partnering with WAZE as part of its Global Events Partner Program to direct traffic to optimized routes by allowing the operator to integrate parking facility information into the app.
        - Has such an agreement been negotiated? If not, is such an agreement being considered by the project sponsor and any real-time traffic management service provider, and what is the projected quantitative benefit to Traffic Demand Management?
    - Example: on Page 17-11 there is discussion regarding carpooling and shared ride strategies, in which "multi-faceted carpooling and shared ride program could be developed and promoted for arena events".
        - Please specify who would be responsible for developing and implementing the program? Who would pay for the program, and what is the projected quantitative benefit to Traffic Demand Management?
    - Example: on Page 17-12 there is discussion on group sale programs which "could encourage large groups of attendees to ride to events together in charter buses and reduce the number of trips made by private autos."
        - Will this be incorporated, and what is the projected quantitative benefit to Traffic Demand Management?
        - Full sized buses are not permitted on the Cross Island Parkway, what routes would they take? Can the local roads accommodate full sized charter buses? How will the addition of full-sized charter buses affect the level of service along the routes they would be required to take? Additional analysis on County and local roads needed.
        - How does the TMP provide accommodations for a potentially significant number of buses arriving and departing the site, as well as within the proposed internal roadway network of the site?
    - Example: on Page 17-12 there is discussion "to further enhance the use of LIRR as a travel mode by arena patrons, consideration should also be given to implementing shuttle bus service between the arena and other LIRR stations (e.g., Queens Village, Mineola and Valley Stream) to intercept attendees traveling to/from eastern Long Island so they do not have to backtrack through Jamaica."
        - Has LIRR agreed to provide this shuttle service? Who pays for the shuttle service? For how long before and after an event will the shuttle run? And what is the projected quantitative benefit to Traffic Demand Management?

- Please provide the details of the Event Management Plan, including assigned parking, taxi, limo, private car services and bus parking.
- The project sponsor should strongly consider making site plan accommodations for internal shuttle bus circulation. Dedicated shuttle bus lanes, intersection queue-jumps and dynamic traffic signals/signage should all be considered within the project site to promote efficient shuttle bus services circulating within the project site as well as connecting services from surrounding LIRR stations/park-and-rides.
- The County strongly encourages the project sponsor to continue discussions with the MTA-LIRR regarding convenient and reliable commuter railroad service to the Belmont Property. The transit connection is critical to addressing and mitigating significant impacts to State, County and local roadways within the communities of Bellerose, Elmont, Floral Park, and New Hyde Park in Nassau County.

Chapter 16: Alternatives

- The Alternate Site Plan Alternative indicates that Site Plan Option 1 would locate all of the proposed retail uses on Site A with the proposed arena, hotel and office uses. **If that is the case, how would Site B be utilized if the "Retail Village" was not included?**
- While one of the alternatives was the No Arena Alternative, **a scaled down alternative with less commercial space (with and without the arena) with additional open space was not presented. Given the large commercial component to the Proposed Project, this Scaled Down Alternative(s) makes sense. Tables should be prepared comparing traffic impacts with a scaled-down commercial component alternative(s) and the No Arena Alternative and the Proposed Action.**

- END COMMENTS -

From: Kevin Fitzgerald
Sent: Friday, March 01, 2019 12:08 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment Project (the "Project"): Comments of Kevin M Fitzgerald Deputy Mayor of Floral Park on the Draft Environmental Impact Statement

Dear Mr. Avolio:

The Inc. Village of Floral Park, which shares an extensive and century old neighborly border with beautiful Belmont Park, has always advocated for smart development at Belmont Park. These include, but certainly not limited to, the now decade old Floral Park's Belmont Task Force Statement of Ten Principles for Development at Belmont Park, to my comments at the December 2017 ESD Board Meeting where I stated "*see a project that either improves or keeps Floral Park the same*" beautiful suburban community that has been in existence and grown for the past 111 years. Enclosed are my comments and questions related to the above referenced Draft Environmental Impact Statement issued by the Empire State Development Corp. (the "ESD") on December 6, 2018 (the "DEIS"). These supplement my comments that I made at the Public Hearings at the Elmont Public Library in January 2019.

I look forward to the ESD's responses to these comments as well as the hundreds submitted by the residents of Floral Park and our neighbors in the communities that surround us. In closing, I would like to thank the ESD for providing an extension on the deadline for comments as the document and appendices was a significant amount of information to review and contemplate the potential impact.

Thank you in advance for your careful and considerate review of the enclosed.

Sincerely,

Keeee M Fiezeerele

Kevin M. Fitzgerald

Deputy Mayor, Inc. Village of Floral Park

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March 1, 2019

Via email: belmontoutreach@esd.ny.gov

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

Re: Belmont Park Redevelopment Project (the "Project"):
Comments of Kevin M Fitzgerald Deputy Mayor of Floral Park on the Draft Environmental Impact Statement

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Thank you in advance for your careful and considerate review of the enclosed.

Sincerely,
Kevin M Fitzgerald
Kevin M. Fitzgerald
Deputy Mayor, Inc. Village of Floral Park

Chapter 1: Project Description

- DEIS states that it is only 43 acres but they are using significantly more with inclusion of parking lots. Why isn't the entire usages that are well in excess of the 43 acres described in the opening statement?
- Footnote 2 says that it is anticipated that the North Lot would only be utilized to accommodate parking demand for events at the arena and Racetrack. Does that mean that the East Lot will be used for retail overflow? How will there be assurances that the North Lot will not be used when there is not an event at the arena and what penalties would there be and to whom would such penalties be paid?
- Why were there originally two levels of parking under Site B and now only one? The elimination of this additional level under Site B has pushed parking to the East Lot, where it is more impactful on residences.
- New York Urban Development Corp. Act gives the ESD the ability to override the Town of Hempstead's Zoning Code, but only to the extent compliance is not feasible of practicable. Why is it not feasible or practicable for this project to be scaled back significantly so that compliance with the prescribed development intensities under the Town of Hempstead Zoning Ordinances are complied with to the greatest extent possible?
- The study that the ESD used to determine uses for site was done in 2008. That was almost 10 years old when the RFP was issued. Has the data/recommendation become stale?
- There is no discussion on why the other 2 proposals in the RFP were not accepted. The Final Scope states: "The project description will also provide additional detail on the planning history of Belmont Park, <u>including the Developer RFP Process</u>". However, this is omitted. Can you please detail why this project was selected over the other proposals?
- Footnote 7 states that the NYRA would surrender 7 acres on Site A. What legal right or document gives NYRA the ability to surrender this land? Also, when was the last time in NY State that what is essentially park land been surrendered? Isn't the transfer of park land restricted under state law? Has the issue of the restriction on the transfer of park land been addressed? If so, what findings and conclusions have been made?
- Page 1-4 states that "*Underground transmission lines would extend west from the proposed substation along Belmont Park Road approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. An overhead bypass would also be installed on Plainfield Avenue."* I believe that it would extend East not West? States east on page 3-23. What is the correct information?
- Arena: there is no limit on the number of marquee events inclusive if another franchise moves in
- Page 1-6 discusses "popup installations" This could mean events such as winter carnivals such as Bryant Park. Does the DEIS need to study such impacts?
- Will the 3.75 acres on Site B of "publicly accessible landscaped open spaces" be open to the public without paying a parking fee? If so, where will this parking be provided? What enforcement will be used to ensure patrons to the Arena will not use these spaces?
- Will the taxi ride share area be open during events at the Arena and Racetrack? Footnote 8 seems to state that it will not be ("*The 6,312-space total includes approximately 150 parking spaces (located in a proposed rideshare staging area in the North Lot) that would not be available on full event days") Where* will rideshare facility be for Arena events?
- The DEIS states that the exact number of parking spots that would be available for the North, South and East lots "would be subject to the conditions of the shared parking agreement". Why doesn't the developer know exactly the number of spots needed (at least on the high end)?
- Page 1-8 states that "shuttle transportation" would be provided to the lots. What mode of transportation would be used? Where would it be stored when not in use? Where would repairs be made? If buses, why hasn't the effect of exhaust fumes on residents and horses been studied?
- Would buses be allowed to access Belmont Park Road? If so, what are the restrictions on times of day?
- Floral Park needs more details on what "*A buffer composed of dense vegetation and a chain-link fence would be provided along the northeastern boundary of the North Lot*" means and looks like
- The only roadway improvement being made is at Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road. Why are there none on the Cross-Island Parkway ("CIP")? Did they study that no other intersections or roads will need improvements? If they did where are the results stating such?

- Belmont Park is an existing hurricane evacuation center. Is it anticipated that it will continue and/or will the arena be used for such?
- Page 1-9 states "*The Proposed Project responds to the development objectives in several ways. First, it intends to create a gateway to Long Island by creating a striking new presence for Elmont; attentive and sensitive architectural design, signage, public art, and landscape elements would transform the current vacant and underutilized space on the Project Sites to the benefit of the community"* There is no description of how this benefits the community >
- Page 1-10 *states "spur economic development and produce reliable and permanent revenue streams for the benefit of the public."* But gives no details of how this will occur?
- Page 1-10 states "*The new arena is expected to attract a wide audience of new and existing fans, due to its modern and innovative design, and due to it being centrally located at the border of New York City and Long Island*." But gives no details of how this will occur?
- Why isn't the Water Authority of Western Nassau County listed as another INVOLVED OR INTERESTED AGENCIES?

- Why isn't the Mainline Expansion Project included in the study?
- Why was ½ mile area specifically chosen as the Study Area? Is this appropriate for the scale of the project?
- There will be parking available outside the ½ mile radius study area therefore why is the radius only ½ mile?

Chapter 2 --- Land Use, Zoning, and Community Character

- Why doesn't the change from "passive" (existing) use of the North and East lots to an active (new) use constitute a substantive change?
- Page 2-2 states the Project *"would draw the surrounding community onto the Belmont Park property through economic and social opportunities*" The surrounding communities' businesses, especially restaurants, would suffer for this and potentially raise local taxes due to commercial real-estate being devalued due to potential vacancies.
- What is the basis for the following statement in the DEIS "*the proposed retail uses would complement, rather than directly compete with, existing retail facilities in the area"*? Has this issue been studied or analyzed, or is it merely ESD's unsupported opinion?
- Will the helicopter landing area be used? If so when and how?
- There is no discussion of how the Project fits into the cited Vision Plans. In fact, most of these plans call for other initiative that what the Project is offering.
- Page 2-30 states that *"The 43-acre redevelopment represents about 10 percent of the overall Belmont Park property".* That is not true if the North and East lots are included.
- What does the word "formalized" mean in the following sentence found on page 2-32 "The *parking area within the North Lot, which is next to the Floral Park – Bellerose Elementary School, would be formalized, and the frequency of its use would increase with the Proposed Project."* What are the specific terms of such "formalization"?
- How will lighting and noise be controlled in the North and East lots to ensure that they "w*ould not impact the surrounding community"*
- What assurances are there that the Plainfield Ave Gate and Belmont Park Road will not be used for through access?
- Page 2-37 states in the subsection entitled Noise *"However, additional noise is not expected to affect the character of the communities adjacent to the North Lot and the East Lot, as no significant adverse impacts are anticipated*" How can this be true if the Parking Lots are changing from Passive to Active?
- There is no mention in the Noise subsection about the impact the noise will have on the Horse population or the 1,000 + residents that live within the confines of Belmont Park. Why wasn't that studied?
- On page 2-38 and 2-39 in the section of Transportation there is no mention of the increased traffic related to the Retail Village

Chapter 3: Community facilities and Demands

- The discussion on the Police section on page 3-1 states the 5th Precinct of NCPD would be first responder. The section states *"Proposed Project is not anticipated to have a significant adverse impact on police protection services"*. What study or information was used to make this determination? There is no discussion on policing at similar venues including an arena and/or a mall
- The language used in this section is almost cut & paste from NCPD Commanding Officer's James Bartscherer in Appendix A which was in response to the ESD's letter 4/10/18. The letter from the ESD nor the response asks or discusses the impact of the arena or mall. It is just a recitation of facts based on the existing staffing levels. Additionally, FPPD Police Commissioner McAllister June 25 2018 letter specifically addresses issues that will arise and states "*congestion will slow response times and also contribute to additional accidents occurring thereby further straining patrol deployments".* There is mention of the Commissioner's letter on page 3-7 but his concerns are not addressed. Similarly, the same on page 3-14.
- The ESD request to FPPD Police Commissioner McAllister did not ask what impacts would be for East Lot usage.
- None of the letters to the commanders of emergency response teams indicate what the number of expected visitors would be to the retail site. Therefore, how could they respond appropriately
- The following statement that appears on page 3-2 is not true "*Based on correspondence with the FPFD, there would be no significant adverse impacts on the FPFD, so long as emergency response time is not compromised due to increased traffic congestion from the Proposed Project. As discussed in more detail in Chapter 11, "Transportation," while the Proposed Project has the potential to slow down emergency vehicle response times, with the proposed mitigation measures described in Chapter 17, "Mitigation," project-generated traffic volumes are not expected to significantly lengthen emergency vehicle response times."* There are no details in Chapter 17 on how the increased traffic will not affect response times of emergency vehicles in Floral Park nor does it answer how the FPFD will ensure members can adequately respond to calls. As our volunteers live in different places in the Village, they must first respond from their homes to their assigned Fire House and then to the scene of the call. Chief Maickel specifically mentions Plainfield Ave and increased traffic could "effectively cut the Village in half". See also comments of Lynn Pombonyo, Trustee and Fire Commissioner, which directly contradicts the erroneous statements contained in the DEIS on this point.
- The assertion in the DEIS that: *"Further, it is not expected to significantly affect the provision of services by the fire departments or emergency medical providers."* Is completely unsupported and indeed contradicted by the responses from our Police Commissioner and Fire Chief.
- In the Solid Waste section there is no mention of how and where it will be stored prior to pick up on either Sites A or Sites B.
- In the Water Supply and Sewage sections there is no discussion of when at the 2008 Belmont Stakes there was no water and sewage functions. In order to probably assess if the existing infrastructure can handle additional volume, the incident that occurred in 2008 must be examined.
- Natural Gas service section identifies that the "*natural gas demands of the Proposed Project can be satisfied with the installation of additional gas main and gas service lines"* but does not identify where and how this would be done. What is the impact of [Jessica's point about gas lines]?
- The subsection Other Community facilities makes no mention of the playground and athletic fields adjacent to the North Lot. Why was that left out of the document?
- Figure 3-1 mentions schools but there is no mention of Our Lady of Victory grammar school. Other schools (e.g. Elmont Memorial Junior-Senior High School) and libraries (e.g. Elmont Memorial Library) are mentioned. So why was Our Lady of Victory grammar school omitted when it is 1) just as close as the aforementioned and 2) it is on Plainfield Ave which is studied in depth in the Traffic section including intersections near the school?
- Figure 3-2 mentions the Floral Park Fire Department headquarters but there is no mention of the other two fire houses within Floral Park that equally serve the Village. Why were they omitted?
- There is no mention of how solid waste will be managed from that which comes from the North and East Lots.
- How were the estimates for water usages (i.e. 135,000 gallons per day) arrived at? What comparable venues where used?
- Does the estimate of water usage include the retail village?

- In Appendix A James Bartscherer does not affirmatively state that the proposed project will not have an effect on the 5th Precinct. He is silent on question 6 of the ESD's letter to him dated April 10 2018. Why is it assumed that there are no impacts just because the question was not answered?
- There is no discussion on the need for additional Police staffing whether it be NCPD, NYPD or FPPD to cover the number of events each day. It would seem that the assumption is that the existing staffing of these departments is adequate. How did the ESD come to this conclusion if there will be an additional 30,000 to 50,000 people being drawn to the site now.
- The statement on page 3-16 "emergency vehicles can maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls" is simply not true with respect to the volunteers of the Floral Park Fire Department. They are bound by traffic laws and they do not have emergency lights or sirens on the personal vehicles they use to respond to calls. See also comments of Trustee and Fire Commissioner Lynn Pombonyo on this point.
- There is no mention of what agency will be responsible for Police service in the North and East lots. Who will be the responsible agency?

Chapter 4 Open Spaces and Recreational Resources

- There is no discussion of the arena or hotel will "throw" a shadow onto the racetrack. This could have a negative effect on races as horse do from time to time "jump shadows". [answered on page 4-12]
- Page 4-12 states that the Retail Village will attract 8,000 daily visitors. However, there is no data on how that number was arrived at, which calls into question what the correct and accurate number is. This is also in contradiction to the 8 million to 9 million annual visitors that the developer stated at the Q&A session held at the Elmont Library in 2018.

Chapter 5 Historical and Cultural Resources

- Appendix B which is relied to state that *"Proposed Project would not result in any adverse impacts to historic and archaeological resources"* appears to have covered on the "Blue Parking lot" as the report only states " *We have reviewed the plans for the Blue Lot"*

Chapter 6 Visual Resources

- Page 6-2 states the following "*Views to the East Lot from residential streets in Floral Park would be partially obscured by the existing vegetation along the northern boundary of Belmont Park Road, which extends along the north end of the Training Track, and by the North Field on Belmont Park property, located north of the Training Track, which would also provide a green buffer"* Although this is true partial obscured is not sufficient. There is significant light already emanating from that lot especially during the winter months which is when the vast majority of events will be taking place. Increased vegetation must be included
- Page 6-5 states "*These lines would be run to two new powerpoles installed just inside the northeast corner of the Belmont Park property. The transmission lines would then run down the pole and transfer underground, running along the northern perimeter of the Belmont Park property until reaching the new electrical substation."* Where would these powerpoles be located?
- Page 6-25 states "*The light poles in the East Lot would be partially visible from the residential streets, though the poles would be located at a distance from the streets and would not alter the character of the neighborhood or impinge on any views of aesthetic resources. Therefore, the Proposed Project would not significantly alter views from residential streets to the East Lot.* There are no visual pictures of this and therefore no assurances that the statement is true.

Chapter 7 Socioeconomic Conditions

- Page 7-1 states "*It would introduce new workers and visitors to the area, thereby increasing the area's spending power and benefiting existing commercial establishments*" How was this determined and what fact-based research backs this statement up? [page 7-3 goes into some information but not much detail especially the portion on restaurants]
- Page 7-5 discusses the impact on other arenas and music venues but does not give any relevant facts other than "NY Islanders not successful in Brooklyn", Nassau Coliseum focus on smaller-scale events, etc. It does not provide details on which acts would choose a new arena over Nassau Coliseum or even what the future of these acts are 5, 10, etc. years down the road.
- The study area in most charts in the section have higher numbers than the individual areas. For example, chart 7-11 has an unemployment rate at 8.8% but Floral park and Elmont are lower individually
- What specifically are local materials, inputs and services as mentioned on page 7-16: *"The development would also provide opportunities to utilize local materials, inputs and services during construction and for future operations of all businesses: retail, arena, hotel and office."*
- The DEIS in the Indirect Residential Displacement section acknowledges on page 7-18 "*Most potential new residents would continue to focus on traditional criteria, such as access to good schools, local retail and transport, rather than access to these entertainment amenities*" but there is no discussion on the active use of the North and East lots will impact the existing home values that are near or adjacent to those lots?
- On page 7-19 the DEIS goes on to say "*Finally, the Proposed Project would not introduce significant adverse environmental effects within residential neighborhoods, and therefore would not present conditions that could impede efforts to attract residential investment to the area or create a climate for disinvestment."* But does not detail how it came to such a conclusion
- If the draw to the Retail Village, as stated on page 7-23, is "*The primary trade area considered for the competition analysis for the luxury outlet retail component is therefore the entire New York-Newark-Jersey City, NY-NJ-PA MSA"* how is it estimated that only 8,000 people will visit the site daily if the business model is to draw from a population north of 20 million.
- The DEIS states on page 7-27 *"the capture rate of Elmont and Floral Park, however, are much lower, at 55.1 percent and 59.4 percent, respectively"* There is no mention of where and how this data was established.
- Page 7-37 states "*the arena would primarily serve customers in Long Island (approximately 80 percent of arena visitors are expected to come from Nassau and Suffolk Counties) and visitors to non-sporting events are expected to travel from a catchment area of no more than a 20-30-minute drive to the arena*." If this is true then why is the arena being built on the Nassau/Queens border instead of a more central location?

Chapter 8 -- Hazardous Materials

- Page 8-2 states properties had identified spills of hazardous materials or oil (e.g., a Mobil Station, Gate 5 transformers, and an LIRR maintenance yard). Where are the details of these reports specifically the one with regards to the LIRR maintenance yard?
- It appears that, per page 8-4, the area to excavated for the underground parking has not yet been established. See the following: *"This would include the areas of excavation (trenching), which are yet to be finalized, at the parking areas and the area where the new substation is proposed."*

Chapter 9 -- Water Resources

- Page 9-4 it appears that there were no soil borings done in the North or East lots. If so, do they need to be done in order to determine the impact of any improvements done on those parcels?
- There is only one mention of the Water Authority of Western Nassau County in the entire section. On Page 9-10 it states "*The Proposed Project would be supplied water by the WAWNC, for which well fields are located off-site*" There is no analysis of the impact that the project will have on those well fields and the residents and businesses that depend on them.
- The section has no mention of the potential of NYC tapping into the aquafers that are listed in the document. Was NYC contacted about the potential project and specifically about water usage. See Newsday article https://www.newsday.com/long-island/nyc-water-plans-draw-fire-from-officials-on-long-island-1.13704233
- There is no mention of the means and runoff of the cleaning of the North and East lots. The document at a number of points states "are currently used as surface parking for Belmont Park, and they would continue to function in the same capacity with the Proposed Project". However, the existing use is very different than an active parking lot that will require constant cleaning, etc.
- All studies and assumptions in this section were made not taking into account any future improvements that NYRA is making. (see footnote 11 on page 9-13). Can NYRA make the same assumptions and the combined effect be detrimental to not only the surrounding communities but the projects themselves?
- There is no mention in this section amount the amount of water needed for basic services (e.g. toilets, landscaping etc.) needs that currently do not exist
- There is no mention of the 2008 Belmont Stakes when the entire facility had no water for the day starting early afternoon. The reason for the issue should be studied and corrections if any made since then should be detailed in the DEIS.

Chapter 10- Natural Resource

- Page 10-1 states "*However, the Proposed Project would result in the loss of a number of mature trees that provide habitat for birds and other wildlife typical of developed areas. Landscaping, including the approximately 3.75 acres of landscaped open space on Site B and tree plantings, has the potential to improve habitats for birds and pollinator species, as well as other wildlife within the Project Sites"*. There is no mention of the number of trees being taken down or a ratio of the number that will be replaced (e.g. for every tree removed there will be five trees planted). Additionally, there is no mention of the impact of removing mature trees with new trees and the time for such trees to mature.
- Page 10-9 states "*A minimal number of trees would be removed from the North Lot, South Lot, and proposed electrical substation area.*" Where specifically are the trees that are going to be removed and do, they provide any sound barriers? A minimal number of trees would be removed from the North Lot, South Lot, and proposed electrical substation area.

Chapter 11 – Transportation

- [See the comments of Belmont Task Force Member and Chairman of the Village's Architectural Review Board, Frank Gunther, AIA, whose comments are incorporated herein by reference as aid for my comments on this topic.]
- [See the comments of NV5 on this topic whose comments are incorporated herein by reference as aid for my comments on this topic.]

Chapter 12 – Air Quality

- Page 12-9 states "For *all arriving and departing vehicles, an average speed of 5 miles per hour was conservatively assumed for travel within the parking facilities. In addition, all departing vehicles were assumed to idle for 1 minute before proceeding to the exit".* There is no data to back up how these assumptions were made. In fact, due to the short entrance ramps and need to collect parking fees it is doubtful that cars will idle for one minute or less. Additionally, and more importantly, the entrance ramps to the CIP from the North Lot are extremely short (without room for expansion) cars will idle more than a minute in the North Lot due to the number of cars exiting the North Lot at the end of an event. An analysis of Air Quality must be done in conjunction with a full analysis of cars exiting the CIP and then entering the CIP especially as the North Lot surrounds homes, a school and a ballfield.
- Page 12-9 states "*Since there is no specific garage design at this time, the vent face was assumed to discharge towards the street that has the highest background levels of traffic, to be conservative."* What if these assumptions are not feasible? What if all alternatives have significant impact on the residents that surround the area.?
- It appears that this entire section is based on the traffic analysis done. There is no analysis of Air Quality if the traffic issues cannot be migrated and a substantial amount of traffic needs to be re-directed to local street.

Chapter 14 – Climate Change

- Page 14-7 states "*average travel speeds on the Cross-Island Parkway would generally be similar to speeds in the No Action condition, except for a reduction in speeds on the Cross-Island Parkway by up to 36 mph on individual segments of the Cross-Island Parkway during the analyzed peak hours. This may result in an increase to GHG emissions up to 25 percent on these segments during the peak hours. However, these potential increased emissions would generally be limited to small segments (approximately 2 miles) of the Cross-Island Parkway and would not extend to all hours on such segments. Therefore, the potential to increase congestion is not anticipated to significantly increase regional GHG emissions and were not quantified*". How could the DEIS state that there may be 25 % increase in GHGs for a 2-mile segment but not describe how that may be detrimental to the communities that surround the 2-mile segment in question?
- Page 14-9 states "*While measures to improve energy efficiency for the proposed arena have been identified, specific measures for uses other than the arena are not yet known"* How can the DEIS make conclusions if the shopping center has not been examined for this section of the document? What happens if there are adverse climate effects of other uses of the project besides just the arena?
- Page 14-10 states "*Construction waste would be diverted from landfills to the extent practicable by separating out materials for reuse and recycling, with a diversion target of minimum 75 percent".* Where would the separation out of materials occur? Would they occur on site and if so where and where is the study on how the separation will impact the local communities?

Chapter 15 – Construction

- Page 15-3 states *"At the Floral Park Bellerose School's athletic field north of the North Lot, while construction noise may be readily noticeable and intrusive at times, the duration of construction would be limited, and the use of this open space is primarily for active recreation (e.g., sports, physical education, recess), which is less sensitive to noise than a purely passive open space would be. Consequently, construction of the Proposed Project would not result in any significant noise impacts at this receptor."* If they feel that there would be noticeable at the field why is there no mention of the impact on the students that will be in the School?
- Page 15-3 states "*As a result of the construction noise levels that would occur at these receptors, dormitories along the western edge of the stable area near Gate 5 Road would have the potential to experience significant adverse construction noise impacts for approximately 5 months during Proposed Project construction. At the Belmont Park Dormitories located along the northwestern edge of the stable area near the Training Track, worst-case construction noise levels would result in increases over existing noise levels of approximately 15 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC*". What is being done to mitigate this for the residents of the dormitories?
- Will the ESD and developers enter into binding contractual commitments with penalties for failure to abide by the items set forth in the subsection entitled MEASURES TO MINIMIZE COMMUNITY IMPACTS? If not, how will the ESD and developers fulfill the commitments made in the DEIS?
- What materials will be stored in the North and East lots?
- How will the materials be off loaded for storage? Will cranes be used?
- How will materials be shipped to the site? By rail or truck?
- If by truck, what routes will be used and at time of day? Appears Table 15-4 speaks to truck visits. If the majority of trucks are to arrive early morning this means that they could be traversing local roads pre-dawn and during school transport times. The creates significant health risks (e.g. trucks traversing residential neighborhood while majority of people are sleeping) and safety risk (e.g. children walking or on a bus to school).
- Page 15-9 speaks to Rodent Control and what the commitments the contractor "would carry out". How will this be enforced and what will occur if the contractor fails to live by the commitments in the DEIS?
- How will dirt and other materials that were excavated be shipped from the site?
- If by truck what route(s) will they use? Page 15-22 states "These types of truck deliveries would be expected to primarily travel to and from limited access highways that permit the use of commercial vehicles (such as the Clearview Expressway and Long Island Expressway)." There are no further details on the route(s) that the trucks will take to get to the site from the Clearview or LIE. Page 15-22 goes on further to state "would primarily utilize truck routes such as Hempstead and Jamaica Avenues to travel to and from the Clearview Expressway and Long Island Expressway." This does not state that these routes will be used exclusively or what alternatives are being thought about.
- What times will the trucks carrying debris utilize local roads?
- What precautions will be used to ensure that the dust and other debris will not fall off of the trucks or emit into the air?
- How will the precast portions of the arena lower and upper bowls be transported to the site?
- Will any road closures, either temporary or permanent, be needed so that materials can be shipped to or from the site?
- There is one sentence on page 15-11 on the construction of the Office and Community space. More details should be required in the DEIS.
- When will construction documents on the entire site plan be released? Absent these documents it is difficult based on a few paragraphs to judge the full extent of what is being proposed to be built.
- Page 15-13 speaks to via two sentences of the re-construction of the East and North lots. There is no timeframe as to when this will occur. It will have a significant impact on the students of the neighboring schools as well as the home owners.
- Page 15-13 speaks to the Electrical Substation but gives no details as to where certain riser poles, cables etc. will be placed. More importantly, there are no visual comparisons of the existing property and the improvements that will be made so that commenters can properly review.
- Any changes or construction performed by NYRA are outside the scope of the document as noted on page 15-14. If there is simultaneous construction, both projects will have a cumulative impact and must be studied together.
- There is no mention in this section of the ongoing MTA Mainline Expansion Project and the interaction/cumulative effects of two major ongoing construction projects in such a small area.

- The DEIS does not address what, if any, remediation will be done if any local roads are damaged due to increased truck traffic.

Chapter 17 Mitigation

[See the comments of Belmont Task Force Member and Chairman of the Village's Architectural Review Board, Frank Gunther, AIA, whose comments are incorporated herein by reference as aid for the Village's comments on this topic.] plus the additional below

- Page 17-1 states *"the TMP would include a combination of transportation demand management measures (e.g., carpooling and incentives to use transit)" How* is this possible if there will only be two trains in bound and two outbound. What are the details of the incentive(s) and what studies were performed to ensure they would succeed to obtain the objective?
- The TMP must be disclosed and allowed for comment prior to the Final Impact Statement or FIS is approved
- Page 17-1 states" *The TMP would be implemented from the opening of the arena and then reviewed and refined on a regular basis, enabling continued improvement and adaptation to reflect actual conditions*" the purpose of an Environmental Impact Statement/Study to review the changes that will be made to determine/study those impacts. How can a plan that has not yet been established be considered a reasonable mitigation measure?
- Page 17-2 states "*Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York State Department of Transportation (NYSDOT), the Nassau County Department of Public Works, or the New York City Department of Transportation (NYCDOT), depending upon the location of the intersection. If any of these measures are deemed infeasible and no alternative mitigation measures can be identified at a particular location, then the identified significant adverse traffic impacts at such location would be unmitigated"* How can the project go forward if these public agencies solutions are deemed infeasible?
- Page 17-2 states *"Widening of the Cross Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option"* In discussions with NV5 the Village's traffic consultant we were informed that according to AASHTO's, A Policy on Geometric Design of Highways and Streets Assuming a highway design speed of 50 mph on the CIP, the northbound entrance onto the CIP would require a minimum of 720 ft of acceleration lane as cars turning onto the entrance ramp from the North Lot. The existing acceleration lane is approximately 500 ft in length. The southbound ramp to the CIP is preceded by a ramp on a horizontal curve. Assuming a design speed on the ramp to be 25 mph (cannot confirm with google maps), the acceleration lane length should be 550 ft in length. Existing lane is approximately 300 ft long. As both these entrances to the CIP from the North Lot are significantly short of the proper distance:
    - What construction efforts will be required to extend these ramps? It is important to note that both the northbound and southbound ramps come to an end at the foot of train trestles for the LIRR. Therefore, major work to the LIRR would also be required
    - If the ramps are not extended to a proper length, significant backups will occur in cars exiting the North Lot. What impact studies have been done on the impacts of car horns, noise, air pollution, light noise, etc. with cars not being able to exit in a reasonable time
    - If the ramps are not extended to a proper length and a lane in each direction is shut down to allow cars to enter, what impacts studies on traffic on the CIP were done? What time frames were studied? These studies must include events at all different times of day and night. Additionally, the studies must include the impact of traffic exiting the CIP to avoid delays near the site.
- Page 17-3 with regards to NICE bus service
    - What studies were done to determine the socioeconomic impact to residents that rely on this bus service including but not exclusively to their added time to their daily commutes?
    - If bus service is increased due to the project, who will pay for the additional buses, bus drivers etc. see Newsday article regarding recent NICE bus service cuts https://www.newsday.com/long-island/transportation/cuts-to-nice-bus-service-begin-sunday-1.13396714

- Page 17-3 states with regards to the TMP "Potential mitigation measures to address such impacts could include strict enforcement of existing parking regulations by ticketing and/or towing illegally parked vehicles, or by implementing new parking regulations on streets in the surrounding areas."
    - Who will be responsible for enforcing no on street parking regulations in areas outside of the Inc Village of Floral Park?
    - Who will enforce any and all regulations within the parking lots including the currently existing prohibition against tailgating?

- Page 17-4 states in the Constructions section "*Implementation of the recommended traffic engineering improvements for these intersections, all of which are located within Queens, is subject to review and approval by NYCDOT"* This would seem to indicate that **ALL** construction vehicles will arrive from Queens. How will this be enforced? Why is it assumed that they will only come from Queens?
- There is no mention in this section of any required or necessary impacts and related changes that would be required for the now started LIRR Mainline Improvement Project or LIRR Expansion Project from Floral Park to Hicksville. Why does the ESD feel that that project along with the Belmont Redevelopment Project do not have overlapping and cumulative effects?
- There is no mention in this section of any required or necessary impacts and related changes that would be required for NYRA's planned improvements to the Belmont Grandstand and other improvements in Belmont Park. Why does the ESD feel that that project along with the Belmont Redevelopment Project do not have overlapping and cumulative effects?
- Page 17-4 states *"As a result of the construction noise levels that would occur at these locations over an extended duration, Belmont Park Dormitories located along the western edge of the stable area and along the northwestern edge of the stable area near the Training Track would have the potential to experience significant adverse construction noise impacts."* What study and/or distance measurements were used to determine that the homes and schools would not be smarmily negatively impacted? The stables on Count Fleet Road are 2100 feet from the eastern border of Site A per a measurement on Google Maps. A measurement from the same spot on Site A is 2500 feet from the homes on the southwestern border of Floral Park
- Page 17-7. What are the specific details of the modifying the signals at the intersections of Plainfield Avenue at Tulip Avenue as well as Jericho Turnpike at Plainfield Avenue/Emerson Avenue?
- Page 17-11 states "*Carpooling options could also enable attendees living on Long Island and working in New York City to arrive at weeknight events via transit and carpool home"* This does not necessarily reduce cars travelling to the site. For example, if the person was going to the game with a member of their household, a car still will be required to be at the site
- *Page 17-2 states "To further enhance the use of the LIRR as a travel mode by arena patrons, consideration could also be given to implementing shuttle bus service between the arena and other LIRR stations (e.g., Queens Village, Mineola and Valley Stream), to intercept attendees traveling to/from eastern Long Island so they do not have to backtrack through Jamaica"*
    - Any all bus shuttle services that is enacted must be first agreed to by the local municipality in which the station is located.
    - What studies were done at the locations that were considered to ensure no additional traffic impacts, socioeconomic (e.g. police service required, etc.) impacts?
    - Where will these shuttle buses park?
    - What routes will these shuttle buses take?
- The Arrive Early/Leave Late mitigation effort must not include tailgating or loitering in the parking lots to be permitted
- The Arrive Early/Leave Late mitigation effort must have on site law enforcement that will all driving while intoxicated, driving while impaired, and driving while under the influence laws to ensure the safety of the neighboring communities
- Page 17-13 states *"Consideration could also be given to pre-selling parking permits by parking location"*
    - What studies were conducted to ensure that this would be a viable solution?
    - Where will patrons park if they do not have a pre-paid parking permit? How would they be directed to the site
    - What, if any, parking sites are being considered for the project besides the South, North and East lots as defined in the DEIS?
- Page 17-4 states "*The scope of work would include collecting several types of field data (e.g., Automatic Traffic Recorder [ATR] counts along the Cross Island Parkway and major roadways in the local street network, turning movement counts and field observations at key intersections, vehicle occupancies, on- and off-site parking utilization, and/or transit ridership), and conducting surveys of arena patrons to understand their origins and destinations and the travel characteristics used by attendees in traveling to and from different types of events"* Why is the ATR studies not being done as part of this DEIS?

LAURA A. GILLEN
SUPERVISOR

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March 1, 2019

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

Dear Mr. Avolio:

I have received phone calls, emails, and letters in the thousands from residents about the proposed Belmont development who feel like their voices aren't being heard. This gives me great concern. For this project to move forward, I firmly believe it should comply with certain guidelines that will benefit the taxpayers and residents. I hope that their concerns regarding the scope of the project are addressed in the Final Environmental Impact Statement.

For the long term success of this property and the surrounding area, there must be a full time Long Island Rail Road stop in Elmont along the main line. Elmont residents deserve a dedicated train station just like the one in Floral Park. This will not just serve to alleviate traffic from events and other activity at Belmont; it will improve the quality of life for residents in Elmont and Franklin Square by eliminating their need to drive to Queens Village to take the train to work. Additionally, a full service train station would offset much of the traffic issues addressed in the environmental impact study and would further promote mass transit as an easier and more viable alternative to driving.

Giving Islanders fans, and our residents, a mass transit option would undoubtedly help alleviate traffic and increase the economic opportunities and the quality of life for residents living around the property and in the surrounding area. Many others are advocating for this and I believe that we need a positive conversation to move this forward.

I would also like assurances that people in this community will be the ones filling the related construction jobs. We want to make sure Long Islanders and people who know our community best, and who take pride in our community, are doing the work on this project. They surely will be the most committed and most qualified to seeing that the best product is built.

There is no doubt that more needs to be done, but working together I am confident that progress will continue to be made to address other issues raised by the community.

I believe in economic development, but it must benefit our community and residents must have a seat at the table. When we work together, we can ensure that our shared vision is one that includes local residents in this bright new future.

Respectfully,

LAURA A. GILLEN
Supervisor

ANNA M. KAPLAN
NYS SENATOR, 7TH DISTRICT

CHAIR
COMMERCE, ECONOMIC DEVELOPMENT
AND SMALL BUSINESS COMMITTEE

COMMITTEES:
CHILDREN AND FAMILIES
INTERNET AND TECHNOLOGY
JUDICIARY
MENTAL HEALTH AND
DEVELOPMENTAL DISABILITIES
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WOMEN'S ISSUES

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March 1, 2019

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

RE: Comment on Draft Environmental Impact Statement for Belmont Park Redevelopment

Dear Mr. Avolio,

The redevelopment of Belmont Park has the potential to be a force for good in our community, bringing jobs, infrastructure enhancements, improved public facilities, and an expanded tax base, which could reduce the burden on local taxpayers. It is critical, however, that the voices of our community are heard through this process, and that the community benefits from the investment being made.

I have identified the following areas of concern, which must be addressed before I can fully support this project.

1. A commitment must be made by the project developers to use union labor and provide job opportunities, apprenticeships, and internships for local residents.

2. There needs to be a realistic, comprehensive public transit plan that actually works, and will alleviate the inevitable traffic that this project will generate. That should include a full service Long Island Railroad Station.

3. There must be a concrete plan for community reinvestment, including a completely new Elmont Road Park, and a larger community space on the project site, which should house a workforce development program for local residents, in addition to other programs and services determined by community input.

We have a real opportunity with this project to make a positive impact on a community that has not received its fair share of investment for a long, long time, and I will be following this process every step of the way to make sure that it does.

Sincerely,

Anna M. Kaplan
New York State Senator
7th Senate District

NASSAU COUNTY LEGISLATURE

1550 FRANKLIN AVENUE, MINEOLA, NY 11501

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February 7, 2019

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

Dear Mr. Avolio:

As Nassau County Legislators, we represent the areas surrounding Belmont Park, and are aware of its vast, unused acreage and potential for development. We are supportive of reasonable development within Belmont Park that would produce economic growth while preserving the quality of life enjoyed by residents within its vicinity. However, the Belmont Park Redevelopment Project ("Project") has expanded in scope that is far from reasonable, and its resulting impacts on the area will be devastating to our constituents.

Between 2017, the year that a Request for Proposals was issued for development at Belmont Park, and now, the scope of the proposed Project has grown tremendously. While the initial, smaller project included an arena, restaurants and a few boutique shops, the Project now boasts the arena plus a 435,000 square foot retail mall, 250 room hotel, and an office building. This enormous growth, even before analyzing its impacts, is alarming. In less than two short years, the Project has expanded well beyond its initial parameters.

The Project anticipates 45,000 visitors per day to Belmont Park, which will add between 1,200 to 1,500 vehicles per day to roads within its vicinity. This will undoubtedly affect traffic within central western Nassau County neighborhoods, as many of these vehicles will avoid an already congested Cross Island Parkway and Hempstead Turnpike by traveling through residential streets. However, despite this vehicular spillover, which will burden neighborhoods, there is no mitigation plan to manage this increased traffic flow. Also, the reduction in the proposed Long Island Railroad service from daily service to two trains per event will do nothing to alleviate traffic within the Belmont Park vicinity. In fact, there will be days where there will be no service to Belmont Park at all.

The significantly increased traffic volume will not only be onerous, but will impact the health, safety and welfare of residents, including children. An elementary school and high school are adjacent to Belmont Park, and a Church and corresponding Catholic school abut Plainfield Avenue, which is one of the few northerly/southerly roads that connects Jericho Turnpike and Hempstead Turnpike. School-aged children who walk and bike to school will be forced to travel

alongside an enormous number of vehicles, which will increase the likelihood of an accident by an alarming rate. Also, commercial vehicles traveling to Belmont Park are not permitted onto the Cross Island Parkway, and will also be sharing these roads. Further, during emergencies, police and emergency vehicle response times will be delayed, which, at worst, will lead to a tragic loss of life or property.

The Belmont Stakes, when it is not a Triple Crown Event, attracts between 40,000 to 60,000 visitors, so the Project would create a Belmont atmosphere everyday for surrounding neighborhoods. The northern parking lots adjacent to Floral Park-Bellerose Elementary School will be packed with cars and people tailgating before events. Lights from the parking lots, as well as cars that will be parked on Floral Park roads, will detract from the quality of life of residents. On the annual Belmont Stakes Day, Floral Park adds twenty additional police personnel at an overtime cost of approximately $24,000 for one day. The police overtime cost for a Belmont Stakes Day for one year: $8,760,000.

As Legislators, we support reasonable development at Belmont Park that drives economic activity and minimally disrupts our constituents' quality of life. Additionally, the ultimate project must be constructed by our union men and women, and be subject to a Project Labor Agreement (PLA).

Regards,

Richard J. Nicolello
Presiding Officer
Nassau County Legislature

Vincent T. Muscarella
County Legislator, 8th L.D.

CC: Dominick Longobardi
Mayor, Village of Floral Park

We have reviewed the DEIS for the Belmont Park Redevelopment project and submit the following comments:
Transportation

1. Please have the consultant explain how the peak hours were selected for analysis, as well as detail how an 18,000 seat hockey game considered a worst case analysis over a 19,000 seat concert. As per the 2014 CEQR Technical Manual traffic analysis considers the peak activity hours for the proposed project, the peak hours for background traffic already existing in the study area, and which combinations of the two may generate significant impacts.

2. Reverse Journey to Work (RJTW) is not appropriate source of modal split, vehicle occupancy and assignment patterns for proposed retail, hotel, and community facility. RJTW is used only for office/workers. Please have the consultant use an appropriate source.

3. Please have the consultant provide back-up/explanation of how the percentage of trips assigned to study area portals was derived.

4. Please provide justification for the pass by trip generation credit being utilized. As per the 2014 CEQR Technical Manual "up to 25% of linked and/or pass-by trip credit for retail developments is allowed, unless valid information based on an original survey support a higher linked and/or pass-by trip credit". Additionally, please confirm that the pass by credit is applied to auto trips only. Furthermore, the pass by credit shown in "Proposed Project—Vehicle Trip Generation Summary" (Table 11-5) doesn't reflect the percentage of pass by credit described on page 11-7. Please have the consultant clarify the discrepancy.

5. NYC DOT has concerns with the use the use of ITE trip generation rates which result in lower trip generation rates than what is considered for NYC. The National Cooperative Highway Research Program (NCHRP) 684 Report methodology is cited as a source for internal capture trips during the weekday peak hours, however the report states the report should not yet be considered an ITE–approved methodology, and the ITE Trip Generation Handbook, 2nd and 3rd Editions is cited as a source for Saturday internal capture trips, which is not typically used in NYC. Furthermore, it is not clear why arena patrons are assumed to have internal capture trips when this would be considered the primary trip. Therefore we recommend the monitoring plan should also include trip generation, origin/destination, internal capture trip and pass

by trip rates, and mode choice survey to determine whether the trip generation is accurate, as well as non-event days.

6. Please provide travel demand assumption tables for each proposed lane use that include temporal and direction splits during the peak hours analyzed.

7. Please provide basis of the modal split by region/county provided for weeknight Islanders game. Also please provide similar tables for Saturday arena events (Disney on ice and Islanders game) and back up for those modal split assumptions. In addition, please explain how the Disney on ice origin/destination was determined.

8. Please have the consultant explain how the number of taxi trips were determined.

9. Please provide The Lighthouse at Long Island Final Generic EIS (FGEIS) which is referenced as a source for the number of arena employees.

10. Please have the consultant provide No-Action reassignment maps.

11. Please provide assignment maps for project generated trips by mode and land use.

12. Please provide the sources for the land uses provided in the parking accumulation tables, as well as the temporal and directional distributions.

13. Page 11-17 states "where appropriate, measures to improve traffic and pedestrian safety are identified and reflect consultation with the NYCDOT". Please clarify which measures NYCDOT was consulted.

14. We have concerns that any issues with internal circulation on site B could back up past the exit from northbound exit 26A onto the parkway. Please explain where the parking garage entrances will be and whether there will be a paid parking system, and if so how and where will patrons pay, and how long each transaction will take. If cars are stopped along the road connected to the off ramp it could back-up the highway. Please explain how adequate site circulation will be maintained.

15. Page11-43 states "if night racing is approved, NYAP and NYRA have agreed to coordinate in such a manner that night racing would not be scheduled on the same evening as a hockey game". Please explain why it is not proposed to restrict night racing during other arena events such as concerts which has higher attendance than

hockey games and other large to medium events? Were any analyses performed supporting this agreement only for hockey games?

16. NYC DOT has proposed bridge rehab projects on Hempstead over CIP and for the Hempstead over CIP service lane/NB on-ramp. An in-depth inspection, survey, traffic analysis, and scope determination are anticipated to kick off in April 2019. Construction registration is scheduled for May 2023 with construction NTP in June 2023, and construction duration of three years.

17. A bridge over the Cross Island Parkway (BIN 2-23177-0) is proposed to be open for egress which appears to be DPR owned. Please contact DPR.

18. The new proposed pedestrian bridge will run above the Hempstead Turnpike, a Through Truck route, please ensure that the pedestrian bridge will have a minimum of 15ft in height clearance. This height clearance will allow trucks to safely traverse the corridor without obstructing the proposed infrastructure.

19. Construction trucks are anticipated to enter and exit via Hempstead Turnpike. Please provide truck traffic impact analysis on Hempstead Turnpike for the construction trucks wishing to enter and exit the construction site along with the nearby street network, especially for the 5:00PM to 6:00PM peak hour.

20. Please provide detour plans for trucks and incorporate adequate detour signage if a street or lane closure if street closure is necessary.

21. The primary egress route shown in Figure 11-17, directs vehicles on to the Cross Island Parkway to get back onto Hempstead Turnpike. Trucks do not have access to the Cross Island Parkway and therefore cannot take the given route. Please provide an alternative primary egress route for trucks wishing to travel on the nearby truck routes, such as Hempstead Turnpike, without traveling on the Cross Island Parkway.

22. An estimate of 100 trucks/ trailers are currently using this site for parking. With the With Action condition, these stored vehicles will be relocated from the Project Sites to a location outside of the study area. Please provide information on where these vehicles will be redirected to and if there is a facility that will accommodate for the misplaced vehicles.

23. Please include a freight trip generation analysis for the Proposed Project.

NYC DOT advocates for freight demand management practices (e.g., delivery consolidation and Off-Hour Deliveries). Please look to incorporate these practices into the proposed project plan.

24. Please provide the hourly parking utilization survey of the existing parking facilities.

25. Please have the consultant identify whether the number of proposed on-site parking spaces will be adequate for a 19,000 attendee event.

Mitigation

26. The following proposed mitigation actions would affect or occur near a bridge structure:
    - Installation of a curb extension on Hempstead Avenue west of the SB CIP off-ramp;
    - Installation of a new traffic signal with a 90-second-cycle and two phases of the NB CIP off-ramp at Hempstead
    - Widening of the NB CIP off-ramp at Hempstead from one 16' lane to two 11' lanes, and an additional right turn movement

    NYC DOT Bridges should be engaged during the design and installation of these elements particularly with respect to NB off-ramp widening and any potential impacts to the grading, geometry, etc. of the service lane/NB on-ramp, in addition to Geometric Design, Signals, etc.

27. Please provide more details related to the transportation demand management measures and operational management strategies when available.

28. The proposed signal timing modifications to the cycle length at the intersection of Hempstead Avenue and 225th Street are not feasible. This change will disrupt signal coordination along Hempstead Avenue.

29. Please have the consultant provide the developer's commitment letter for the proposed traffic signal at the intersection of Hempstead Avenue and the Cross Island Parkway northbound off-ramp. Please see attached for sample.

30. Please indicate which entity will pay for the proposed mitigation measures, including TEAs.

31. The drawings provided for the proposed mitigation at the intersection of Hempstead Avenue and the Cross Island Parkway Southbound off ramp, do not show how the

curb modification will align with the sidewalk east of the off ramp. Please how this alignment and how pedestrians will cross with the proposed modification. Please have the consultant contact the MTA/NYCT regarding the proposed curb extension and bus lay-by lane on the south side of Hempstead Avenue to ensure the proposed configuration will not impact their operations. In addition, the Mitigation chapter states a TEA would be used to temporarily provide a free-flowing northbound right turn for vehicles on the off-ramp, with the TEA stopping traffic in instances when pedestrians would use the south crosswalk. How often would TEAs need to stop traffic during the peak hours?

32. The Cross Island Northbound off-ramp at Hempstead Avenue is proposed to be widened from one 16-foot right turn lane to two 11-foot right turn lanes. Please contact DPR regarding the proposal. In addition, please provide turning radii for two simultaneous right turns.

33. Please obtain NYPD's written commitment that TEAs will be provided at the locations identified in the mitigation chapter. As discussed at our last meeting, TEAs would need to be provided for any event at the arena for minimally the first year until the monitoring plan can determine at which attendance level impacts us would occur that TEAs are needed.

34. Please indicate which entity will pay responsible for the monitoring plan. As recommended at our last meeting, please include the monitoring of non-event days in the monitoring program. The proposed project also involves a retail development that will generate a significant amount of traffic. The proposed monitoring plan should also include trip generation, origin/destination and mode choice survey to determine whether the trip generation is accurate, as well as non-event days. Also should survey to determine the internal capture trips and pass by trips. Please submit a scope of work for any monitoring to be performed prior to any data collection for NYCDOT review and approval.

35. According to the project description there will be 44 to 60 New York Islanders home games, 7 NYAP envisions approximately 145 non-NHL arena event days annually, including: approximately 50 marquee concert/entertainment event days that would fully utilize the arena's space (approximately 19,000 seats); approximately 65 large to medium event days (utilizing between 6,000 and 11,500 seats). What mitigation measures are needed when there are large to medium events? What mitigation is needed when there is no arena event? Arena events were analyzed as a worst case scenario, but will TEAs be deployed during times of no events, or even large/medium

events? At our last meeting, ESD mentioned using the No-Arena Alternative analyses to determine mitigation measures for times with no arena events, however the mitigation measures are not identified in Appendix F of the DEIS.

36. Please have the consultant indicate whether night racing was considered in the No-Arena alternative analyses.

Construction

37. Page 15-2 states "during the running of Belmont Stakes in 2020 and 2021, when both Sites A and B would be under construction, it is expected that parking for Racetrack attendees could be accommodated on-site, but vendors and staff may need to park at an off-site location and be bused to Belmont Park". Please provide more details whether any off site locations will be within NYC, as well as buses traveling in NYC.

38. Please provide the basis/back-up for the construction scheduling provided in "Anticipated Construction Schedule" (Figure 15-1and Table 15-1), construction workers and truck trips provided in "Total Daily Construction Workers and Trucks by Quarter" (Table 15-2), and hourly projections provided in "2020 Fourth Quarter Daily Construction Vehicle Trip Projections" (Table 15-4). In addition, the Alternatives chapter mentions the proposed action would create 10,000 temporary construction jobs, however, these tables do not reflect this.

39. Provide construction assignment maps for truck and worker trips separately.

40. The construction chapter states that parts of the arena would be cast/fabricated off site and transported to the site. Please provide more details related to the size vehicles needed to transport to these pieces to the site, number of daily trips and how many months this activity of bringing prefabricated pieces to the site will be and whether these vehicles are expected to travel on NYC streets or if the trips are expected in Nassau County.

41. The construction chapter states the following on page 15-22:

> *Given that the amount of construction vehicle trips would be substantially lower than the volume of project-generated trips during operation of the Proposed Project, there would be substantially fewer intersections with potential significant adverse traffic impacts during the PM construction peak hour compared to the weekday PM peak hour analyzed for operation of the Proposed Project, and no new intersections would be expected to experience significant adverse traffic*

impacts during the peak quarter of construction. As such, detailed traffic analyses were not performed for the 5:00 PM to 6:00 PM construction peak hour.

Please note the PM construction peak hour should be analyzed. Page 15-2 states "no new intersections would be expected to experience significant adverse traffic impacts during the peak quarter of construction". The proposed action was analyzed for 7-8 PM peak hour, therefore it is not comparable to the 5-6 PM peak hour which has higher background traffic volumes and different traffic operations. Furthermore, the proposed action is projected to generate 451 vehicle trips exiting 7-8PM (3,810 entering trips) however the construction generates 554 trips. The analysis should consider whether the trips are entering or exiting, and therefore the operational peak and construction peak hours are not comparable. Additionally the document fails to identify mitigation measures for the PM construction period. The proposed action recommends TEAs, traffic signals, etc. Would the traffic signal be warranted during construction? If so, please provide the signal warrant study. Would TEAs be provided during construction?

42. The construction chapter states that 7AM – 5PM are typical construction hours, however other projects in NYC typically don't consider a 5 - 6PM peak hour analysis for construction. Please confirm the hours of construction.

<u>Alternatives</u>

43. The peak hours for the No-Arena alternative differ from the proposed action, which is selected based on Arena event times, and not the peak of the background traffic. The peak hours for alternatives should be analyzed in order to provide an accurate comparison of the action versus the alternatives impacts mitigation measures. Also, subtracting out the arena trips is not the only difference in trip generating characteristics, since a trip generation credit was taken for arena patrons at the other uses proposed for site A, which should be added back into the trip generation calculations for the No-Arena Alternative.

44. Please have the consultant justify not including night racing in the No-Action condition.

45. Please have the consultant provide the alternative chapter back up materials including trip generation by land use and site, assignments by land use and mode, analyses, etc.

46. Please have the consultant provide tables summarizing the proposed mitigation measures and mitigation LOS for all peak hours, as well as provide the back-up materials necessary to review the proposed mitigation measures.

47. Please have the consultant clarify the number of parking spaces to be provided under the alternatives analysis.

Synchro Analyses

48. Some intersections are included in the Synchro file, but are not analyzed in the DEIS. At these locations, the same volumes are used for different peak hours which creates imbalances in the Synchro network. Please explain the basis of these volumes. In addition, the network should not be imbalanced.

Jamaica Avenue and Springfield Boulevard

- Level of Service analysis (LOS) shows one left turn lane and two shared through and right turn lane for the southbound approach. Please have the consultant consider one left turn, one through and one right turn lanes during all peak hours.
- Referenced phase considered in LOS analysis is not consistent with official signal timings. Please have the consultant update LOS analysis during all peak hours and scenarios.
- Street view shows parking is permitted on the east curb of northbound approach. Please have the consultant explain why two shared through and right turn lanes considered in the LOS analysis during AM peak hour.

Springfield Boulevard and Hempstead Avenue

- Aerial map shows a new neckdown at southeast corner and one left turn and two shared through and right turn lanes. Please have the consultant update the No-Action and Action LOS analysis during all peak hours and scenarios.
- Referenced phase considered in LOS analysis is not consistent with official signal timings. Please have the consultant update LOS analysis during all peak hours and scenarios.

Jamaica Avenue and 212th Place

- Physical inventory and aerial map shows an east crosswalk. However, LOS analysis considered protected southbound left turn in the LOS analysis. Please have the consultant update LOS analysis during all peak hours and scenarios.
- NYC DOT has recently modified offset (from 80 to 94 during weekday AM peak hour and from 51 to 61 during weekday PM peak hour), please have the consultant update LOS analysis in No-Action, Action and Construction conditions accordingly (official signal timing plan is attached)

Jamaica Avenue and 213th Street

- NYC DOT has recently modified offset (from 75 to 94 during weekday AM peak hour and from 56 to 61 during weekday PM peak hour), please have the consultant update LOS analysis in No-Action, Action and Construction conditions accordingly (official signal timing plan is attached).

Hempstead Avenue and 224th Street

- Physical inventory and aerial map shows an east crosswalk. However, LOS analysis considered protected southbound left turn in the LOS analysis. Please have the consultant update LOS analysis during all peak hours and scenarios.

Hempstead Avenue and 225th Street

- Physical inventory and street map do not show any right turn permitted on red sign on the east bound approach. Please have the consultant explain why LOS considered right turns on red permitted during all peak hours and scenarios.
- Physical inventory and aerial map shows a west crosswalk. However, LOS analysis considered protected northbound left turn in the LOS analysis. Please have the consultant update LOS analysis during all peak hours and scenarios.
- Please have the consultant consider pedestrian phase (south crosswalk) during westbound phase during all peak hours and scenarios.
- Existing LOS analysis considered three shared left and through lanes for the westbound approach. However, No-Action LOS analysis considered one left turn and two through lanes during AM peak hour. Please have the consultant clarify the inconsistency.
- Please have the consultant explain why different cycle lengths (weekday AM – 90 seconds, weekday PM – 100 seconds, Saturday midday – 110 seconds, etc.) are used in build LOS analysis during different peak hours. Furthermore 100 and 110 cycle length are not cycle lengths NYCDOT uses. In addition, please have the consultant explain why mitigation summary did not identify proposed offset change from 0 to 88 seconds. However, offset are modified in Action LOS analysis during all peak hours. Any proposed modifications should be identified and analyzed as mitigation. Please have the consultant update accordingly.

Hempstead Avenue and Cross Island Parkway Northbound off-ramp

- Please have the consultant explain why LOS considered right turns on red will be permitted for the southbound approach during Action LOS analysis. This intersection will be within NYC.

- During Saturday PM peak hour mitigation summary still shows an impact on the southbound right turn. Please have the consultant explain why impact is not identified in the summary.

Hempstead Avenue and Cross Island Parkway Southbound off-ramp

- During the PM peak hour the analyses reflects an actuated coordinated signal with 185 second cycle length. This intersection is not signalized. Please provide the rationale for the analysis.

Ramp analysis

49. Please have the consultant provide the physical inventory for the merge and weaving locations.

50. Please have the consultant change the PHF from 0.50 to 0.80 for Vw2 for LIE Eastbound direction (Weaving segment - Cross Island Pkwy Northbound and Southbound) during Weekday AM peak period.

51. The Transportation Chapter says there is an increment of 5vph – 15vph the on ramp volume for No Action Condition at the intersection of SB Cross Island Pkwy and Merge from WB LIE while according to the analysis; the increment range is higher. Please have the consultant verify.

Vissim analysis

52. The 2014 CEQR Technical Manual states the following on page 16-25:

Travel time and delay runs are generally best collected via the "floating car technique," in which the survey car seeks to travel at the speed of a typical car in the traffic stream. A driver and data recorder are dispatched in a car and travel a route (or routes) through each of the air quality analysis sites, recording travel time and delay information for each approach to each site. For the purposes of the fieldwork, it is advisable to create a form noting the points along the route so that the elapsed time may be recorded as well as the location, extent, and type of delays. By comparing the elapsed time it takes to go from point to point to the distance between the two points, actual travel speeds may be quantified. ***As noted above, the travel time and delay runs should progress at the same time as the traffic counts, i.e., over the same time period and number of days. A total of at least six to nine runs per link for each analysis hour are generally necessary to***

replicate typical conditions. *At times, it may be necessary to dispatch more than one team to complete the required number of runs at the required number of air quality analysis sites.*

Below is a table showing the probe vehicle data provided by the consultant:

TIME INTERVAL	***SB SAMPLES***	***NB SAMPLES***	***File names (reviewed)***
7:30-8:30 AM WEEKDAY	4 out of 9	4 out of 9	AM-TT_Speed_10-25-17.xlsx
6:30-7:30 PM WEEKDAY	2 out of 11	1 out of 11	PM-TT_Speed_10-25-17.xlsx
12:45-1:45 PM SATURDAY	0 out of 5	0 out of 5	SAT_PM-CIP_10-21-17.xlsx
6:00-7:00 PM SATURDAY			
9:30-10:30 PM SATURDAY			

- For the weekday AM, nine samples were taken per direction but only four samples match with the study time interval.
- For the weekday PM 11 samples were taken per direction but only two samples match with the study time interval for southbound and one sample match for northbound.
- For the Saturday PM five samples were taken per direction but no samples match with the study time interval.

Please have the consultant clarify why samples regarding floating car technique are outside of the analysis hour, as well as why the samples do not follow CEQR guidelines. The CEQR Technical Manual states the following on page 16-17 regarding the use of micro-simulation models:

The process should follow recent Federal Highway Administration (FHWA) guidance for the calibration and validation of simulation models. This ensures that model outputs do not under-or over-estimate intersection volumes.

53. What are the calibration targets or Validation Criteria "based on the FHWA: Traffic Analysis Tools: Volume III"? Please have the consultant provide a report with the calibration parameters and calculations?

Validation Criteria	
Criteria & Measures	Calibration Acceptance Targets
Traffic Volumes, Model vs. Observed	
Individual Link Flows	
Within 15% for 700 vph[1] < flow < 2700 vph	> 85% of cases
Within 100 vph for flow < 700 vph	> 85% of cases
Within 400 vph for flow > 2700 vph	> 85% of cases
Sum of all link flows	Within 5% of sum of all link counts
GEH Statistic < 5 for individual Link Flows*	> 85% of cases
GEH Statistic *Sum of all link flows*	GEH < 4 for sum of all link counts
Travel Times, Model vs. Observed	
Journey Times, Network	
Within 15% (or 1 min, if higher)	> 85% of cases
Visual Audits	
Individual Link Speeds	To the acceptance of the model developer as per observed data
Visually Acceptable Speed-Flow Relationship	
Bottlenecks	
Maximum Queue Lengths > 300 ft	To the acceptance of the model developer as per observed data

1 VPH = vehicles per hour

* The GEH statistic is computed as follows:

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

Where: E: model estimated volume, and V: Field count.

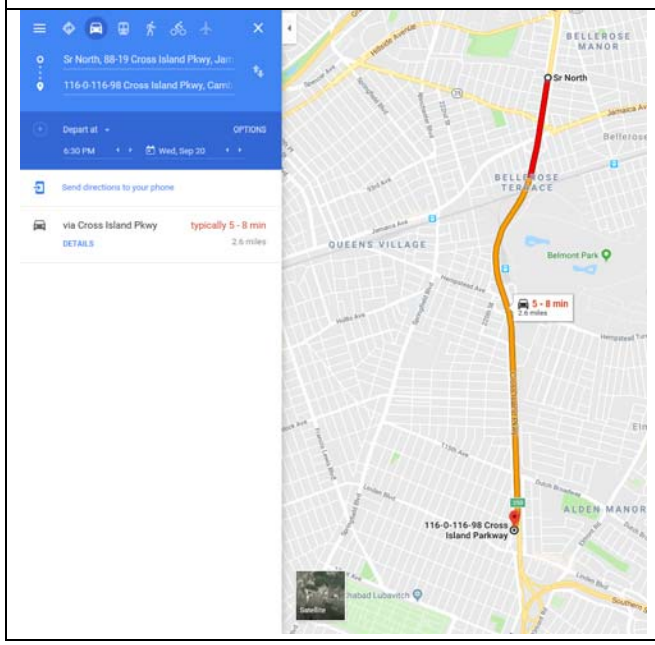
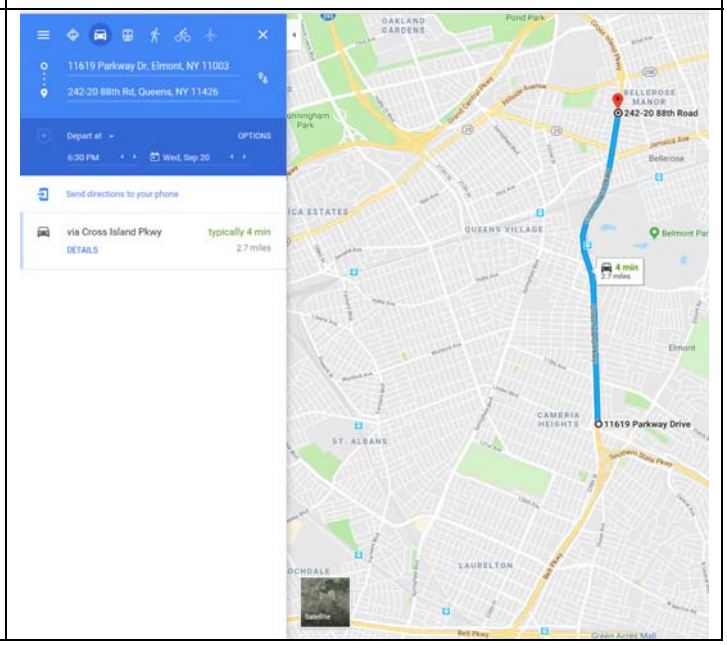
The queue lengths should be calibrated to within 20% for queues over 1500ft and to with 300ft (12 vehicles) for shorter queues. Travel speeds should be calibrated to within 10 mph. Delay runs should be calibrated so that 85% of runs are within 1 minute.

Discrepancies that are not resolved by adjusting the model require an explanation.

Reference: Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (FHWA, July 2004).

54. Based on the Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software, please indicate how many simulation model runs were considered and what was the warm up period.

55. In Vissim, two segments are defined for travel time analysis. What is the travel time standard deviation for each segment and its confidence interval?

Segment 1: SB CIP Travel Time Average Travel Time is between 5 and 8 minutes	Segment 2: NB CIP Travel Time Average Travel Time is typically 4 minutes
	

Why the average travel time of the Vissim Base model /No Build are lower than the field average travel time?

	BETWEEN 5-8 MINUTES		TYPICALLY 4 MINUTES	
	TRAVEL TIME			
	SB CIP		NB CIP	
Row Labels	Average of average travel time	Sum of VEHS(ALL)	Average of average travel time	Sum of VEHS(ALL)
2622600_BelmontParkRedev_BasePMModel_2016_09_10_GameShift	0:09:09	2459	0:09:14	3659
3600-4500	0:09:10	823	0:09:16	993
4500-5400	0:09:09	832	0:09:15	918
5400-6300	0:09:09	846	0:09:14	876
6300-7200	0:09:08	958	0:09:13	914
2622600_BelmontParkRedev_NoBuildPMModel_RevisedNBMerge_2016_09_26	0:09:06	2999	0:09:20	3749
3600-4500	0:09:08	860	0:09:28	1003
4500-5400	0:09:08	859	0:09:18	927
5400-6300	0:09:07	873	0:09:16	896
6300-7200	0:09:07	801	0:09:16	923

Additionally, the travel time from the simulation model does not match with the travel time from google. Please see the previous figure. Please have the consultant clarify the discrepancies.

MAYOR
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DR. LYNN POMBONYO

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STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

March 1, 2019

Via email: belmontoutreach@esd.ny.gov

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

Re: Belmont Park Redevelopment Project
Comments in Response to the Draft Environmental Impact Statement

Dear Mr. Avolio,

I am writing to you as a Trustee of the Village of Floral Park, the former Superintendent of Schools in the Floral Park-Bellerose School District, and a longtime resident of the Village. I will reiterate some of the serious concerns of hundreds of our Floral Park residents as well as many in the communities surrounding Belmont Park.

The voluminous testimony provided at the four public hearings at the Elmont Public Library (including three of my impact statements presented on January 8th, 9th and 10th) attest to the inadequacies and deficiencies of the Draft Environmental Impact Statement (DEIS). This has led to a tremendous lack of confidence in the research, studies and conclusions in the DEIS. Speaker after speaker at the public hearings, including expert attorneys and engineers, cited compelling examples of uninformed reasoning and erroneous conclusions regarding the significant adverse impacts of the Proposed Belmont Park Redevelopment Project (Proposed Project) on all facets of our residents' lives and businesses in the Village of Floral Park and the surrounding communities. At the forefront of these concerns are the Scope of the Proposed Project and Transportation, especially as it relates to the Cross Island Parkway, local communities, and LIRR station.

With regard to Scope, many unanswered questions remain. These include, but are not limited to, the construction process and the details of how the construction of each of the proposed facilities

will unfold and impact Floral Park and the other communities that border Belmont Park; the Power Plant, its specific location and the details of the construction process, especially as it relates to connections with electrical grids and lines outside of Belmont Park; National Grid and statements regarding the inadequacy of the current infrastructure to deliver energy to the Proposed Project and the prerequisite need for significant system upgrades (i.e., a pipeline); and numerous other areas cited in the public testimony.

With regard to Transportation, the unanswered questions encompass, but are not limited to, the Cross Island Parkway and "diversionary signage" (i.e., "Plan Alternate Routes") which will redirect traffic to our already congested local streets in Floral Park and the surrounding communities; emergency vehicle response times and the fact that increased traffic, resulting from the Proposed Project, will impede immediate emergency responses on the two-lane, two-way main thoroughfares of Floral Park and the surrounding communities; the Long Island Rail Road and the acknowledged need for a fully functioning station at Belmont Park to mitigate the significant adverse impacts of traffic congestion on the Cross Island Parkway and surrounding local streets; and numerous other areas cited in the public testimony.

A statutory DEIS that is so lacking in the requirements of what must be included in the DEIS is not acceptable. The Final Environmental Impact Statement must demonstrate true mitigation of the many "significant adverse impacts" of this Proposed Project, especially in the areas of Scope and Transportation, before the Proposed Project commences. 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.

Sincerely,

Lynn Pombonyo
Dr. Lynn Pombonyo
Trustee, Village of Floral Park

EDWARD P. RA
Assemblyman 19th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

ASSISTANT MINORITY LEADER
PRO TEMPORE
RANKING MINORITY MEMBER
Codes Committee
COMMITTEES
Ways and Means
Education
Health

VIA E-MAIL

March 1, 2019

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

Re: Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom it May Concern:

I am the Assemblyperson representing the 19th Assembly District which comprises parts of the Towns of Hempstead, North Hempstead and Oyster Bay including several communities which sit in close proximity to Belmont Park. These written comments are intended to supplement my comments delivered at the January 10, 2019 Session of the Public Hearing regarding this project.

I wish to reiterate what I stated at the Public Hearing: the traffic mitigation and public transportation measures proposed are not sufficient to address to impact this project would have on the local community. In particular, the implementation of new traffic signals, changes in signal phasing and a "Transportation Management Plan" as described in Chapter 17 of the Draft Environmental Impact Statement ("DEIS") will not provide adequate mitigation. The listed public transportation and parking initiatives also fail to address these concerns.

Chapter 11 of the DEIS merely proposes LIRR train service from the west for arena events only. As a result, the train service proposal will neither assist in reducing vehicular traffic coming into the area for arena events nor to meet the needs of the local community. The surrounding communities of Elmont and Franklin Square both lack adequate access to LIRR train stations where they can park their vehicles as most of the parking adjacent to local train stations are owned by incorporated villages. As a result, this project presents a unique opportunity to provide a full-time train station with adequate parking for commuters in these communities. It is appropriate that the developers be required to provide financial support to upgrade the LIRR infrastructure as both a community benefit and traffic mitigation measure.

Further, the parking measures listed in Chapter 11 have also raised concerns in the Floral Park community with regard to the proposed use of the North and East lots. These lots would become a main source of parking due to the expanded retail footprint of this project which was not

contemplated in the original project drafts and documentation. The proximity to the local schools, athletic fields and playgrounds and residential homes presents the potential for additional impacts on the surrounding community including additional vehicular traffic and noise.

It is my belief and the belief of many of my constituents that this project requires much more substantial infrastructure improvements to provide adequate traffic mitigation and public transportation access to the site than is currently proposed. I thank you for the opportunity to provide comments on the public record.

Sincerely,

Edward P. Ra
Member of Assembly
19th District

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Laura Curran
County Executive

Kenneth Arnold
Commissioner

Sean Sallie
Deputy Commissioner

Nassau County Department of Public Works
Nassau County Planning Commission

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Ronald J. Ellerbe
Richard Shaper
Lisa Warren

March 1, 2019

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

Re: Review and Comments – Belmont Park Redevelopment Project DEIS
Nassau County Department of Public Works, Planning Division & Engineering Division

Dear Mr. Avolio:

The Department appreciates the opportunity to review and provide comments on the SEQRA Draft Environmental Impact Statement (DEIS) prepared for the Belmont Park Redevelopment Project. Attached please find comments on the DEIS offered by staff of the Department's Division of Planning/Planning Commission, Traffic Engineering Unit and Water/Wastewater Engineering Unit. Should you have any questions concerning our comments, please feel free to contact me at 571-9342.

Sincerely,

Sean E. Sallie, AICP
Deputy Commissioner
Nassau County Department of Public Works

Cc: Kenneth G. Arnold, P.E., Commissioner of Public Works
Marty Glennon, Chair, Nassau County Planning Commission

BELMONT PARK REDEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

COMMENTS

Nassau County Department of Public Works,
Division of Planning & Division of Engineering

March 1, 2019

Chapter 2: Land Use, Zoning and Community Character

- The North Lot is in relatively close proximity to a residential neighborhood to the east and will be used at much greater intensity level than what currently exists. **How will the impacts from the North Lot be mitigated so as not to impact quality of life for these residents**? (i.e., lighting, noise, fumes, litter)
- The DEIS states that the Proposed Project provides land uses that fit well within the existing Belmont Park property and community. (Page 2-2) **The introduction of land uses (i.e., arena, hotel, retail development) as part of the Proposed Project are at an intensity that is greater than the existing intensity of development of the surrounding community. How will the established uses (residential, neighborhood commercial) surrounding the project site be protected from shouldering the impacts of higher intensity development at the project site?**
- The DEIS states that the proposed project components are consistent with uses identified in plans and studies conducted for the area, such as the 2008 Elmont Community Vision Plan and Nassau County Comprehensive Plan and Updates that advocate redevelopment of underutilized properties in the area, including Belmont Park (Page 2-29). **Please specify the uses identified in both plans that are consistent with the Proposed Project, and are these uses at a similar intensity as proposed in the Proposed Project?**
- Site A located between the Grandstands and Hempstead Turnpike, will include an arena (125 feet tall/19,000 seat capacity), a hotel (150 feet tall/250 rooms/20,000 square feet convention space); retail/dining/entertainment (435,000 square feet); office space (30,000 square feet). **How will this development look from Hempstead Turnpike and single-family homes to the southwest? Visual simulations should be included that show how the Proposed Project for Site A and Site B will look from different vantage points along various roads (i.e., Hempstead Turnpike and Cross Island Parkway) and from abutting and nearby residential neighborhoods.**

Chapter 3: Community Facilities and Utilities

- As stated in the Fire Protection and Ambulance/Emergency Medical Services subsection, the Proposed Project has the potential to slow down emergency vehicle response times. **Can potential change in response times be quantified under the Proposed Project? The DEIS should analyze how the potential impact of the Proposed Project on emergency response times can be best mitigated so as not to be compromised under the Proposed Project.**
- Under Electrical Service, PSE&G identified the need to construct an electrical sub-station to adequately serve the Proposed Project. **Please confirm the required PSE&G substation required to power the proposed development is located on-site, and where, as it is unclear in the site plan.**

Chapter 4: Open Space and Recreational Resources

- The DEIS states that the Backyard (7 acres) includes amenities such as a man-made water feature, shaded seating areas, mature trees and a playground providing recreational space for children. The Backyard has long provided family-oriented green space for patrons of Belmont Park. **While the Proposed Action for Site A would create approximately two acres of hard and soft-scaped plaza, the Backyard and its function would be drastically scaled down. The Backyard has been an integral feature of Belmont Park over the years. Is it feasible to fully maintain the Backyard function or relocate it entirely to another location on Site A or Belmont Raceway?**

Chapter 8: Hazardous Materials

- Section 8-E. (Potential Impacts of Proposed Actions)
    - As per NYSDEC requirements, a Stormwater Pollution Prevention Plan providing Erosion and Sediment Control Measures will be prepared for this activity. **Please provide NCDPW with a copy of the SWPPP when available.**

- Section 5.1 of the Phase I Environmental Assessment (Environmental Database Review)
    - A reference made to NYSDEC spill #0750166 resulting from ignitable waste dumped in drywell. **No reference is made to this spill incident being closed by NYSDEC.**

Chapter 9: Water Resources

- Page 9-7 (Stormwater)
  The pre-development condition, as described, states that the North Lot (22.2 acres) and the East Lot (17 acres) contain no existing drywells or stormwater control measures and the majority of the stormwater runoff is sheet flow (overland flow).
  A large portion of the North and South Lots, as well as all of the East Lot are outside the tributary area of NC Basin #122. These areas are within the watershed of the Elmont Drain System which ultimately contribute to surface waters. Physical control measures must be implemented to contain the required runoff on-site and to prevent silt/sediment from entering the adjacent Elmont Drain System.

- Page 9-12 (Stormwater Runoff Infrastructure and Management)
  As indicated, the Proposed Project includes installation of a comprehensive stormwater management system to accommodate runoff for Site Areas A and B as well as the North Lot.
  The proposed comprehensive Drainage Plan should include drainage calculations and details for the number and type of structures proposed as well as the design criteria used for the sizing of the system. Roof areas should be included.

- 9-14 (New York State Pollutant Discharge Elimination System (SPDES) Program)
  Nassau County DPW requests that a copy of the SWPPP be provided when available.

In addition to the above items, as part of the Stormwater Management Design for the redevelopment, Nassau County would request the following:

- The design engineer should provide further analysis to demonstrate that the new drainage configuration that includes Site A and Site B will not negatively impact the existing 66-inch drain pipe and/or NC Basin 122.
- The eastern portion of the Belmont Property is within the Elmont Drain watershed which is at or above capacity and experiences surcharging during heavy rainfall events. An evaluation should be performed to determine the feasibility of redirecting overflow from the eastern portion of the Property, particularly potential overflow from the South Lot and East Lot (above the required on-site storage), into the system that discharges into the 66-inch pipe along the Cross Island Parkway. This improvement would benefit the surrounding community of Elmont by reducing periodic flooding.
- Evaluate the feasibility of an additional stormwater basin built on-site to handle volume from the redeveloped site. This concept had been previously discussed and was the subject of a "Village of Floral Park Drainage Study" conducted in 2008 (D & B Engineers). The focus of the study was to alleviate flooding in the vicinity of the Clover Ave. and Mayfair Ave. within the adjacent Village of Floral Park.

Chapter 7: Socioeconomic Conditions

- *Direct Business Displacement* (Pages 7-2 & 7-17)*:* Besides the remaining Backyard space that will be left, please specify in more detail which other locations within Site A are being considered for potential Backyard-type activities. Are any of the Site A locations that are under consideration located near the property borders of residential homes?

- *Hotels* (Page 7-24)*:* It is indicated that the primary trade area for analysis does not include Queens County because **most** hotels are intended to service airports and Manhattan overflow demand. However, due to the Proposed Project's location along the Queens border, the primary trade area ***should*** include **all** of Queens County, or at minimum, the eastern half of Queens County. Additionally, include an analysis of which hotels in Queens County are also categorized as "upper upscale class."

- *Arenas and Entertainment Venues* (Page 7-31): Table 7-21 "Performance Metrics for Key Competitor Arenas" does not provide post-renovation data for the NYCB Live: Nassau Veterans Memorial Coliseum. This analysis should be updated with current information on competitor arenas in the region.

- *Hotels* (7-32): Due to variations in data depending upon hotel type/class, please provide 2013 to 2017 ADR, RevPAR and Average Occupancy rates for the "upper upscale class" of hotels in Nassau County and Queens County.

- Arenas and Entertainment Venues: If visitors to non-sporting events are only expected to travel from "a catchment area of no more than a 20-30 minute drive to the arena," please explain how this catchment area overlaps with the catchment area of no more than a 20-30 minute drive to the NYCB Live: Nassau Veterans Memorial Coliseum. Please explain how such an overlap in catchment areas may impact demand at either venue.

Chapter 11: Transportation

The County finds that the anticipated traffic impacts generated by the proposed action are not completely identified and analyzed in the DEIS. County-owned and maintained roadways, such as Dutch Broadway, Elmont Road, Plainfield Avenue and Tulip Avenue (not an exhaustive list), all surround the Belmont Property and will likely serve as alternative access routes to the Property from State highways such as the Cross Island Parkway, Southern State Parkway and Jericho Turnpike. It is critical that the analysis be revised to identify all potential impacts to the operation and safety of aforementioned County roadways and feasible mitigation be proposed. This required analysis in the DEIS shall clearly set forth a detailed plan for improvements to State, County and local roads necessary to accommodate a project of this scope and scale.

The County urges that below-mentioned deficiencies and omissions in the Transportation Chapter of the DEIS be satisfactorily addressed.

Design Criteria:

- Trip generation estimates need to be revised. Given that the proposed arena will host Islander home games on approximately 44 to 60 days/nights with a capacity of 18,000 seats and approximately 145 non-NHL arena event days annually, which includes an anticipated 50 marquee events utilizing the full capacity of 19,000 seats, 65 events utilizing between 6,000 and 11,500 seats, and 30 events utilizing 3,500 seats or fewer; the use of 11,700 patrons attending the arena as a design criteria is too low and does not represent a "conservative analysis" the report states was used.
    - Given that:
        - The Weekday PM Peak period is from 6:30-7:30 PM and the SAT PM Peak period is from 6:00-7:00PM,
        - Most concerts have a start time around 8:00PM,
        - The idea that this is a multiuse facility providing retail, dining, and the arena;

      It would be reasonable to consider that concert events at the arena, which would have the highest capacity and attendance, would still draw a large portion of its attendees to the facility during an overlap with the peak time periods, as attendees would arrive to the facility early to utilize the dining facilities in the retail areas before the concert.
        - This point is further supported in Chapter 17: Mitigation TMP – "Strategies That Encourage Arena Patrons to Arrive Early and/or Stay Later" section. Therefore, the maximum capacity of 19,000 arena attendees should be used in traffic generation analysis to provide the most "conservative analysis" possible for the Weekday PM and SAT PM & Night periods. Please address.
            - This would result in 5,735 vehicle trips for the Weekday PM periods, and 5,573 vehicle trips for the SAT PM & night periods.
    - The DEIS should be revised to utilize the 30th highest attended event days for the arena for its design criteria. It is safe to assume that given the 50 marquee event and 44 to 60 NY Islanders home games, that at least 30 of the events at the arena will be sold out to maximum capacity; therefore, the full 19,000 patrons attending the arena should be used. Please revise the traffic analysis accordingly to reflect these peak conditions.

- Table 11-4 & 11-5:
    - 83% (Table 11-1) of 18,000 (sold out hockey game used for a "conservative analysis" as discussed on Page 11-4) = 14,940 arena patrons traveling by auto for the Weekday PM period (5,432 vehicle trips). Please address and revise DEIS as necessary.
    - 88% (Table 11-1) of 18,000 (sold out hockey game used for a "conservative analysis" as discussed on Page 11-4) = 15,840 arena patrons traveling by auto for the SAT PM & Night periods (5,280 vehicle trips). Please address and revise DEIS as necessary.
        - However, the number of arena patrons used for analysis & trip generation was 11,700 for all three periods which results in the number of arena

patrons traveling by auto as 9,711 for the Weekday PM (3,531 vehicle trips) and 10,296 for the SAT PM & Night periods (3,432 vehicle trips). Please address.

- The use of 11,700 for arena patrons represents 65% capacity for hockey games**.**
    - Why wasn't the full capacity of a hockey game used for a conservative analysis as was discussed on Page 11-4? The trip generation should be revised to account for the full capacity of a hockey game.

- The DEIS fails to account for traffic generated from the maximum capacity of the proposed arena. Shouldn't the 14,940 arena patrons traveling by auto be used for the Weekday PM, and 15,840 arena patrons traveling by auto be used for SAT PM and Night periods (hockey)?
    - Utilizing the 2.75 persons per vehicle for hockey games (Page 11-4), this would result in 5,433 vehicle trips arriving for Weekday PM, not the 3,531 that was used. Please address.
        - An increase of 53.9% of vehicle trips over what is stated in the report.
    - Utilizing the 3.0 persons per vehicle for Saturdays (Table 11-1) PM, and Night, this would result in 5,280 vehicle trips arriving for SAT PM and departing SAT Night, not the 3,432 and 3,960 that were used respectively. Please address.
        - Increases of 53.8% and 33.3%, respectively, of vehicle trips over what is stated in the report. Revise DEIS accordingly.

- Why were the internal capture credit percentages discussed on Pages 11-6 and 11-7 utilized for the arena patron's component of generated traffic in Table 11-5?
    - Please explain the logic behind removing trips from BOTH the Retail and Arena Components for internal capture credits. Revise analysis as necessary.
- Why was "Subway" listed as a mode of transportation to arrive/depart as there is no existing MTA subway line in the vicinity of the arena?
    - The closest subway line is the F Train at Hillside Ave & 179 Street, approximately 4-miles away.
    - Are the transit credits applied to the traffic analysis too generous, as subway access is in fact not available?

<u>Trip Distribution & Assignment</u>:

- Using modal split from Barclay's is inappropriate as it is anticipated that more spectators can be expected to come from Nassau and Suffolk counties, and transit availability/accessibility is significantly greater at the Barclay's Center compared to the Belmont Property.
    - Revise trip distribution and assignment values with a more appropriate modal-split for the Belmont Property.

- What percentage of ZIP code origin for New York Islander ticket sales data originate from:
  - Elmont
  - Valley Stream
  - North Valley Stream
  - South Valley Stream
  - Malverne
  - Lynbrook
  - Hewlett
  - Woodmere
  - Cedarhurst
  - Inwood
  - Atlantic Beach
  - Long Beach
  - East Rockaway
  - Island Park
  - Oceanside
  - Rockville Centre

These are the most likely origins of travelers who would presumably use roadways other than the Southern State and Cross Island Parkways as their route to the proposed arena. Traffic analysis should be revised to account for alternative routing, per the below guidance:

  - Page 11-10: "auto trips were assigned to the roadway network following the most direct route to the Project sites"
    - This "most direct route" does not account for potentially significant travel delays on the Parkway system and anticipated detours onto local roads due to travel delays. Please address.
  - Page 11-14: VISSIM simulation modelling was used for part of Cross Island Parkway corridor and correlated to LOS using 2000 HCM. Why wasn't 2010 HCM utilized?

- <u>Accidents:</u>
  - Why were all Local, County, and State roads & intersections to the south and east omitted from analysis? Please address.

- TABLE 11-24 & 11-25:
  - The portion of the westbound Southern State Parkway feeding into the northbound Cross Island Parkway, particularly the lane reduction from two lanes to one lane on the curved ramp entering northbound Cross Island Parkway, was not observed or analyzed. Please revise analysis accordingly.
  - Given that every Cross Island Parkway segment in the NB direction for Weekday PM (coinciding with arrivals for hockey games at the arena) operate with LOS of D or worse (with the exception of the off-ramp at Jamaica Avenue which is north of the proposed access); are we to fully expect all arrivals from the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.
  - Given that every Cross Island Parkway segment in the SB direction for Saturday Midday Hour (coinciding with departures for Disney on Ice, etc. at the arena) operate with LOS

of D or worse (with the exception of the off-ramps at Hempstead Avenue and Linden Boulevard and the on-ramp at Linden Boulevard); are we to fully expect all departures to the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.

- Given that every Cross Island Parkway segment in the NB direction for Saturday PM (coinciding with arrivals for hockey at the arena) operate with LOS of D or worse; are we to fully expect all arrivals from the south to remain on the Cross Island Parkway the entire time? It is likely that patrons will choose an alternative route taking local roadways into account. Please revise analysis accordingly.
    - **Summary: Revise traffic analysis to account for County and local roads to the east, south, and southeast, as they are most likely to be used by traffic redirected from the Southern State and Cross Island Parkways due to already existing poor levels of service along the Cross Island Parkway, and live traffic navigation applications.**

<u>Non-Arena (Page 11-6)</u>:

- The two other shopping centers that are cited, Woodbury Common Premium Outlets and Bicester Village, are both considerably further from their respectively cited metropolitan areas (Manhattan approximately 47 miles from Woodbury Common, and London approximately 63 miles from Bicester Village) with fewer mass transit options than what the proposed retail village at Belmont would be for other parts of NYC and Nassau County. Therefore, it is speculative to conclude that private bus operators would provide service for Belmont from other parts of NYC and Nassau County to supplement public transit. Please address.
- Are there currently private bus operators providing similar service from Manhattan to Roosevelt Field Mall or the Americana Manhasset, both of which are further from Manhattan than Belmont?
- Furthermore, commercial vehicles are prohibited from traveling on the Cross Island Parkway. What routes are these anticipated private bus operators expected to use, and how does this affect the surrounding roadway network?
    - How does this impact traffic during Peak Periods?

Page 11-58:

- "*It is assumed that most arena patrons would purchase parking in advance (as part of full or partial season ticket plans or online when purchasing event tickets) and would be directed to the entrance of the parking facility where they reserved a space based on driving directions provided with the parking pass and/or guide signs on the local street and highway networks to minimize unnecessary recirculation of vehicles looking for a parking space.*"
    - It's unclear what "most" means. This assumption should be more conservative unless there exists some data to support this claim. Please address.

NICE Bus

- It is expected that the proposed project will generate additional demand for NICE Bus service. Currently, the N6 route is at or above capacity during peak travel times. Many passengers are "passed up" by full vehicles unable to board additional passengers. Additional service, equipment, and infrastructure will be needed to support the new demand coming from the project site. As a result, NICE Bus anticipates the following needs:

    1. **New Buses**: Eight additional 40-foot CNG buses will be needed to accommodate additional service.
    2. **Funding for Operating Costs**: A first-round, low estimate for the operating costs of running additional service is $225,000 a year.
    3. **Transit Amenities**: The current plan shows various spots for car-share pick up/drop off zones but does not include added amenities for buses. A plan should include bus cut-outs (150' x 12') with well lit, fully accessible bus shelters including digital bus arrival signs, within close proximity to the venue.

  There are significant concerns regarding east-west traffic flow and its impact on NICE Bus service. NICE Bus was informed that multiple turn lanes and coned areas are planned for during events, however, there is no plan in place to increase east-west through traffic flow. The current mitigation plan reduces east-west traffic to one lane. This issue will be compounded by regular commuter car traffic in the PM peak hour and made even worse by holiday shoppers during December. It is requested that additional roadway improvements are incorporated into the project to prevent major disruption to bus traffic along the corridor. The N6 is one of the busiest suburban routes in the US, carrying over 18K people a day. Throughout the peak period, buses are planned every 6 minutes along the route. NICE Bus is concerned that the traffic plan doesn't consider the heavy volume of east-west commuter traffic which could potentially cause significant delays for bus passengers during major events.

Chapter 17: Mitigation:

- What are the proposed signal timing modifications for Plainfield Avenue & Tulip Avenue?
- Encouraging Background Traffic to Avoid Using the Cross Island Parkway Near Belmont Park Immediately Before and After Large Events:
    - **This section discusses notifying traffic of events at the arena and self-diverting away from the Cross Island Parkway to avoid the traffic entering/leaving the arena; however, shouldn't it be also assumed that traffic entering and leaving the arena would themselves possibly avoid the Cross Island Parkway and use alternate routes either on their own or be diverted by navigation applications. As such, it should be assumed that more than 13 vehicles of generated traffic will utilize local roads, particularly Elmont Road, Meacham Avenue and Franklin Avenue; in traveling to/from the arena from the Southern State Parkway. Please revise the analysis accordingly.**

- The TMP takes a wait and see approach regarding off-site parking on local streets. Nassau County finds this approach to be risky, and strongly recommends the TMP take a proactive approach to address the potential for parking on local streets and associated impacts. Please address.
    - Will the cost of on-site parking be a prohibitive factor of utilizing on-site parking?
    - Will it be deemed less time consuming for patrons to park on the local streets and walk than it would be to park in the outer lots and wait in line to take the shuttle?
        - How frequent will the shuttle run to/from the outer lots?
        - How many people will each shuttle hold?
        - For how long before and after an event will the shuttle run?
- The TMP in the Mitigation section provides only potential solutions. The TMP should be revised to identify all feasible alternative solutions to mitigate potential impacts.
    - Example: on Page 17-9 there is discussion regarding partnering with WAZE as part of its Global Events Partner Program to direct traffic to optimized routes by allowing the operator to integrate parking facility information into the app.
        - Has such an agreement been negotiated? If not, is such an agreement being considered by the project sponsor and any real-time traffic management service provider, and what is the projected quantitative benefit to Traffic Demand Management?
    - Example: on Page 17-11 there is discussion regarding carpooling and shared ride strategies, in which "multi-faceted carpooling and shared ride program could be developed and promoted for arena events".
        - Please specify who would be responsible for developing and implementing the program? Who would pay for the program, and what is the projected quantitative benefit to Traffic Demand Management?
    - Example: on Page 17-12 there is discussion on group sale programs which "could encourage large groups of attendees to ride to events together in charter buses and reduce the number of trips made by private autos."
        - Will this be incorporated, and what is the projected quantitative benefit to Traffic Demand Management?
        - Full sized buses are not permitted on the Cross Island Parkway, what routes would they take? Can the local roads accommodate full sized charter buses? How will the addition of full-sized charter buses affect the level of service along the routes they would be required to take? Additional analysis on County and local roads needed.
        - How does the TMP provide accommodations for a potentially significant number of buses arriving and departing the site, as well as within the proposed internal roadway network of the site?
    - Example: on Page 17-12 there is discussion "to further enhance the use of LIRR as a travel mode by arena patrons, consideration should also be given to implementing shuttle bus service between the arena and other LIRR stations (e.g., Queens Village, Mineola and Valley Stream) to intercept attendees traveling to/from eastern Long Island so they do not have to backtrack through Jamaica."
        - Has LIRR agreed to provide this shuttle service? Who pays for the shuttle service? For how long before and after an event will the shuttle run? And what is the projected quantitative benefit to Traffic Demand Management?

- Please provide the details of the Event Management Plan, including assigned parking, taxi, limo, private car services and bus parking.
- The project sponsor should strongly consider making site plan accommodations for internal shuttle bus circulation. Dedicated shuttle bus lanes, intersection queue-jumps and dynamic traffic signals/signage should all be considered within the project site to promote efficient shuttle bus services circulating within the project site as well as connecting services from surrounding LIRR stations/park-and-rides.
- The County strongly encourages the project sponsor to continue discussions with the MTA-LIRR regarding convenient and reliable commuter railroad service to the Belmont Property. The transit connection is critical to addressing and mitigating significant impacts to State, County and local roadways within the communities of Bellerose, Elmont, Floral Park, and New Hyde Park in Nassau County.

Chapter 16: Alternatives

- The Alternate Site Plan Alternative indicates that Site Plan Option 1 would locate all of the proposed retail uses on Site A with the proposed arena, hotel and office uses. **If that is the case, how would Site B be utilized if the "Retail Village" was not included?**
- While one of the alternatives was the No Arena Alternative, **a scaled down alternative with less commercial space (with and without the arena) with additional open space was not presented. Given the large commercial component to the Proposed Project, this Scaled Down Alternative(s) makes sense. Tables should be prepared comparing traffic impacts with a scaled-down commercial component alternative(s) and the No Arena Alternative and the Proposed Action.**

- END COMMENTS -

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

March 1, 2019

Empire State Development
633 Third Avenue, 37th Floor
New York, NY 10017
Attn: Michael Avolio

Subject: Belmont Park Redevelopment

On behalf of the City of New York (the "City"), we appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for the Belmont Redevelopment Project (the "Project"). With the Project site situated in Nassau just across the eastern Queens border, this transformational development program has the potential to provide positive benefits to New York City residents in the form of employment opportunity and a major new cultural venue for City residents to enjoy. A new sports/cultural facility, linking both NYC and Long Island along one of our premier rail corridors, is a great asset for NYC residents and Long Islanders to share. As such, the City is in support of the stated goals of the Belmont Project and its potential for greater regional design planning.

The following includes City comments and recommendations on specific areas of analysis per our review of the Belmont Park Redevelopment Application.

Transportation

The relocation of a large cultural tenant (NY Islanders home venue) to a relatively transit inaccessible location poses significant challenges, both for NYC residents seeking access to sports and cultural events, and for local residents who will be impacted by additional traffic. The DEIS analyzes 2 LIRR trains serving the arena on event days and concludes that 7% of riders would arrive by train. This proposed ridership results in nearly 90% of arena visitors anticipated as arriving by car, which is not reasonably representative of New York City residents in particular who lack a vehicle. Additionally, this high number of vehicles will result in greater congestion on the Cross Island Parkway, the LIE and Grand Central Parkway, and multiple local streets in Queens.

As proposed, the Project should propose more transit options for the regional population anticipated to be drawn to the arena's programming, as compared to other similar venues. It would be critical for final project design to provide sufficient transit options. For example, the Barclays Center in Brooklyn, provides significant transit accessibility to support the venue. Comparable events at the Barclays Center have substantially higher transit shares than the predicted 7% for this project. Therefore, the Project

should be expanded to provide increased regional transit to potential Project visitors with transit shares revised to appropriately reflect the population who would rely on transit, if provided, to attend the venue.

Further, the low transit share will result in greater impacts to the street and highway network in adjacent neighborhoods from arena visitors arriving in vehicles. Providing Project visitors with increased regional transit options will reduce the impacts from vehicles while expanding the population of potential visitors, as stated above.

Should the proposed project use the Belmont Park Access Road on Site B (the roadway bridge from the existing parking lot to the southbound Cross Island Parkway on-ramp) for routing vehicles, ESD should coordinate with City DPR and DOT and provide further details as may be necessary for the City to make a decision regarding the appropriateness of the proposed use.

With respect to specific, identified transportation impacts in Queens, ESD will work with NYCDOT to examine the impacted intersections and agreed on developing mitigation strategies for improving circulation, safety and traffic operations for the project area. In addition ESD has agreed to conduct a Transportation Monitoring Program (TMP) to identify the most effective transportation demand measures and operational strategies for minimizing impacts to the maximum extent feasible. The TMP would identify actions needed for different days of the year, and for different types and sizes of events. The costs of implementing the TMP and other mitigation/improvements should be borne by the applicant. As the Project advances, we encourage the state and the private developers to collaborate to expand transit access and other forms of traffic demand management to increase access for non-drivers and decrease impacts on eastern Queens

City DOT will continue to coordinate with ESD in providing their feedback or recommendations on the transportation analysis. Please see the attached DOT comment letter.

Mitigation

The following comments and recommendations regard the proposed transportation mitigation at Hempstead Avenue and Cross Island Parkway (Northbound Off-Ramp).

Please note that the Cross Island Parkway is in the City's jurisdiction. Upon final project design it is recommended that ESD should coordinate with City DOT and NYC Parks Department.

As the project approaches the final design stages, NYC Parks, pursuant to its jurisdictional authority, is required to review and approve the proposed widening of an off-ramp onto a landscaped area of the Cross Island Parkway at Exit 26B. Also, the street widening may require review by the New York City Public Design Commission (PDC).

A DPR Construction Permit will be required for any work within the limits of the Cross Island Parkway that may be needed for potential changes (widening) to a portion of the ramp. It should be clarified in the Application that no other construction staging for the development project should occur in the parkway.

A NYC Parks Forestry tree work permit will be required for any work impacting trees under Parks jurisdiction including within the limits of the Cross Island Parkway as per NYC Parks tree rules.

If you have further questions or concerns, please contact Ingrid Young at iyoung@moec.nyc.gov .

Thank you for the opportunity to provide comments.

Sincerely,

Hilary Semel,

Director and General Counsel
Mayor's Office of Environmental Coordination

NEW YORK STATE ASSEMBLY

ASSEMBLY MEMBER **MICHAELLE SOLAGES**

22nd District

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March 1, 2019

Michael Avolio
Empire State Development,
633 Third Avenue,
New York, NY 10017
belmontoutreach@esd.ny.gov.

DELIVERED ELECTRONICALLY

RE: Belmont Park Redevelopment Civic and Land Use Improvement Project Draft Environmental Impact Study (DEIS)

Dear Michael Avolio,

Please find below testimony submitted by myself, Honorable Michaelle C. Solages, New York State Assembly member of the Twenty-second Assembly District. As an elected official representing a significant amount of individuals living inside and around Belmont Park, I've heard many constituents express their displeasure with the project as well as the process run by Empire State Development (ESD). An arena is not the development envisioned by the community.

I've listed several concerns including and not limited to the following:

TRANSPORTATION

a. Vehicular Traffic:
b. Long Island Rail Road
c. Parking

AIR QUALITY

d. Health Effects of Traffic Pollution

HOMEOWNERS CONCERNS

SANITATION

ELECTRICITY / LIGHT POLLUTION
RENEWABLES
NORTHEAST SUPPLY ENHANCEMENT PROJECT
DEVELOPMENT ON HEMPSTEAD TURNPIKE
BELMONT RACETRACK

TRANSPORTATION:
Majority of the surrounding communities adjacent to Belmont Park, are fearful of the pandemonium the stadium will ensue. In past years, residents have felt the drastic increases of traffic congestions and public transportation wait times due to the Belmont Stakes. While Traffic Demand Analyses have being initiated, it is critical that they sufficiently measure changes to transportation peak hours in Nassau County, increases to the amount of vehicles traversing the area, and parking. As the amount of commuters rises, the burden on the Cross Island Parkway does as well. It is dire that the safety studies initiated increase the radius of the areas studied to properly ascertain the influx of drivers and the ancillary effects of the project.

A year-round, full-service train station is absolutely paramount. It remains a critical component of the Belmont Redevelopment that the community requires. In recent statements, MTA Chairman Joseph Lhota has expressed the difficulties of extending the train services. Professionals from the Federal Transit Administration have also explicitly conveyed the difficulties of adding a service line to Belmont Park during on-peak hours. Nevertheless, a full-service station at Belmont remains non-negotiable. Without direct access to the Long Island Rail Road, the neighboring roads will be in complete disarray and parking for residents will practically be nonexistent.

Naturally, parking remains an area of wariness for residents. As aforementioned, during the annual Belmont Stakes, the surrounding communities turn into city streets, and it is difficult to find parking in one's own neighborhood. New York Arena Partners will have to coordinate with local municipalities to ensure residents are able to park within the vicinity of their home without increased difficulties. Residents should not have to endure fans and shoppers utilizing their homes for parking.

AIR QUALITY:
According to the National Air Toxics Assessment (NATA) Respiratory Hazard Index, the areas surrounding Belmont Park are at dangerously high levels compared to other areas in Nassau County. One cause is the hundreds of drivers that currently use the Cross Island Parkway. During rush hour, there are huge amounts of congestion. Growing evidence shows that pollution levels along busy highways may be higher than in the community as a whole, increasing the risk of harm to people who live or work near busy roads. Without a convenient as well as accessible mass transportation system, fans and shoppers will drive to this proposed project. This increase air and traffic pollution may cause increased incidences of asthma attacks in children, and may cause a wide range of other effects including: the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases and cardiovascular morbidity. I urge Empire State Development to seriously consider ways to better mitigate vehicular traffic. Our children and adults deserve better air quality.

HOMEOWNERS:

The developers must also take into account the suburban ambiance of the surrounding communities. The placement of retail shopping stores along the south lot of Belmont Park is a non-starter. Residents who live in the Elmont and Floral Park localities will not tolerate abiding within the direct proximity of brick and mortar retail centers. It must also be stated that homeowners should not incur any cost related to the powering, sanitation, and water consumption of the stadium, retail stores, or hotel. If certain changes are necessary, then the afflicted homeowners are to be promptly notified and properly compensated for their troubles.

SANITATION:
During major events like Belmont Stakes, sanitation or heavy rain, the sewer and waste treatment systems are overwhelmed. This has become a significant problem to homeowners next to the Belmont property.

ELECTRICITY / LIGHT POLLUTION:
This proposal must generate enough electricity to substantiate internal and external operations. The local community should also benefit from the electricity generated on the property.

Brightening of the night sky caused by mega project lightning as well as street lights and other human-made sources will have a disruptive effect on the resident's quality of life. Architects and designers must create an environment that significantly mitigates light pollution.

RENEWABLES:
Electricity generated from renewable energy sources has a smaller environmental footprint than power from fossil-fuel sources. We urge New York Arena Partners to use renewable energies whenever possible. This is including but not limited to solar, geothermal and bioenergy. Development should not shy away from a goal well above 50%.

NORTHEAST SUPPLY ENHANCEMENT PROJECT:
As the Empire State makes the shift to renewable sources of energy, we cannot in good faith commit to support a natural gas pipeline. Especially considering that natural gas does not align with New York's long term renewable energy strategy. If the Belmont Redevelopment Project needs the Northeast Supply Enhancement Project for energy, the redevelopment as whole is unfeasible.

DEVELOPMENT ALONG HEMPSTEAD TURNPIKE:
Due to the inaction of the Town of Hempstead and shifting budget priorities of Empire State Development, Elmont missed an opportunity to use grant monies to update the downtown area. Elmont requires a serious grant investment from the State prior to the completion of any development at Belmont Park.

BELMONT RACETRACK:
The Belmont Racetrack facility has long been a major tourist destination in Long Island, and one of our region's economic development foundations. With the recent announcement of the plans to redevelop Belmont Park, it is critically important that we maximize the immediate economic development opportunities this redevelopment project provides, while simultaneously ensuring the long-term health and success of horse racing at Belmont Park. Horse racing within our community has been a loved tradition and it is important that we preserve this

tradition through track improvements, the acceptance of night racing, and continued consideration of all neighboring communities. Renovations within Belmont Park cannot be solely extended to the newly announced arena; the Belmont Racetrack must be afforded the same expansion opportunities.

Greater opportunities for growth within the track will allow for a more diversified fan base. Like many other sports, Horse racing must grow with the community and changes in demand. This will secure a long-term future on Long Island. With the upcoming arena development for the New York Islanders, we must advance all other entertainment options within the Park, to keep Belmont, as a whole, an entertainment destination.

CONCLUSION:

Our concerns are not limited to the above topics. Consequently, the Belmont Park Redevelopment Civic and Land Use Improvement Project does not fully address the concerns of the resident who are most affected by the redevelopment project. ESD must present a clear plan for fostering sustainable economic growth and a viable path forward for the redevelopment of Belmont Park.

Sincerely,

Honorable Michaelle Solages
New York State Assembly
Twenty - Second Assembly District

THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
SCOTT M. STRINGER

December 17, 2018

Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street
New York, NY 10041

Re: Belmont Park Redevelopment Project

Dear Commissioner Trottenberg:

We are writing to you in regard to the proposed Belmont Park Redevelopment Project on the Queens County-Nassau County border. As you know, the Empire State Development (ESD) plan would bring a new stadium, shopping center, hotel, and office building to a 43 acre site adjacent to Queens Village and Cambria Heights. A project of this magnitude will have far ranging impacts on these neighborhoods, with the potential to significantly increase congestion. As approvals for this project could be granted as soon as the second quarter of 2019, we urge the New York City Department of Transportation (DOT) to undertake a proactive study of potential impacts and consider appropriate mitigation expeditiously.

The proposed development site already houses Belmont Park, the largest Thoroughbred racing facility in the country. While average daily attendance is approximately 3,000 visitors during most of the year, attendance can reach between 60,000 and 100,000 visitors in peak periods. Additionally, the proposal calls for a 19,000-seat arena which will host between 44 and 60 New York Islanders home games each year and 145 non-NHL events. The development will also include 435,000 square feet of retail space, restaurants, a movie theater, a 250-room hotel, 30,000 square feet of office space, 10,000 square feet of community and innovation space, 5.75 acres of public open space, and more than 7,000 parking spots. The interplay between the redevelopment plan and the existing facility will undoubtedly affect not only the Nassau County region, but Queens communities as well.

As part of its Environmental Impact Statement, the ESD commissioned a traffic study of 35 intersections in the Belmont area. Only six, however, were located in Queens – Jamaica Avenue and 212th Place/Hempstead Avenue, Jamaica Avenue and 213th Street/Hempstead Avenue, Jamaica Avenue and Springfield Boulevard, Hempstead Avenue and Springfield Boulevard, Hempstead Avenue and 224th Street, and Hempstead Avenue and 225th Street. These intersections are all within a small triangle bordered by Hempstead Avenue, Jamaica Avenue, and the Cross Island Parkway. Not only are these six intersections insufficient to gauge the impact of this project on Queens neighborhoods, they are also largely under the jurisdiction of DOT, not the State.

While New York State is controlling this process, it is incumbent as a city that we get prepared for the worst-case development scenario. As such, we ask that DOT review the DEIS's assumptions regarding peak trip times, modal share between mass transit and vehicular usage, and analyzed intersections to provide an independent review of ESDC's methodologies. If any discrepancies are found between DOT's standards and those used by the ESDC, it is imperative that the City issue comments on the DEIS before the State makes their final decision.

Further, we would ask the Administration to take additional steps to study and mitigate the potential impacts of this proposed development. For instance, if ESDC is unwilling, DOT should independently study the potential impacts on the New York City street and mass transit system to understand if additional traffic mitigation measures are needed throughout Queens.

This is also an opportunity for DOT to consider innovative traffic and parking mitigation. DOT representatives have previously stated that neighborhoods adjoining and surrounding stadiums are well suited for a Residential Parking Permit program, whereby curbside parking is restricted to local residents during appointed hours of the day. This system has been considered by the DOT at both Yankee Stadium and the Barclays Center and should be examined in the context of the Belmont Park Redevelopment Project, along with a larger traffic study.

Thank you for your consideration. We look forward to seeing DOT take affirmative steps in the near future and would appreciate a response to this letter that details those actions.

Sincerely,

Scott M. Stringer
New York City Comptroller

Barry S. Grodenchik
New York City Council Member

c: Clive Williams, Chair, Community Board 13
Mark McMillan, District Manager, Community Board 13
Rene Hill, Chair, Community Board 12
Yvonne Reddick, District Manager, Community Board 12
Jeffrey Connors, President, North Bellerose Civic Association
Mohamood Ishmael, President, Queens Village Civic Association
Gerald Wind, President, Bellerose Hillside Civic Association
Michael O'Keeffe, President, Creedmoor Civic Association
Angela Augugliaro, President, Queens Colony Civic Association
Oster G. Bryan, President, Saint Albans Civic Association
Robert Glover, President, Federated Blocks of Laurelton
Lourdes Hartrick, President, Bellerose Commonwealth Civic Association
Bryan Block, President, Cambria Heights Civic Association
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THE COUNCIL
OF
THE CITY OF NEW YORK

PAUL A. VALLONE

COUNCIL MEMBER, 19TH DISTRICT, QUEENS

CHAIR
ECONOMIC DEVELOPMENT

COMMITTEES
AGING
ECONOMIC DEVELOPMENT
PUBLIC SAFETY
SANITATION AND SOLID WASTE MANAGEMENT
VETERANS
FOR-HIRE VEHICLES

February 22, 2019

Testimony of New York City Council Member Paul A. Vallone on the Belmont Park Redevelopment Project

Hello, I am Council Member Paul A. Vallone and I represent the 19th New York City Council District in Northeast Queens. I offer the following testimony in regards to the proposed redevelopment project at Belmont Park.

The redevelopment of 43 acres of land within Belmont Park, which lies just east of New York City limits, will have far-reaching impacts on communities in Queens and Nassau County. The project, which includes plans for a brand new, 19-000 seat hockey stadium, hotel, and a number of commercial facilities, will undoubtedly strengthen the local economy and bolster tourism. Additionally, as a lifelong New York Islanders fan, I am personally thrilled that the team will be returning to their original home of Nassau County. As we all know, the Islanders played at the Nassau Coliseum in Uniondale, New York from 1972 until 2015.

However, as is the case with any major development project in the state of New York, any developer pursuing a large-scale project must take into serious account any short- and long-term impacts on the surrounding community. Daily attendance levels are projected to reach between 60,000 and 100,000 visitors during peak periods – a substantial jump from the average 3,000 visitors. I represent Auburndale, Bay Terrace, Bayside, Beechhurst, College Point, Douglaston, Flushing, Little Neck, Malba, and Whitestone, neighborhoods just a few miles away from Belmont Park. Without the proper forethought, this project could negatively affect quality of life for the thousands of my constituents who depend on the active road and railways surrounding Belmont Park to commute every day.

For this reason, proactive efforts to mitigate traffic-related impacts for local residents and commuters are essential. Currently, the Belmont Park Long Island Rail Road station is only used on race days at the track. The implementation of full- time, east to west service with a Park and Ride option would provide the proper relief to the inevitable influx of traffic on the already overloaded Cross Island Parkway, a major artery that runs along Belmont Park and throughout Northeast Queens. The many constituents in my district who traverse this roadway on a daily basis can attest to regular congestion. Implementing full-time train service at the Belmont station would properly mitigate the influx of thousands more individuals who will seek to get to and from this hub on a daily basis. Ensuring the station is at full operation by the time this development project is completed is essential

It is critical that Empire State Development and the MTA work together during this process to bring regular Long Island Rail Road service to the area. Every entity involved in this joint venture must ensure that the needs of the community are not forgotten. I look forward to seeing both parties take affirmative steps to work in concert with the community in the coming years.

Very Truly Yours,

PAUL A. VALLONE
Council District 19

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March 1, 2019

Via Email (belmontoutreach@esd.ny.gov)
Michael Avolio
Empire State Development
633 Third Avenue
New York, NY 10017

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

Dear Mr. Avolio:

This firm represents the Incorporated Village of Floral Park ("Floral Park" or "Village") in relation to the proposed Belmont Park Redevelopment Project. The proposed project is subject to review under the State Environmental Quality Review Act ("SEQRA") and subject to Urban Development Corporation Act ("UDC Act") requirements, among others. This letter constitutes the Village's comments regarding the Draft Environmental Impact Statement ("DEIS") issued by Empire State Development ("ESD"), and compliance with UDC Act and Freedom of Information Law ("FOIL") requirements. Please note that these comments on behalf of the Village supplement and do not displace any comments previously submitted by Village officials or additional comments and questions on specific topic areas being concurrently submitted by the Village.

ESD, a state agency of significant prominence and authority in New York State, plays a vital and important function in promoting economic development and encouraging business investment and job creation, including in areas in need of revitalization. On occasion in the past, ESD also has been criticized for a lack of meaningful engagement and transparency. Unfortunately, the latter has been on display in relation to the Belmont Park Redevelopment Project. This is coupled with a fundamentally flawed DEIS that, by any objective measure, fails to include vital information to allow the public to fully understand the project's impacts and fails to properly analyze the project's impacts in key areas resulting in a gross understatement of those impacts. Despite these shortcomings, the DEIS still could not hide the reality that the project will cause significant adverse environmental impacts in the communities surrounding the project, particularly in the areas of traffic congestion and degradation of local community character.

Then, instead of identifying and fully assessing measures to mitigate those understated impacts, the DEIS summarily concludes the problems will be addressed later through a traffic management plan.

Floral Park has long supported the need to develop underutilized parcels within Belmont Park. But it also has called for the development of a Master Plan for Belmont Park to guide development in an appropriate, measured way that not only enhances local and regional economic development but also protects the unique character of the communities surrounding Belmont Park and Belmont Park itself. Unfortunately, a Master Plan has never been developed. As a result, there has been a distinct lack of cohesiveness and vision associated with development proposals for Belmont's underutilized lots and improvements to Belmont's existing infrastructure while respecting its unique and cherished role at the forefront of the nation's thoroughbred racing industry. The current proposal proposed by New York Arena Partners ("NYAP") and sponsored by ESD fares no better.

In Response To Local Concerns Over Its Size, ESD Has Allowed The Scope And Magnitude Of The Project To Grow Without Restraint

On July 31, 2017, ESD issued a request for proposals ("RFP") for the development of two parcels totaling approximately 36 acres (Site A consisting of 8 acres and Site B consisting of 28 acres, the "Project Sites") within the Belmont Park Property for entertainment, sports recreation, retail and hospitality purposes. The RFP also allowed responders to include proposals that envisioned use of an expanded Site A – up to 15 acres – up to a total 43 acres. Thus, ESD's default position was that responders should focus on proposals for 36 acres, without ruling out the possibility of proposals for 43 acres.

Based on the RFP and subsequent materials prepared in response to questions from prospective responders, ESD articulated a preference that proposals (including parking and utilities) be self-contained within the acreage provided, but also offered some hints that project "creep" might be tolerated.

RFP Question 25 (emphasis added):

Q. Will shared parking at Belmont Park be permitted with regularly scheduled horse racing – except during the Belmont Stakes and Breeders Cup periods?	A. Respondents **are encouraged** to propose construction of all required parking on the parcels made available in this RFP. Any use of parking spaces not located on the Site should be addressed in the proposal.

RFP Question 62 (emphasis added):

Q. Page 13 of the RFP states the need for "parking calculations." Will the North Lot (north of the track) and its existing roads be utilized in any way for traffic flow or parking to accommodate developments of either Parcel A or Parcel B? Are there plans to light the parking lots and roads?	A. **It is not anticipated that the North Lot will be used to accommodate parking for development projects on Site A, Site B or Alternative Site A.** NYRA plans to continue to use the North Lot for parking, but no paving or additional work is currently contemplated.

RFP Question 37 (emphasis added):

Q. Will any development need to meet a requirement of having stand-alone on-site utilities included in the proposals	A. Stand-alone **on-site** utilities will be required for any development proposed **on the Site**.

At the completion of the RFP process, NYAP's proposal was tentatively selected. Central to the proposal is the development of a new 19,000-seat arena to host the New York Islanders hockey team, but that arena venue would also host numerous other large events, like concerts, throughout the year. At the time the draft scoping document was issued, the project would include:

- Arena [660,000 square feet ("sq/ft")]
- Retail, entertainment and dining facilities [Up to 435,000 sq/ft]
- A 250 room hotel [193,000 sq/ft]
- Office space [30,000 sq/ft]
- Community center [10,000 sq/ft]
- Open space [370,00 sq/ft]).

What Floral Park initially had understood would be a proposal situated almost exclusively within the 36 acres (or possibly 43 acres) comprising the two Project Sites had morphed into an enormous project extending throughout and even beyond the Belmont Park property. Instead of proposing a self-contained project for the Project Sites, NYAP's proposal relied heavily on use of New York Racing Association's ("NYRA") property to, among other things, accommodate a significant amount of project-generated traffic and site a new, large electrical substation.

For parking, NYAP initially proposed up to 3,699 spaces on Sites A and B. Instead of containing parking to Sites A and B, NYAP proposed a shared parking arrangement to use NYRA's North and South Lots for another approximately 3,275 parking spaces or more. This was in direct contradiction to the preferred approach stated in the RFP materials. In addition, instead of locating required utilities on-site, NYAP proposed to locate a new large 40,000 sq/ft

substation on NYRA property directly adjacent to youth athletic fields and an elementary school. In other words, NYAP proposed a project that could not fit within the boundaries of the acreage provided for in the RFP.

During the comment period on the draft scoping document, substantive concerns were raised by the public concerning various aspects of the project including the height of the proposed hotel and proximity of the proposed substation to the elementary school/youth athletic fields. But there was virtual unanimity among public commenters on one issue: "The project is too big."

The comments were not general in nature but raised detailed, specific concerns about how the project, as proposed, would adversely impact local surrounding communities. One comment captured the essence of the public's concerns: "this development is the urbanization of the suburbs."

It was sincerely hoped that ESD would respond to these concerns by directing NYAP to significantly reduce the size of its proposal and then study impacts associated with a smaller project. The opposite happened.

The proposal was modified to lower the height of the hotel and move the substation away from the elementary school/youth athletic fields but still outside Sites A and B. However, instead of reducing the size of project in response to overwhelming local sentiment and despite analyses showing that the project would cause severe, unmitigated traffic congestion and community character impacts, ESD allowed NYAP's project to become even larger:

Project Component	**Scoping Document**	**DEIS**	**Change**
Arena	660,000 sq/ft	690,000 sq/ft	**30,000 sq/ft increase**
Retail/entertainment and dining facilities	435,000 sq/ft *	435,000 sq/ft	**Increase unclear ***
Hotel	193,000 sq/ft	230,000 sq/ft	**37,000 sq/ft increase**
Office space	30,000 sq/ft	30,000 sq/ft	---
Community Center	10,000 sq/ft	10,000 sq/ft	---
Open Space	370,000 sq/ft	250,470 sq/ft	**119,530 sq/ft decrease**
Parking Total	Up to 6,974 spaces	8,252 spaces	**1,278 space increase**
Parking Site A/B	Up to 3,699 spaces	1,940 spaces	**1,759 space decrease**
Parking on NYRA property	3,275 spaces	6,312 spaces	**3,037 space increase**

* ESD has listed the retail/entertainment space as 435,000 sq/ft or "up to" 435,000 sq/ft. However, the evolution of the project's site plans since December 2017 and growth in parking needs show that the retail/entertainment component of the project has grown dramatically. In December 2017, ESD released a site plan showing both the arena and retail/entertainment components located on Site A, with parking on Site B. https://esd.ny.gov/sites/default/files/rfp/Selection%20Committee%20Recommendation%20.pdf. By the time the DEIS was issued, retail/entertainment had been moved to Site B and expanded to take up most of the available space, foreclosing use of Site B to accommodate sufficient parking for the project. Objectively, the scale of the retail/entertainment component of the project has grown significantly.

December 19, 2017

Source: https://esd.ny.gov/sites/default/files/rfp/Selection%20Committee%20Recommendation%20.pdf

December 6, 2018

[Closer view of Sites A and B]

Source: https://esd.ny.gov/sites/default/files/01_Belmont-DEIS-Project_Description.pdf[1]

Increased development, more parking (overall and outside the designated development areas) and less open space. The changes from the RFP to the scoping document to the DEIS reflect a process that is broken.

Nowhere is the problem more evident than in the area of traffic impacts. As Floral Park Trustee Frank Chiara explained at the DEIS hearings:

> Even with your current plans, which you state, "are currently being evaluated and reviewed", 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 DEIS presents a traffic analysis that has serious flaws but nevertheless reveals that the project will cause severe unmitigated impacts in local communities. Floral Park's traffic consultant, NV5, identified the following basic failure in the DEIS:

> The DEIS identifies a number of locations which are above capacity and mitigation is considered infeasible. The DEIS fails to consider a mitigation alternative where the intensity of the development is reduced, such as reducing or eliminating components of the project.

It is difficult to conceive of a more irresponsible action by a State agency in allowing a project to proceed in this manner.

The DEIS Lacks Critical Information and the Process Lacks Transparency; Request for Additional Time To Comment on DEIS

After the finalization of the scoping document, Floral Park became concerned that it would need to secure background information on key topics to be able to meaningfully comment on the DEIS once it was issued. Therefore, on October 3, 2018, on behalf of the Village, this office submitted a series of FOIL requests to ESD seeking information on key topic areas (copies attached), including:

- Traffic/Parking, including but not limited to:
  - Any and all traffic studies that have been completed in relation to the project.

[1] Another noticeable change relates to the promised Community Center space earmarked for "educational and career development services." In the December 2017 site plan, this component is shown at the southern tip of Site B, away from other conflicting components of the proposal, with ready access to parking and next to an area of open, green space. By the time the DEIS was issued, the Community Center is placed on Site A directly adjacent to NYRA's Grandstand and near the proposed arena.

  - Any and all traffic-related data that has been collected in relation to the Belmont Park Redevelopment Project, Belmont Park or surrounding areas, regardless of whether the data will be or has been used on a traffic study relating to the project.
  - Any and all traffic studies performed for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.
  - Any and all data collected for traffic studies performed, or to be performed, for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.
- NYRA, including:
  - Records relating to planned or proposed improvements, construction, reconstruction, development or expansion of any kind on NYRA property that are linked to the proposed project, or any other project.
  - Correspondence, dated January 1, 2016 or later, with or involving the Financial Oversight Board concerning Belmont Park, NYRA's current or future activities at Belmont Park, or the Belmont Park Redevelopment Project.
- LIRR Station use, including
  - Correspondence relating to use of the Belmont Park train station or any other LIRR train station in relation to the project.

The FOIL requests are included in ***Exhibit A***.

Receipt of the FOIL requests was acknowledged from ESD via email on October 12, 2018, stating that we would be notified of the results of its search for responsive documents within 20 business days. No responsive documents were provided. Instead, on November 9, 2018, ESD sent another email stating that it would "endeavor" to provide responsive documents by December 26, 2018. In the interim, ESD released the DEIS, making clear that ESD, for some time, had had ready access to and/or had possession of documents and data which would be responsive to the FOIL requests. On December 19, 2018, we wrote to ESD's Records Access Officer expressing dismay with ESD's repeated delays in providing responsive documents, when the DEIS clearly showed ESD possessed or had access to the documents. In that letter, we specifically requested immediate production of certain traffic data, which should have been, but was not included in the DEIS as an appendix, noting that it was critical to allow the Village to properly assess the adequacy of the DEIS's evaluation of the project's traffic impacts in and around the Village.

On December 26, 2018, we received another email from ESD indicating that the FOIL requests were still under review, and the new date by which ESD would "endeavor" to provide responsive documents was February 8, 2019, just days before the then-scheduled close of the DEIS comment period. Faced with this intractable dilemma, we sent a letter dated January 4, 2019 directly to Howard Zemsky, President & CEO of ESD, asking that ESD promptly respond to the FOIL requests and that the DEIS comment period be extended. Eventually, on January 9, 2019, ESD hand delivered a flash drive containing traffic count and intersection level of service

("LOS") data to the Village – information that ESD could have provided many months earlier. On the evening of February 8, 2019, ESD finally provided responses to the FOIL requests. Approximately 1,000 pages of documents were provided, and many of them were copies of the same email chain. Many of the emails referred to attachments that were not produced. In other instances, correspondence requesting information from another entity was produced, but the response was not. Most of the documents were over eight months old making it difficult understand why it took ESD so long to respond the requests. It is also evident that several key documents provided in response to the FOIL request should have been included in the DEIS itself. All of the relevant correspondence is included in ***Exhibit A*** with discrete documents included in the FOIL response addressed elsewhere under substantive topics.

The Village has similarly been stone-walled by the Financial Oversight Board ("FOB"), which must approve several aspects of the proposed project. A FOIL request was submitted to the FOB seeking (i) information relating to planned or proposed improvements on NYRA property linked to the proposed project, or any other project, and (ii) recent correspondence concerning NYRA's current or future activities at Belmont Park, or the Belmont Park Redevelopment Project. In response, the FOB has sent five letters, dated October 16, 2018, November 15, 2018, December 20, 2018, January 15, 2019, February 15, 2019, all stating that "additional time" was required to complete a response. The last letter stated that a status update would be provided by "February 29, 2019" (sic.). All of the relevant correspondence is included in ***Exhibit B***.

The public's opportunity to participate in the SEQRA process must be informed and meaningful. ESD has permitted this project to be a moving target, allowing it to increase in magnitude and scope at every stage of the process. Scheduling a DEIS comment period to occur during an extended holiday period militated towards a longer comment period at the outset. Omission of critical information impeded meaningful public review. ESD and FOB's failure to provide substantive responses to the Village's FOIL requests in a timely fashion has further frustrated the Village's ability to assess this proposal in the time provided.

Notice of the issuance of the DEIS was published in the December 12, 2018 issue of the Environmental Notice Bulletin. On February 1, 2019, ESD issued a notice extending the deadline for comments to the DEIS and General Project Plan for the NYAP proposal to March 1st. The comment period should be extended further and ESD should issue a supplement to the DEIS to incorporate documents that were improperly excluded from the DEIS in the first instance. The Village has secured some of that information through FOIL, but the public at large has been shut out. This includes traffic count and intersection LOS data and any agency/proposer correspondence with other entities addressing issues relevant to the analyses in the DEIS. By way of example, the FOIL responses include a communication to the Metropolitan Transportation Authority ("MTA")/Long Island Rail Road ("LIRR") concerning the use of the Belmont train station that includes project event scheduling information that is incompatible with assumptions used in the traffic analysis. These types of discrepancies are hidden if a DEIS fails to include critical information. Separately, as discussed in more detail below, the City of New

York Department of Transportation is undertaking its own traffic assessment of the project's impacts on areas of Queens because the DEIS study is inadequate -- proper analysis is missing.

The comment period needs to be significantly extended to provide time for ESD to overcome these deficiencies, and the situation quite likely also requires reissuance of a revised DEIS.

COMMENTS TO DEIS

The Traffic Analysis Is Grossly Deficient

A. The DEIS failed to include critical data required to allow reviewers to fully assess the credibility of the Traffic Study, and the omitted data secured by the Village through FOIL shows that the DEIS inaccurately utilized data to significantly understate the project's impacts

The DEIS failed to include critical information relating to the traffic analysis, including traffic count and intersection level of service/LOS data used in the analysis. This is a serious deficiency because it foreclosed the public's ability to review and verify raw data and basic assumptions used in the analysis. The Village was able to secure this information through FOIL after three months delay. The Village provided the data to its consultant NV5 to review. NV5 produced an assessment of the traffic study as well as this data (attached as ***Exhibit C***). NV5, which focused on areas within Floral Park, identified serious errors in reported data and confirmed that the data was misused in the traffic study:

- The DEIS traffic analysis failed to use the most recent version of Synchro to model and simulate traffic. The DEIS used Version 9 referenced in the 2010 Highway Capacity Manual. Version 10 was released before the SEQRA process for this project commenced and is designed to support the latest edition of the Highway Capacity Manual (6th Edition) for traffic assessment.

- At many study locations, the analysis used a "minimum peak hour factor" of 0.80 or 0.81. The peak hour factor is a measure of how spread out traffic is across the analyzed hour. Values closer to 1.0 represent traffic that is evenly spaced throughout the hour. However, when NV5 review the traffic count data, it showed significantly lower peak hour factors, including as low as 0.58. Use of a minimum peak hour factor that is significantly higher than reflected in actual traffic count data means that the analysis artificially reduces the delays at intersections and falsely suggests that traffic at these intersections is more spread out across the hour than it actually is. Thus, the DEIS's use of inaccurate minimum peak hour factors has resulted in an underestimation of traffic delays reported for the project. This is a significant error in the traffic analysis.

- NV5 has identified significant discrepancies for key intersections within Floral Park.

- ***Plainfield Avenue and Tulip Avenue Intersection***:

  - There is a discrepancy between the automatic traffic recorder ("ATR") and intersection turning movement count data provided for this intersection compared to what was used in the traffic analysis described in the DEIS. The ATR data shows an average of 500 vehicles approaching the intersection westbound during the weekday morning peak hour, whereas the analysis uses 375 vehicles. **Thus, 25% of the recorded data was inexplicably omitted from the traffic analysis in the DEIS.** The discrepancy for northbound traffic is even worse. The northbound ATR data shows an average of 426 vehicles but only 254 are used in the analysis, **meaning that the analysis omitted 40% of the recorded data from the analysis in the DEIS.** This indicates that more vehicles approach the intersection than are being processed by the signal, and the DEIS does not account for this discrepancy.

  - At the Village's direction, NV5 conducted its own field observations of key intersections in November 2018, including the Plainfield Avenue and Tulip Avenue intersection. The levels of service ("LOS") in the DEIS are not consistent with NV5's field observations. NV5 staff observed approaches to the signal routinely queueing to where the intersection did not clear (*i.e.*, vehicles were not able to pass through the intersection during the green phase of the signal due to congestion downstream). The additional delay caused by this situation is commonly referred to as the 'd3' component of delay. The analysis provided in the DEIS does not appear to make any adjustments to the intersection volumes to account for 'd3' delay. This results in the calculated LOS being better than actual conditions, and underestimates the impact of the proposed project on this intersection. NV5's observations have been independently verified by another consultant. The November 5, 2018 Covert Avenue Crossing Construction Detour Plan prepared by Stantec Consulting Services, Inc. also includes analysis of the intersection of Plainfield Avenue & Tulip Avenue. The Stantec analysis shows a LOS "F" service for the southbound approach to the intersection during the existing condition evening peak hour whereas the DEIS indicates a LOS "D". Once again, the DEIS underreports existing conditions which ends up artificially understating the project's impacts because it relies on an inaccurate base condition.

- ***Plainfield Avenue and Magnolia Avenue Intersection***:

  - Similar to the intersection of Plainfield Avenue and Tulip Avenue, the existing levels of service presented in the DEIS are not consistent with field observations conducted by NV5 in November 2018 for the Plainfield Avenue/Magnolia Avenue intersection. The analysis provided in the DEIS does not appear to make any adjustments to the intersection volumes to account for 'd3' delay. This results in the calculated LOS being better than actual conditions, and underestimates the impact of the proposed project on this intersection.

- **Plainfield Avenue and Carnation Avenue Intersection**:

  - NV5 noted significant discrepancies between the traffic counts and Synchro analysis at the intersection of Plainfield Avenue and Carnation Avenue. For instance, the westbound through movement during the existing condition AM peak, was counted at 287 vehicles, but 35 vehicles were entered into the analysis. **This means the DEIS omitted nearly 88% of the recorded data from its analysis for this intersection.**

B. The Traffic Study used the wrong weekday evening peak period, thereby undercounting background traffic conditions and understating traffic impacts

The DEIS identifies five "peak hours" for evaluation: weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night. The weekday PM peak hour for purposes of the DEIS analysis is 6:30 PM -7:30 PM, and is based on the assumption that weekday Islanders games at the arena will begin at 7:30 PM. A footnote to this section of the DEIS (*See*, Footnote 5, at p. 11-7) asserts that some nationally televised weekday games could start at 8:00 PM, but the 7:30 start time was conservatively assumed since the earlier start time would produce an overlap with higher volumes of background and retail traffic. The footnote also states that there would not be 7:00 PM hockey games on weekdays. The DEIS projects that 65% of arena patrons will arrive in the hour preceding the start of a game, with 25% arriving more than one hour before the start of a game, and 10% being late arrivals.

A review of the Islanders remaining schedule for the 2019 regular season (*i.e.*, February and March) indicates that <u>all</u> weekday home games are scheduled to start at 7:00 PM. This start time is consistent with other local NHL franchises, as the vast majority of both the NY Rangers and the NJ Devils remaining 2019 weekday home games also begin at 7:00 PM. Absent confirmed, written agreements from the NHL, the Islanders, and their radio and television broadcast partners that there will be no 7:00 PM weekday home games, it is not appropriate for the DEIS to assume regular 7:30 or 8:00 start times. To provide an accurate assessment of weekday peak hour traffic demand, the weekday peak hour for analysis should be 6:00 PM – 7:00 PM. Further, because the

local highway network is already overburdened during the typical weekday evening commute period, the DEIS should also analyze the impacts of the projected 25% of patrons expected to arrive during the 5:00 PM – 6:00 PM weekday peak commuting time period.

C. The Traffic Study, without explanation, claims that project generating traffic will access the project site via the Cross Island Parkway rather than local streets even though the parkway is already at full capacity

Floral Park Mayor Dominick Longobardi captured the basic problem in his comments to the DEIS: "The increase in daily traffic will be re-routed through [local communities] as the lack of infrastructure improvements only causes drivers to explore other options."[2] The DEIS's unreasonable and unsubstantiated projections for local project-related traffic do not provide an accurate assessment of the project's traffic impacts on the local street network. As a result, the DEIS cannot, in its present form, provide the basis for determining reasoned mitigation measures.

In its assessment of the DEIS, NV5 explains:

> Based on the limited information provided in the DEIS, it appears that only 3% to 5% of the total site traffic are anticipated to utilize local roadways, even though the Cross Island Parkway (CIP) is projected to be significantly over capacity. The local analysis must be revised to consider that trips will divert off the CIP to local streets to access the site due to the unmitigated congestion on the CIP.

NV5 further explains:

> To emphasize how little traffic the DEIS assigns to the local roadway network, NV5 reviewed the trip estimates for taxi/rideshare trips. As per Table 11-5, during the evening peak hour, 276 total taxi/rideshare trips are projected (138 in and 138 out). According to Figure 32A, a total of 212 vehicles access the site from local streets (157 vehicles in and 55 vehicle out). Based on this information, more taxi/rideshare trips access the site than all local trips during the evening peak hour. This is unrealistic; especially since most taxi/rideshare trips will come from local destinations, such as last mile connections from local train stations.

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[2] As explained below, the socioeconomics section in the DEIS touts the economic benefits of the project but this is an artifice. If ESD and NYAP incorporated the cost of the necessary improvements to the Cross Island Parkway to increase its capacity to avoid significant adverse impacts to local streets, the proposed project would be understood to be an economic albatross.

See ***Exhibit C***.

As discussed further in **Section D** below, the diversion analysis in the DEIS contemplates only two potential diversion routes for drivers seeking to avoid congestion on the CIP (one for vehicles heading north from the Southern State Parkway, and the other for vehicles traveling north/south on the western side of the project). The DEIS fails to acknowledge the potential for traffic diversions by west bound motorists coming from eastern Long Island on the Northern State Parkway (NSP) or the Long Island Expressway (LIE), despite the fact that majority of vehicle trips are projected to come from Long Island. During times of heavy congestion on the NSP, LIE and CIP, western bound traffic could easily look to avoid delays by exiting onto Jericho Turnpike, travelling through the Village of Floral Park onto Plainfield Avenue, and entering the project on Hempstead Turnpike via the Gate 5 entrance. The failure to even acknowledge this diversion is glaring.

Because the DEIS fails to provide a reasonable allocation of project-related vehicle traffic on the local street network, the mitigation strategies for local streets, which largely consist of minor adjustments to the timing of traffic signal devises, are simply not credible.

D. The DEIS failed to account for the widespread use of traffic applications during congested traffic conditions; consequently, local road traffic congestion impacts and resulting impacts to community character have been ignored

In its comments on the draft Scoping Document, the Village explained that the proposed traffic analysis was deficient because it failed to account for the growing use of navigation applications, such as WAZE, during such conditions and the resulting adverse impacts on local communities. The comments explained:

> Because these navigation applications are readily available, standard assumptions for traffic distribution are no longer valid or reliable. This is certainly the case here because the nature of the proposed project will be primarily event-driven, causing large volumes of traffic to and from Belmont Park over extremely condensed periods of time.

The Village also cited to numerous articles evidencing the growing problems associated with navigation application use. *See* "Navigation Apps Are Turning Quiet Neighborhoods Into Traffic Nightmares," NEW YORK TIMES, Dec. 24, 2017 (available at https://www.nytimes.com/2017/12/24/nyregion/traffic-apps-gps-neighborhoods.html); "*Traffic apps such as Google Maps, Waze present challenges for traffic engineers,"* FOX 31, Dec, 11, 2017 (available at http://kdvr.com/2017/12/11/traffic-apps-like-google-maps-waze-present-challenges-for-traffic-engineers/); "*Driving apps like Waze are creating new traffic problems"* KLAW LOCAL PUBLIC RADIO, Mar. 23, 2017 (available at http://kalw.org/post/driving-apps-waze-are-creating-new-traffic-problems#stream/0).

In its response to comments, ESD deflected on the issue of navigation application use and effectively refused to address the issue, stating:

> The analysis also takes a hard look at routing all traffic directly to the site to identify impacts and mitigation measures. **Distributing and assigning traffic to other routes would be speculative and could mask impacts and improvement measures that may be needed.**
>
> In response to the comments above, the Final Scope indicates that the DEIS will identify if there is a potential for traffic diversions and potential mitigation measures that could be implemented to address this issue should traffic diversions occur.

Final Scope, Response to Comments (https://esd.ny.gov/sites/default/files/RtC-2018-08-29.pdf) at A-68-69. Refusal to address navigation application use means the DEIS has failed to identify and assess the project traffic impacts. Use of these applications is not "speculative." To the contrary, ESD's failure to consider the use of navigation applications like WAZE guarantees that the results stated in the DEIS are inaccurate and vastly understate the impacts on local streets in communities like Floral Park.

NV5's assessment explains what the DEIS analysis should have included:

> A traffic demand model and available origin-destination data (such as Streetlight Data or another 'big data' source) should be used to identify the diversion routes that will be utilized when the [Cross Island Parkway] is congested.

See ***Exhibit C***.

The error is compounded by ESD's admission that the local highway system, and in particular the Cross Island Parkway, is already highly congested and overcapacity during peak traffic periods. This is exactly when navigation applications are used. Yet, as noted above, ESD's traffic analysis defies logic by assuming without any basis that project-generated traffic will not be diverted onto local streets. In other words, the DEIS does the opposite of what was promised. It failed to take a "hard look at routing all traffic"; it failed to adequately "identify impacts"; and it failed to identify credible "mitigation measures."

Reports of the adverse impacts of navigations applications continue to grow. "*Why Some Cities Have Had Enough of Waze*", U.S. NEWS & WORLD REPORT, May, 2018 reports on the growing problems of navigation application use in Los Angeles:

> According to [city council member David] Ryu, many of the shortcuts suggested by Waze end up causing more traffic in an effort to cut travel times by using side roads, leading drivers to make unsafe turns and often unpermitted traffic directions. In one case, Ryu mentioned, a street designed for local use is handling over 650 cars an hour. This, he said, has trapped several residents in their driveways and has led to multiple accidents.
>
> "Waze has upended our City's traffic plans, residential neighborhoods, and public safety for far too long," Ryu said in his April 17 letter. "If we do nothing, Waze will lead us on a race to the bottom – where traffic plans are ignored and every street is gridlocked."

A May 2018 article in the Atlantic reports on increasing problems associated with navigation application use. *See "The Perfect Selfishness of Mapping Apps"*, THE ATLANTIC, Mar. 15, 2018. Professor Alexandre Bayen, Director of US Berkley's Institute of Transportation Studies, explains:

> This problem has been vastly overlooked. It is just the beginning of something that is [going to] be much worse. The situation then gets much worse because hundreds of people just like you want to go on the side streets, which were never designed to handle the traffic. So, now, in addition to congesting the freeway, you've also congested the side streets and the intersections.

The article addressed the growth in use of these applications, which is why they cannot be ignored in a traffic analysis in areas known to be congested:

> **Over the last 10 years, traffic-routing apps have become a standard accessory for the driving public.** According to a 2015 Pew survey, 90 percent of Americans with smartphones use maps for driving directions at least some of the time. As smartphone penetration reaches up above 70 percent, a vast number of people now have access to real-time traffic data on their phones. The driving public is better informed about routes and road conditions than ever before.

Neither can ESD claim that use of navigation applications cannot be studied since it is already being done. In the Atlantic article, Professor Bayen speaks to a simulation created to reflect the use of these applications:

> In the Cal Future talk, Bayen walked through a simulation created in the commercial-transportation simulator Aimsun. The video below shows how the flow of a freeway changes in response to an accident under two conditions:

> when no drivers use routing apps and when only 20 percent of drivers use routing apps. When there are more app-using drivers, congestion builds up at off-ramps, creating more traffic on the freeway.

Note that the impact to local streets was significant even under an extremely conservative assumption that only 20 percent of drivers were using a routing applications.

Use of "Big Data" to factor in the use of navigation applications is already a reality. *See "Planning Louisiana's Bridges: 3 Big Data Case Studies"* *https://www.streetlightdata.com/planning-bridges-louisiana*. It is simply no longer acceptable to claim that these applications cannot be assessed or incorporated into a modern traffic analysis. In the 2018 U.S. News & World article, the following is stated by an expert in this field:

> The solution to this problem, according to Hani Mahmassani, transportation expert at Northwestern University, is a method called closed-loop prediction. Closed-loop prediction could predict traffic scenarios, taking into account the information provided as well as the potential behaviors and responses to the information.

https://www.usnews.com/news/national-news/articles/2018-05-07/why-some-cities-have-had-enough-of-waze

Yet the DEIS failed to take the required hard look by incorporating these applications into the traffic analysis or simulating their impacts, simplistically stating instead:

> Nonetheless, it is acknowledged that 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 traffic data (e.g., Google Maps or Waze) to avoid congestion, or by other motorists with a high degree of familiarity with the local street network. One such diversion route **may** include Elmont Road, which could be used by vehicles in the northbound direction originating from the eastbound Belt Parkway or the westbound Southern State Parkway in the event that there is congestion on the northbound Cross Island Parkway. Another diversion route **may** include the roadway pair of 212th Street and Hollis Court Boulevard, which could be used by northbound and southbound vehicles, respectively, in traveling between Hempstead Avenue and the Clearview Expressway or Grand Central Parkway. The trip distribution and assignment used in the traffic analysis include the assignment of **some** project-generated trips to these routes, but it is possible that a greater percentage of traffic may choose to use these routes in certain instances. Should traffic diversions for these occur, potential mitigation measures that

> could be implemented to address this issue are discussed in Chapter 17, "Mitigation."

DEIS at 11-71 to 11-72 (emphasis added). As noted in **Section C** above, notably absent from the above discussion is any consideration of traffic diversions by westbound motorists through the Village of Floral Park. So even though the DEIS admits that the Cross Island Parkway cannot possibly handle project-generated traffic because the highway is already at capacity and further admits that drivers may use applications like WAZE during the congested period, ESD failed to actually assess likely diversion routes or simulate their impacts, and merely re-assigned "some" project-generated trips to a few local routes. As explained elsewhere, even without consideration of navigation applications, the amount of reassigned trips is unreasonably and irrationally small. The analysis's local road usage assumptions are completely implausible.

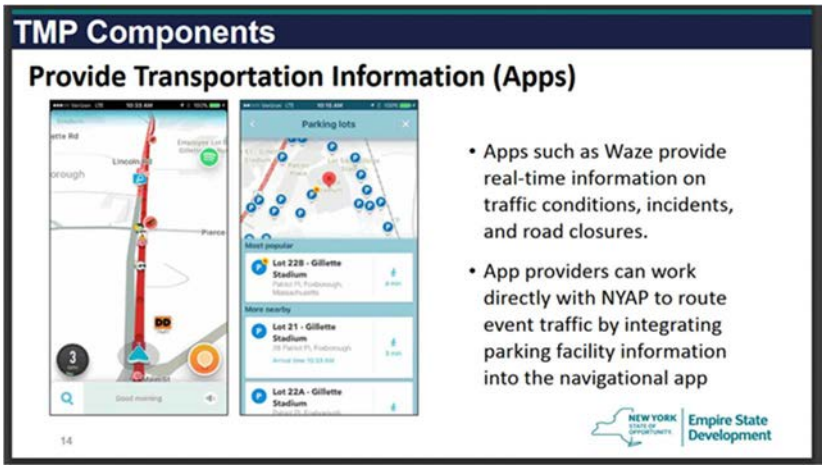
In the Mitigation Chapter, the DEIS all but confirms that impacts due to navigation application use have not been studied and mitigation is a problem that will be dealt with at some point in the future after the project is constructed:

> It is acknowledged that 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 traffic data (e.g., Google Maps or Waze) to avoid congestion, or by other motorists with a high degree of familiarity with the local street network. As discussed below, as part of the Proposed Project, a comprehensive TMP **would be** developed that would include a traffic monitoring program that could be used to determine the extent to which traffic diversions may occur as a result of traffic congestion caused by project-generated vehicle trips. **If it is determined** that such traffic diversions are occurring on a recurrent basis at **unacceptable levels, potential mitigation measures to address such impacts could involve refinements to the TMP** (such as managing the distribution of traffic among the site entrances using event-related signage, pre-sold parking permits by location, and/or by allowing the operator to integrate parking facility information into a navigational app) and/or other strategies such as the implementation of signage, turn restrictions, or traffic calming measures along routes susceptible to traffic diversions.

DEIS at 17-2 (emphasis added). So instead of determining what the reasonable worst-case impacts are now, the DEIS states that ESD will determine what the problems are after the project is built and then develop a mitigation plan. This is completely contrary to SEQRA.

E. The Project Sponsor inaccurately claims it can work with traffic application vendors to mitigate traffic congestion on local streets

At the beginning of each of the DEIS/GPP hearings in January, AKRF, the consultant that assisted in preparing the DEIS, compounded the problem.



Using the presentation slide above, the consultant at the DEIS hearings indicated that vendors would work NYAP to mitigate impacts caused by navigation application use. This is highly misleading. NYAP has no jurisdiction over public streets. Information about onsite parking facilities is not going to change over-capacity conditions in the Cross Island Parkway, and the DEIS offers no analysis to suggest otherwise.

A simple internet search shows that a WAZE official has already publicly stated:

> It's important to note that Waze does not 'control' traffic but our maps do reflect public roads that federal and local authorities have identified and built for its citizens. **If the city identifies a dangerous condition, it is their responsibility to legally reclassify a road**, which will then be reflected on the Waze map.

https://www.usnews.com/news/national-news/articles/2018-05-07/why-some-cities-have-had-enough-of-waze. It is simply not the responsibility of WAZE and other application vendors to solve this problem, and ESD and NYAP cannot postpone their legal obligation to properly analyze traffic impacts associated with this project and to identify concrete mitigation measures to address those impacts as part of the SEQRA process until sometime in the future.

This is confirmed by Northwestern University traffic expert, Professor Hani Mahmassani:

> "An entity like Waze doesn't do closed-loop prediction because **they're not in the business of managing traffic**," Mahmassani says. "They're in the business of providing information." (Emphasis added)

By claiming that navigation application vendors can work with NYAP to provide solutions to problems it has failed to assess, NYAP as the project sponsor and ESD as Lead Agency have all but admitted that they have shirked their responsibility under SEQRA.

F. The traffic analysis is so deficient the City of New York has resorted to undertake its own assessment of the project's traffic impacts in Queens.

By letter dated December 17, 2018, New York City Comptroller Scott Stringer and Council Member Barry Grodenchik requested the City Department of Transportation ("DOT") undertake a study on the impacts of potential project-related traffic increases on nearby neighborhoods. *See* ***Exhibit D.*** The letter states: "The interplay between the [Belmont] redevelopment plan and the existing [NYRA] facility will undoubtedly affect not only the Nassau County region, but Queens communities as well. … Not only are [the] six intersections [in Queens studied in the DEIS] insufficient to gauge the impact of this project on Queens neighborhoods, they are also largely under the jurisdiction of DOT, not the State." By letter dated January 17, 2019, the City's DOT agreed to undertake the requested analysis. ***Exhibit D.*** In response, Councilmember Grodenchik stated: "Anything that can be done to mitigate the impacts of traffic on the communities of Eastern Queens will help preserve quality of life for local residents." https://comptroller.nyc.gov/newsroom/in-a-victory-for-queens-residents-dot-to-perform-traffic-impact-study-of-belmont-redevelopment/

Another agency's jurisdictional authority over particular intersections does not excuse ESD's failure to conduct an adequate study or identify appropriate mitigation. The City of New York has the resources to conduct its own assessment to protect its residents' interests. Floral Park and other small communities in Nassau County do not.

G. SEQRA does not permit a Lead Agency to postpone consideration of measures to mitigate severe traffic impacts by promising to develop a Traffic Management Plan in the future

Even though the DEIS significantly understates traffic related impacts on local streets, the DEIS still fails to identify meaningful mitigation measures to address even those impacts.

NV5's assessment shows that the minimal specific mitigation measures proposed in the DEIS are inadequate:

> The DEIS identifies locations in which mitigation is proposed throughout the study area. Almost all of this mitigation is minor timing changes to existing traffic signals. This mitigation is not credible as it is based on the assumption identified above that only 3% to 5% of the vehicles will access the site from the local street network. 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.

See ***Exhibit C***.

The only other notable 'mitigation' proposed in the DEIS is the promised development of a traffic management plan at some point in the future. NV5 explains the fundamental problem with the proposed approach:

> The DEIS also discusses a Transportation Management Plan (TMP) as a way to mitigate potential impacts. TMPs typically include operational changes that are implemented when necessary, such as police traffic control of intersection, temporary one-way street and temporary parking restrictions. A TMP is not, however, typically a method of providing physical roadway improvements. While this office agrees that a TMP is required for this project, the TMP discussion offers no specifics and 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 discussion also 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 identification and implementation of 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.

In light of the severe traffic impacts identified in the DEIS, the promise of a vaguely defined TMP, which purports to identify operational changes as mitigation only *after* the project is constructed, is inconsistent with ESD's obligations under SEQRA.

H. The DEIS lacks any credible assessment of the Project's impacts on emergency services response times.

The DEIS states the following with respect to the Project's impacts on emergency vehicle response times:

> 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. However, with the proposed mitigation measures described in Chapter 17, "Mitigation," project-generated traffic volumes **are not expected to significantly affect 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.** Therefore, incremental traffic volumes projected to occur with the Proposed Project would not be expected to significantly affect emergency vehicle response times.

DEIS at 11-72 (emphasis added).

This is the sum total of the DEIS's assessment of project-related traffic on emergency vehicle response times. While the discussion recognizes that the project could "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," the above sections demonstrate that project-caused congestion on local streets has been vastly understated. Thus, the conclusion that the project is not expected to significantly affect emergency vehicle response times has no basis whatsoever.

Floral Park Trustee Lynn Pombonyo stated in her comments to the DEIS:

> [The DEIS] 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.

NV5 also explained:

> Page 11-72 of the DEIS discussed that "emergency vehicles…can maneuver around and through congested areas…because they are not bound by standard traffic controls." Plainfield Avenue serves as a major response route for the

> Floral Park Fire Department. Since Plainfield Avenue is one lane in each direction with minimal shoulders, the amount of congestion on this route directly influences the ability of emergency response.

See ***Exhibit C***. This reality is completely ignored in the DEIS.

The DEIS conclusion that the project will not significantly impact emergency vehicle response times lacks any basis whatsoever.

I. The DEIS acknowledges the Project will result in significant, unmitigated traffic impacts, but fails to meaningfully discuss the recommendations of NYAP's own consultant for increased LIRR service to mitigate such impacts.

In a June 19, 2018 memorandum to Empire State Development, Stantec, on behalf of NYAP, provided transit ridership projections and LIRR service requests for the Project (the "Stantec Memo"). *See* ***Exhibit E*** (this document was not included in the DEIS but secured through FOIL). The DEIS ignores these projections and service requests, and therefore fails to mitigate identified traffic impacts to the extent reasonably practicable.

Based in its assessment of projected rail ridership demand, Stantec includes the following service requests:

1. **Typical Non-Event Day** – two trains per hour between New York Penn Station and Belmont Park Station between the hours of 9 AM and 5 PM. Ideally, this would be in the form of a train from Penn Station that stops at Jamaica, enters Belmont Station, and then returns to Penn Station.
2. **Weeknight Events** – One train 1-2 hours prior to the event for early arriving guests; three dedicated trains during the hour immediately preceding the event; and one train after the event starts to accommodate late arriving guests. Following the event, three trains would be required for the hour immediately following the event, and one additional train for late departing guests an hour after the end of the event. Ideally, the three peak-hour egress trains would be situated at the Belmont Station at the end of the event to facilitate faster loading times for guests departing the arena.
3. **Weekend Midday Events** – Three pre-game peak-hour ingress trains, and three dedicated egress trains for the post-event peak hour, though Stantec recommends the addition of a fourth dedicated post-event peak hour egress train to provide a better travel experience for arena guests, with less congested trains.

Stantec also recommends that all of these services should provide for one-seat access between Belmont and Penn Station, with a stop at Jamaica to provide connectivity for other riders, noting that "[a] one-seat ride is essential to encourage transit ridership for retail and arena guests."

The DEIS, at p. 11-2, states that LIRR is anticipated to provide two round trip trains between Jamaica Station and Belmont Park Station on days with scheduled events. No LIRR service to the project is projected for non-event days. Instead of five pre-event ingress trains, and four post-event egress trains for weeknight events, as recommended by Stantec, the DEIS projects only two pre-event and two post-event trains. Instead of three pre-event ingress trains, and four post-event egress trains for weekend midday events, as recommended by Stantec, the DEIS projects only two pre-event and two post-event trains. None of the projected trains will provide one-seat service to the project.

The lack of attention in the DEIS to ensuring adequate LIRR service to the project exacerbates the already significant and unmitigated traffic impacts of the project by discouraging rail ridership. In order to partially mitigate significant impacts of the project, significant enhancements to LIRR service must be included as a condition of project planning and approval.

J. The assessment of project construction traffic impacts fails to consider the planned multi-year work at rail bridges and grade-crossings along the Main Line of the LIRR

NV5's assessment explains how the DEIS's assessment of construction traffic impacts failed to consider concurrent impacts associated with the Long Island Rail Road's Third Track Expansion Project long the Main Line:

> **Construction Impacts**
>
> The DEIS identifies minor construction impacts associated with the flow of construction workers to and from the site. Work is anticipated to start in 2019 and take approximately 28 months (page 15-1). The DEIS, however, does not discuss the LIRR 3rd Track construction, and the impacts it will have on Jericho Turnpike and the surrounding area, including the multiple detours required as part of the grade separation of the various existing crossings in the area.

See ***Exhibit C***.

In the Response to Comments for the Scoping Document, ESD represented:

> The effects of the LIRR Third Track project will be incorporated in the traffic analysis of the No-Action condition and will be accounted for in the background condition.

See Scoping Document Response to Comment 187. According to the DEIS, project construction will commence in 2019 and last 28 months. Construction on the Third Track project is

underway and will last several years. Traffic disruption due to the Third Track project is already occurring, including in Floral Park. The DEIS represents that LIRR's Third Track project is accounted for in the post-construction analysis but it is completely ignored in the construction analysis even though the construction periods for these two major projects overlap.

The issue is compounded by vehicle restrictions on the major local highway proximate to the project site. As Floral Park Police Commissioner McAllister explained in his comments to the DEIS, commercial vehicles are not permitted on the Cross Island Parkway. Construction vehicles will be required to use local streets to access the project site. This exacerbates the cumulative impacts of the project construction as these two projects proceed concurrently.

This is another major deficiency in the DEIS.

Land Use, Zoning and Community Character

A. The assessment of the project's impacts to community character is superficial

SEQRA's purpose is, among other things, to "prevent or eliminate damage to the environment and enhance human and community resources." SEQRA further states "the protection and enhancement of the environment, human and community resources shall be given appropriate weight with social and economic considerations in public policy. Social, economic, and environmental factors shall be considered together in reaching decisions on proposed activities." ECL § 8-0103(7). Case law has long recognized that "neighborhood character" is a physical condition of the environment.

In light of the unmitigated severe impacts to local road networks caused by the project, the assessment to impacts to community character in Chapter 2 of the DEIS is superficial and deficient.

The section addressing community character opens by inappropriately limiting its scope: "The effect of the Proposed Project on community character would be felt mostly on the residential areas immediately adjacent to the Project Sites, particularly Site B, as there would be a substantial change in land use on that parcel. The activity generated by the arena, hotel and retail shops would be evident along Hempstead Turnpike." DEIS at 2-35. The DEIS then focusses on visual impacts caused by the project's structures, ignoring the reality that the density of the proposed development is completely out of place in relation to the surrounding development, much of which is residential.

Then, the DEIS simply asserts that impacts relating to noise and transportation associated with the project will not be significant simply because "the volumes associated with year-round events and other use of the property …. would be substantially less than Belmont Stakes day." DEIS at 2-36. Belmont Stakes Day is not a measure of what should be viewed as acceptable.

Belmont Stakes day represents a unique one-day a year event that requires Floral Park to mobilize significantly more police and impose major traffic restrictions. Floral Park Trustee Archie Cheng explained at the DEIS hearings:

> 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. (emphasis added).

Belmont Stakes day is tolerated because of the unique nature of the event and the fact that it occurs only one day each year.

The NYAP project will cause local streets to be inundated with excessive traffic on a regular basis because the Cross Island Parkway cannot handle any additional traffic during peak periods, and the DEIS proposes no improvements to the Cross Island Parkway to mitigate the problem and no meaningful mitigation elsewhere. This will have a direct, detrimental impact of the special suburban character of Floral Park.

B. The DEIS falsely claims the project is consistent with regional planning policies.

The DEIS addresses the project's consistency with the 1998 Nassau County Comprehensive Plan, acknowledging that the plan "shows the designation of the Project Sites as open space/recreational, representing the current use of the property as Belmont Park." DEIS at 2-12. Then the DEIS states:

> Within the Redevelopment subsection of [the Land Use] chapter, the County compiled a list of vacant or underutilized parcels within Nassau County that have the potential for redevelopment. Belmont Park was identified as an underutilized property that has the potential to result in a substantial increase in development generating positive impacts on the surrounding communities.

DEIS at 2-13. Later in the chapter the DEIS claims consistency with the plan vaguely referencing the plan's focus on "achieving a balance of land uses and the Proposed Project with its mix of uses would help to meet this goal." DEIS at 2-34.

The project is not consistent with the Nassau County Comprehensive Plan at all. Floral Park Village Administrator, Gerard Bambrick, was a member of the Nassau County Planning Commission when it adopted the plan in 1998. In his comments to the DEIS at the January 8th hearing, he explained:

> 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.
>
> … 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). (emphasis added).

> 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.

The DEIS is deficient because it claims consistency with a regional planning document, when in fact it clearly is inconsistent with that plan.

C. ***Other than accommodating unconstrained development in the middle of a largely suburban area, ESD has offered no justification to override local zoning bulk restrictions***

Floral Park does not contest that ESD has unique authority under State Law to override local zoning requirements to implement a project it sponsors to the extent compliance is "not feasible or practicable." Here, the Town of Hempstead's Zoning Ordinance restriction largely limits the use of the proposed development sites of the parcels in question to residential uses. Floral Park does not contest the fact that this zoning restriction may need to be overridden to accommodate development of the proposed development sites.

However, beyond overriding use restrictions, the DEIS acknowledges zoning restrictions pertaining to height, density, coverage and setbacks, parking, signage, lighting, stormwater management, and fencing are to be overridden as well. DEIS at 2-33. All of these requirements are established to ensure that development proceeds in a manner that is consistent with the intent for the specific parcels and is compatible with existing development in the surrounding areas, including Floral Park. As Floral Park Deputy Mayor, Kevin Fitzgerald explained in his comments at the January 8, 2019 hearing on the project, "most of the surrounding communities are predominantly single detached one and two family homes which have specific items such as maximum height, minimum lot size, minimum side yards, minimum rea 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 with 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 level of override, in many instances, can only be described as extraordinarily excessive and constitutes a direct assault on sound planning practices and on the residences surrounding Belmont Park. Pursuant to Section 6266(3) of the Urban Development Corporation Act, an override is allowed only to the extent compliance is "not feasible or practicable." Other than accommodating a project that obviously is oversized, the DEIS offers no justification for these overrides. A different or smaller project could have either avoided the need for overrides or minimized the extent of the overrides.

Other DEIS Deficiencies

A. The DEIS offers no basis to conclude that the project, as specifically proposed, is needed; the DEIS also reaches unsubstantiated conclusions regarding the project's benefits

According to the DEIS (Chapter 1 at 1-9):

> ESD identified the following development objectives for the redevelopment of the Project Sites in the RFP:
>
> - Enhance Belmont Park to become one of Long Island's premier destinations for entertainment, sports, hospitality, and retail, with uses that are complementary to the existing Belmont Park Racetrack;
> - **Maximize economic benefit to the State while minimizing significant adverse environmental impacts**;
> - Provide a source of quality jobs for area and New York State residents;
> - Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park;
> - Maximize incorporation of green building and sustainable design practices; and
> - Feature meaningful participation of Minority-and Women-Owned Business Enterprises(MWBE), and Service-Disabled Veteran-Owned Businesses (SDVOB) (emphasis added).

Floral Park does not dispute that the two project development sites are underutilized, and could be developed for a productive purpose. However, given magnitude and scope of the proposed project, which has only grown since the RFP award was first announced, ESD has failed to satisfy one of the key objectives it has established. This project simply does not minimize significant adverse environmental impacts.

Even though the DEIS substantially understates traffic impacts through a deficient analysis, ESD still concedes that the project will cause significant and severe traffic impacts on local road networks, which will destroy the suburban character of Floral Park and other areas. Rather than address these severe impacts, the DEIS offers no concrete mitigation measures that would actually address these already understated impacts. A project that does not properly identify and then appropriately mitigate significant and severe adverse impacts does not serve a legitimate public purpose. None of ESD's other objectives override this concern to justify this project, because another smaller scaled project could serve all of ESD's objectives while also minimizing impacts.

This leads directly to another deficiency in the DEIS. In Chapter 7, the DEIS states: "The Proposed Project would not result in any significant adverse environmental impacts due to changes in socioeconomic conditions; it would, however, create local jobs and positive economic synergies." The DEIS's discussion of economic benefits is fundamentally flawed because (1) by any rational assessment, the statement that the project "would not result in any significant adverse environmental impacts" is objectively false, and (2) the cost to properly mitigate traffic congestion that would be caused by this project by implementing physical improvements on the Cross Island Parkway would dwarf the claimed economic benefit in the DEIS. The proposer, NYAP, has not proposed this cost-prohibitive mitigation because it does not intend to pay for it. Instead, when congestion becomes intolerable, taxpayers will eventually foot the bill.

B. The DEIS Improperly Segments Review of the Project from Review of NYRA's Planned Improvements to Belmont Raceway

NYRA is planning significant improvements at Belmont Park. On April 13, 2018, in response to public comments made during a scoping hearing for the Project, NYRA CEO and President Christopher Kay sent a letter to Michael Avolio at Empire State Development outlining the scope of NYRA's planned renovations. These planned renovations include upgrades to Belmont's tracks, lighting, clubhouse, and paddock and barn areas. With respect to the lighting renovations, Mr. Kay indicates that the purpose of the lighting renovation is to "provide night racing one or two nights a week during the spring and fall Belmont meets." Mr. Kay indicates that NYRA would like to commence construction on the improvements "at or as close to the same time as the NY Islanders commence their construction of their arena." *See* ***Exhibit F***. As noted in the DEIS' Construction analysis (DEIS, at 15-14), NYRA's renovations are planned to be completed in time for the Spring Meet (April) 2020.

Whether improper segmentation occurs can be determined by considering several factors that are described in the SEQRA Handbook (https://www.dec.ny.gov/docs/permits_ej_operations_pdf/dseqrhandbook.pdf).

- Is there a common purpose or goal? – both NYAP and NYRA seek to expand sporting and entertainment activities.
- Is there a common geographic location? This factor is clearly satisfied here.
- Timing. Based on the DEIS and Mr. Kay's letter, project construction would overlap.
- Are there common impacts? Similar activities at the same location will cause similar impacts.
- Overlapping ownership and control? As discussed below, the NYAP project, as proposed, cannot proceed absent the consent and cooperation of NYRA.
- Will any of the interrelated phases of various proposals be considered functionally dependent on each other? The interdependency of these planned activities is evidenced by the fact that NYAP's proposal heavily relies on the

development of a "shared parking" arrangement with NYRA and use of NYRA land to site a new large electric substation, as well as other utility work. NYRA's plans necessarily must accommodate these issues.

- Does the approval of one phase or segment commit the agency to approve other phases? The NYAP project, as currently proposed, impacts the NYRA property beyond Sites A and B, and has created conditions for NYRA to explore its own expanded activities.
- Common plan? There is no overall plan covering both projects and that's part of the problem. Floral Park has long advocated for a master plan for the Belmont Park property so that disjointed development and segmented environmental impact review would be avoided.

Many of these factors are triggered here, pointing to the need for a thorough review of cumulative environmental impacts, using reasonably conservative assumptions. Despite promises to the contrary, this has not happened.

On May 25, 2018, in response to Mr. Kay's letter, and in advance of a planned meeting between NYRA and ESD, AKRF sent a memorandum to NYRA outlining topics for discussion at the upcoming meeting. In his memorandum, Mr. Neil states that "[t]he [DEIS] **will include** as background ("No Action") conditions all NYRA planned renovations for Belmont Park specified in Chris Kay's April 13, 2018 [letter]." *See* ***Exhibit G*** (emphasis added).

NYRA's planned renovations for Belmont are not speculative. Mr. Kay has clearly identified both the scope of the planned renovations and the timeframe in which NYRA intends to complete them. In addition, a December 2018 BloodHorse magazine article reported that Governor Cuomo signed legislation providing NYRA access to the State Dormitory Authority's bonding abilities in order to finance the renovations. *See*, https://www.bloodhorse.com/horse-racing/articles/231243/nyra-clears-final-hurdle-in-belmont-renovation-plan. Further noted in the BloodHorse article is the prospect that Aqueduct Raceway may be closed by NYRA to further support development at Belmont:

> The signing of the NYRA financing bill by Cuomo comes nine months after the Long Island Association, a business group that has politically supported the Democratic governor, stepped up its lobbying campaign to end racing at Aqueduct. The group is among those who believe closing Aqueduct paves the way to re-develop the potentially lucrative Queens site while turning Belmont, along with the future Islanders' arena and accompanying retail and entertainment space, into a year-round destination.

Despite AKRF's assurances that NYRA's planned renovations would be included as background (No Action) conditions in the DEIS, the DEIS, in fact, fails to include any meaningful analysis of the combined impacts of the project and NYRA's planned renovations.

The Cumulative Impacts analysis (Chapter 21) of the DEIS indicates that specific impacts from NYRA's planned renovations were "taken into account" in the various other sections of the DEIS:

> Previous chapters included information about these planned No Action projects in a "Future without the Proposed Actions" section (see Table 2-3 in Chapter 2, "Land Use, Zoning, and Community Character"). These planned and in-construction development and major infrastructure projects (e.g., LIRR Third Track, NYRA's future renovations and nighttime horse racing at Belmont Park, etc.) that are anticipated to be completed in the area by 2021 were then taken into account when determining the Proposed Actions' potential impacts.

The individual sections of the DEIS, though, do not include an analysis of the potential impacts from NYRA's renovations, and largely gloss over or discount these impacts altogether.

For example, instead of incorporating the additional traffic impacts from nighttime racing at Belmont into the Future No Action condition analysis, as AKRF committed to do, the DEIS states that "[v]ehicular trips associated with night horse racing ***have not been included*** in the No Action traffic analysis because authorization of night racing by the 2021 analysis year is speculative and night racing would not occur at the same time as a hockey game." (DEIS, at 11-43, emphasis added).

As previously noted, NYRA's planned renovations are far from speculative, having been laid out in detail by NYRA's CEO and having been granted approval by the State to access bond funding. What is speculative, however, is the DEIS' contention that that night racing would not take place on the same night as a hockey game due to NYAP and NYRA having "agreed to coordinate" those activities. As far as Floral Park is aware, no formal agreements between NYAP and NYRA have been provided that would prohibit night racing and hockey games, or any other large arena events, from taking place on the same night.

Similarly, in its analysis of Future No Action conditions related to Construction (Chapter 15), the DEIS discusses NYRA's planned renovations as though they were wholly separate from the Project, and without even mentioning the planned lighting renovation intended for night racing:

> Any changes to Belmont Park by NYRA are separate from the Proposed Actions and would be expected to occur even without the Proposed Actions. NYRA improvement activities would include the rebuilding of the existing outer dirt track and the two inner turf tracks within their current footprints in order to provide for greater safety, better drainage, and an improved irrigation system. A synthetic track may also be installed within the inner turf course.

> Based on the anticipated construction schedule, NYRA improvement activities would begin in July 2019, with completion in time for the Spring Meet (April) in 2020.

DEIS, at 15-14.

Though the DEIS purports to have assessed cumulative impacts related the NYRA's planned renovations, the specific sections of the DEIS plainly illustrate a lack of meaningful analysis. The DEIS cannot credibly analyze potential impacts of the Project without fully incorporating the impacts of NYRA's planned renovations.

C. The assessment of project alternatives was artificially limited

The alternatives analysis blatantly avoids consideration of an obvious alternative – development of an arena without hotel, office, and "experiential" retail uses. When the NYAP proposal was announced, the dominant message to the public was that the proposal would provide a new, permanent home for the Islanders Hockey Team. The DEIS considers as an alternative what is essentially a mega-mall development without the arena, but does not consider an arena-only alternative.

It is understood that an arena-only development would still generate significant traffic when events start close to peak traffic periods. Nevertheless, such an alternative would produce less traffic than the proposed project and could be fully accommodated (including parking) within the project development sites identified in the original RFP issued by ESD without relying on extensive encroachment and use of NYRA-controlled property. This was a significant oversight in in the DEIS.

D. The DEIS's disclosure and assessment of the project's offsite work requirements are inadequate

The DEIS offers minimal information relating to offsite work. At present minimal information is provided and therefore aspects of the project are not even analyzed. Areas requiring additional description and analysis include off-site work pertaining to electricity, water supply and water discharge utilities. These issues are either barely mentioned and/or not assessed in terms of construction impacts, such as temporary partial or complete road closures that will impact Floral Park residents, schools and businesses.

E. The DEIS does not adequately address potable water supply issues related to the project

The DEIS includes one paragraph, in Chapter 3, regarding the supply of potable water to the project. The paragraph indicates that "consultations" have been undertaken with the Water

Authority of Western Nassau County ("WAWNC"), and that WAWNC has "preliminarily" indicated that it can provide the volume of water expected to be needed by the Project. This assessment is wholly insufficient. Consultations and preliminary indications cannot take the place of an actual analysis, and cannot provide the basis for approval of the project. The DEIS should include a detailed data-driven assessment of the current available water supply of WAWNC, the existing and anticipated future uses for same, and the extent to which WAWNC will be able provide the volume of water required by the project without adversely impacting reliable and safe supply to existing users, and without incurring significant additional costs. To the extent improvements to and expansion of WAWNC infrastructure are required then details on those issues should have been be identified and addressed in the DEIS.

Noncompliance with UDC Act - Local Consultations

Has ESD has fulfilled its obligations under the UDC Act in a meaningful and transparent manner? UDC Act § 6266(1) provides that the ESD:

> **shall** work closely, consult and cooperate with local elected officials and community leaders at the earliest practicable time. The [ESD] **shall** give primary consideration to local needs and desires and **shall** foster local initiative and participation in connection with the planning and development of its projects. (emphases added)

On its face, giving "primary consideration to local needs and desires" is a statutory mandate imposed on ESD. Based on the comments at the DEIS/GPP hearings in January, there is virtually no support within the surrounding communities for a project of this scale and magnitude. For ESD to accept and approve this project, as proposed, it necessarily will be rejecting all consideration of local needs and desires.

As previosuly discussed, UDC Act § 6266(3) allows ESD an override local zoning requirements, but only to the extent compliance is "not feasible or practicable." Instead of reducing its size, ESD has allowed the NYAP project to grow in an unrestrained manner such that the overrides (other than in relation to the use restriction) and extent of overrides are primarily self-created. This cannot be what the Legislature intended based on the plain text of the UDC.

UDC Act § 6266(3) also explicitly gives local planning boards and commissions authority to weigh in on the proposed project by recommending approval, modification or disapproval. This raises a question: Has ESD engaged directly with any of these boards and commissions in a meaningful way to ensure that they understand their role and authority the under the UDC Act, or has there been a lack of transparency in the process in the hope these boards and agencies will not weigh in at all? Floral Park has seen no indication that ESD has followed the former path.

*****

Floral Park respectfully calls upon ESD to heed the legitimate concerns of the communities surrounding Belmont Park. The project must be dramatically altered and downsized so impacts can be avoided and actually mitigated, and then a new DEIS can be issued accordingly.

Sincerely,

Michael Murphy

cc:

Mr. Howard Zemsky, President and CEO Empire State Development
Rachel Shatz, Vice President Planning and Environmental Review, Lead Agency Contact
Village of Floral Park:

Hon. Dominick Longobardi, Mayor
Gerard Bambrick, Village Administrator
Village Board of the Village of Floral Park

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October 3, 2018

VIA EMAIL (FOIL@esd.ny.gov)

Empire State Development
Records Access Officer
633 Third Avenue, Floor 37
New York, NY 10017

Re: **Belmont Park Redevelopment Project: Freedom of Information Law Request**

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Please provide copies of the following records (dated or created January 1, 2015 or later):

- Any and all records pertaining to parking for the Belmont Park Redevelopment Project, including but not limited to parking studies that have been completed for the project.
- Any and all records pertaining to, or data collected in relation to, parking for the Belmont Park Redevelopment Project.
- Any and all correspondence concerning the use of the North Lot for the Belmont Park Redevelopment Project.
- Any and all traffic studies that have been completed in relation to the Belmont Park Redevelopment Project.

- Any and all traffic-related data that has been collected in relation to the Belmont Park Redevelopment Project, Belmont Park or surrounding areas, regardless of whether the data will be or has been used on a traffic study relating to the Belmont Park Development Project.
- Any and all records related to the prohibited use of Belmont Park Road and Plainfield Avenue exit from Belmont Park.
- Any and all correspondence regarding the selection of intersections for the traffic study for the Belmont Park Development Project.
- Any and all correspondence regarding the use or changes required for the Cross Island Parkway relating to the Belmont Park Development Project.
- Any and all traffic studies performed for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.
- Any and all data collected for traffic studies performed, or to be performed, for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.

It is requested that responsive documents be emailed to me at the email address provided below. If the requested records cannot be emailed to me due to the volume of records identified in response to my request, please advise me of the actual cost of copying all records onto a CD or DVD, or please advise me of the appropriate time during normal business hours for inspecting the records prior to obtaining copies.

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- "NYAP" means New York Arena Partners, LLC, any owners or investors in New York Arena Partners, LLC, and/or any employee, consultant, agency, agent of person acting for, or on behalf of, New York Arena Partners, LLC.
- "MTA" means Metropolitan Transportation Authority.
- "LIRR" means Long Island Rail Road.

Please provide copies of the following records (dated or created on January 1, 2015 or later unless otherwise indicated in a specific request):

- Any and all records concerning the LIRR train station at Belmont Park ("Belmont train station"). These records include but are not limited to:
    - Any and all correspondence between the MTA or LIRR and the ESD regarding the Belmont train station.
    - Any and all correspondence between the MTA or LIRR and NYAP regarding the Belmont train station.
    - Any analysis regarding the Belmont train station.

- Any and all correspondence between MTA or LIRR and the ESD concerning the Belmont Park Redevelopment Project.
- Any and all correspondence between MTA or LIRR and NYAP concerning the Belmont Park Redevelopment Project.
- Any and all correspondence with any party related to use of any LIRR train station outside the Belmont Park in relation to the Belmont Park Redevelopment Project.

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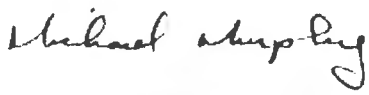

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Please provide copies of the following records (dated or created on January 1, 2015 or later unless otherwise indicated in a specific request):

- Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the arena component of the proposed Belmont Park Redevelopment Project.
- Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the hotel component of the proposed Belmont Park Redevelopment Project.
- Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the retail component of the proposed Belmont Park Redevelopment Project.

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Please provide copies of the following records (dated or created January 1, 2015 or later):

- Any and all records that were presented to the Selection Committee relating to the Belmont Park Redevelopment Project. These records include but are not limited to:

  - Any and all records relating to scoring or final scores that each proposal received by ESD.
  - The names, titles and experience of the members of the Selection Committee.
- Any and all records concerning or justifying the selection of NYAP's proposal for the Belmont Park Redevelopment Project.
- Any and all correspondence with the Nassau County Department of Public Works relating to the Belmont Park Redevelopment Project.
- Any and all records, including but not limited to correspondence, relating to the selection or use of the half-mile study area for the environmental analyses of the Belmont Park Redevelopment Project.

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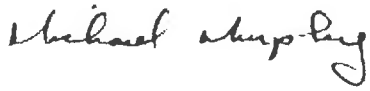

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- "FOB" means the Franchise Oversight Board.
- "NYRA" means the New York Racing Association.

Please provide copies of the following records (dated or created on January 1, 2015 or later unless otherwise indicated in a specific request):

- Any and all records, including correspondence, relating to planned or proposed improvements, construction, reconstruction, development or expansion of any kind, on NYRA-leased, licensed or controlled property at Belmont Park, regardless of whether (i) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are explicitly linked to the proposed Belmont Park Redevelopment Project, or (ii) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are being or were proposed by NYAP, NYRA, ESD or any other person or entity.

- Any and all correspondence, dated January 1, 2016 or later, with or involving the FOB concerning Belmont Park, NYRA's current or future activities at Belmont Park, or the Belmont Park Redevelopment Project.

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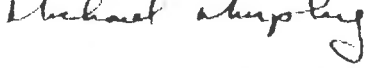

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Please provide copies of the following records:

- Any and all preliminary and design development drawings showing architectural and site development work of the Belmont Park Redevelopment Project, including presentation renderings, on site traffic analyses, plans, building elevations and building sections.

- Any and all documents and specifications pertaining to geo-technical investigations and site work studies for the Belmont Park Redevelopment Project.

- Licensed survey plans, including topographic surveys, depicting the North Lot and its boundary along the Incorporated Village of Floral Park border.

It is requested that responsive documents be emailed to me at the email address provided below. If the requested records cannot be emailed to me due to the volume of records identified in response to my request, please advise me of the actual cost of copying all records onto a CD or DVD, or please advise me of the appropriate time during normal business hours for inspecting the records prior to obtaining copies.

Please contact me at (212) 702-5436 or at mmurphy@bdlaw.com if you have any questions.

Sincerely,

Michael Murphy

cc: Hon. Dominick Longobardi, Mayor, Floral Park
Gerard Bambrick, Village Administrator, Floral Park
Village Board of the Village of Floral Park

Beveridge & Diamond

Michael Murphy
15th Floor
477 Madison Avenue
New York, NY 10022-5802

December 19, 2018

VIA EMAIL (FOIL@esd.ny.gov)

Empire State Development
Records Access Officer
633 Third Avenue, Floor 37
New York, NY 10017

Re: Belmont Park Redevelopment Project
Freedom of Information Law Requests (#2640 - #2644)

Dear Sir or Madam:

I am writing in connection with the above referenced Freedom of Information Law requests, which were submitted to you and have been pending since October 3, 2018. Empire State Development (ESD) has repeatedly delayed the processing these requests, while providing no reasonable basis for such delay. Further, the recently issued Draft Environmental Impact Statement for the Belmont Park Redevelopment Project (DEIS) makes it clear that much of the information requested has been available to ESD for some time.

Specifically, the DEIS refers to certain traffic studies completed by or on behalf of ESD to assess anticipated traffic impacts from the project. The raw data from these studies, however, is not included in the materials provided in Appendix F – Transportation, and has not been provided to us pursuant to our above requests. Without this data, it is impossible for our client, the Village of Floral Park, to assess the adequacy of the DEIS's traffic impacts analysis or its proposed mitigation measures. We request that ESD immediately provide the following data:

1. Raw turning movement counts at all study locations, including dates and times of each count; and
2. Analysis reports for each level of service calculation showing the parameters utilized to determine the calculated levels of service.

We reserve all of our rights under Public Officers Law, Article 6, §§ 84-90, with respect to all of the materials requested in the referenced requests, including seeking attorney fees

incurred by the Village as a result of ESD's repeated failure to provide the requested information in a timely manner.

It is requested that the above data be emailed to me as soon as possible at the email address provided below.

Please contact me at (212) 702-5436 or at mmurphy@bdlaw.com if you have any questions.

Sincerely,

Michael Murphy

cc: Hon. Dominick Longobardi, Mayor, Floral Park
Gerard Bambrick, Village Administrator, Floral Park
Village Board of the Village of Floral Park

Beveridge & Diamond

Michael G. Murphy
15th Floor
477 Madison Avenue
New York, NY 10022-5802
+1.212.702.5436
mmurphy@bdlaw.com

January 4, 2019

Mr. Howard Zemsky, President and CEO
Empire State Development
633 Third Avenue – Floor 37
New York, NY 10017

Re: Belmont Park Redevelopment Project: State Environmental Quality Review Act ("SEQRA") Process and Failure to Respond to Village of Floral Park FOIL Requests

Dear Mr. Zemsky:

This firm represents the Incorporated Village of Floral Park (the "Village") in relation to the proposed Belmont Park Redevelopment Project (the "Project"). I write to express the Village's utter exasperation with Empire State Development's ("ESD") 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, as described in more detail below, has made it virtually impossible for the Village to properly assess the Draft Environmental Impacts Statement ("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.

The Village borders Belmont Park, and its residents will be directly and significantly impacted by the proposed Project. The Village has long been on record as a proponent of reasonable, responsible development of underutilized parcels within Belmont Park, and has been an active participant in the Project since its announcement. The Village takes seriously the obligation to its residents to work with ESD to ensure that the Project's environmental impacts are appropriately studied and mitigated to the extent reasonably practicable. The Village's efforts to ensure a complete and thorough environmental review process consistent with SEQRA requirements and its right to participate fully in that process, however, have been frustrated by ESD's continuing failure to provide the Village with information it possesses, that is relevant to the Village's assessment of the Project. As the SEQRA Lead Agency and the State authority responsible for the selection of this Project, ESD cannot divest itself of these obligations. The Village is entitled to a greater level of comity in this process than what it has received to date from ESD.

On October 3, 2018, I submitted FOIL Requests Nos. 2639-2644 on behalf of the Village seeking documents and other supporting data regarding the Project (copies attached). Receipt of these requests was acknowledged via email from ESD on October 12, 2018, with ESD stating that the Village would be notified of the results of its search for responsive documents within 20 business days. No responsive documents were provided. Instead, on November 9, 2018, ESD sent another email noting that it continued to search for responsive documents, and would "endeavor" to provide the Village with responsive documents on or before December 26, 2018.

In the interim, on December 6, 2018, ESD released the DEIS. The issuance of the DEIS makes clear that ESD, for some time, has had ready access to and/or has been in possession of documents and data which are responsive to the Village's FOIL requests, particularly in the area of traffic analyses. On December 19, 2018, I wrote ESD's Records Access Officer expressing our dismay with ESD's repeated delays in providing responsive documents, when the DEIS clearly shows the documents to be in ESD's possession. In that letter, I specifically requested immediate production of certain traffic data, which should have been, but was not included in the DEIS as an appendix. This data is critical to allow the Village to properly assess the adequacy of the DEIS's evaluation of the Project's traffic impacts in and around the Village.[1]
Not only were no documents or data forthcoming from ESD, but on December 26, 2018, I received another email from ESD indicating that the Village's FOIL requests were still under review, and the new date by which ESD would "endeavor" to provide responsive documents was February 8, 2019. None of the emails I've received regarding the Village's FOIL requests have provided any reasonable basis, nor any basis at all for that matter, to justify the delays.

ESD is holding public hearing on the DEIS next week; January 8-10, 2019. The final date to submit written comments on the DEIS is February 11, 2019. ESD's repeated failure to provide documents responsive to the FOIL requests has placed the Village in the untenable position of not having sufficient information to assess the adequacy of the DEIS in advance of the public hearings, or fully understand the Project's potential impacts. It will provide little comfort to the Village if, against past precedent, ESD actually does produce responsive documents on February 8th, as that will only leave the Village 3 days to assess those documents prior to the deadline for submission of written comments.

This is absolutely unacceptable to the Village, and, since ESD is the responsible State agency, we hope it is unacceptable to you as well. The Village should not be viewed as an adversary to be stonewalled. ESD and the Village should have a shared goal of ensuring an adequate environmental review of the Project. In this vein, we respectfully request your immediate

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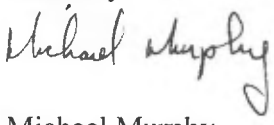
[1] The full magnitude and scope of the Project's traffic impacts cannot be determined because the DEIS does not include information critical to making that determination. This is of great concern to the Village. Adverse traffic impacts go beyond those impacts themselves; they jeopardize the very character of the Floral Park community.

intervention to assure that the requested documents are provided to the Village without further delay, and that the Village's time to provide written comments on the DEIS be extended to March 8, 2019 in consideration of the lengthy delays involved in providing the requested documents.

The Village reserves all of its rights under Public Officers Law, Article 6, §§ 84-90, with respect to all of the material requested in the reference FOIL requests, including seeking attorney fees incurred by the Village as a result of ESD's repeated, unreasonable and unjustified failure to provide the requested information in a timely manner. The Village reserves all other rights under State law to protect its interests and the interests of its residents.

I thank you in advance for your considered attention to this matter. Please feel free to contact me at (212) 702-5436 or at mmurphy@bdlaw.com if you have any questions or if you would like to discuss this matter further.

Sincerely,



Michael Murphy

Encs.

cc: Elizabeth Fine, Executive Vice President, Legal and General Counsel ESD
Rachel Shatz, Vice President Planning and Environmental Review, Lead Agency Contact
Records Access Officer, ESD
Hon. Dominick Longobardi, Mayor, Floral Park
Gerard Bambrick, Village Administrator, Floral Park
Village Board of the Village of Floral Park

Michael G. Murphy

From: esd.sm.foil <FOIL@esd.ny.gov>
Sent: Wednesday, December 26, 2018 4:55 PM
To: Michael G. Murphy
Cc: esd.sm.foil
Subject: FW: (#2639 - #2644 Murphy) FOIL Request - Status Update
Attachments: Murphy FOIL Request #2639 - re train station.pdf; Murphy FOIL Request #2640 - re parking.pdf; Murphy FOIL Request #2641 - re visitors.pdf; Murphy FOIL Request #2642 - re misc.pdf; Murphy FOIL Request #2643 - re nyra.pdf; Murphy FOIL Request #2644 - re specs.pdf

Dear Mr. Murphy:

Please be advised that ESD continues to review documents responsive to the attached FOIL requests in accordance with the Freedom of Information Law (Public Officers Law, Section 84 et seq.) ("FOIL") and its rules concerning access to ESD's records. ESD will notify you of the status of its review and endeavor to provide you with any responsive documents and/or determination(s) made pursuant to FOIL on or before February 8, 2019.

Thank you.

Records Access Officer
FOIL@esd.ny.gov

From: esd.sm.foil
Sent: Friday, November 09, 2018 5:05 PM
To: 'mmurphy@bdlaw.com' <mmurphy@bdlaw.com>
Cc: esd.sm.foil <FOIL@esd.ny.gov>
Subject: FW: (#2639 - #2644 Murphy) FOIL Request - Status Update

Dear Mr. Murphy:

Please be advised that ESD continues to review documents responsive to the attached FOIL requests in accordance with the Freedom of Information Law (Public Officers Law, Section 84 et seq.) ("FOIL") and its rules concerning access to ESD's records. ESD will notify you of the status of its review and endeavor to provide you with any responsive documents and/or determination(s) made pursuant to FOIL on or before December 26, 2018.

Thank you.

Records Access Officer
FOIL@esd.ny.gov

From: esd.sm.foil
Sent: Friday, October 12, 2018 9:25 AM
To: 'mmurphy@bdlaw.com'
Cc: esd.sm.foil
Subject: (#2639 - #2644 Murphy) FOIL Request - Acknowledgement

Dear Mr. Murphy:

ESD is in receipt of the attached FOIL request seeking access to certain records of the New York State Urban Development Corporation ("UDC") doing business as Empire State Development ("ESD").

ESD is considering your request in accordance with the Freedom of Information Law (Public Officers law, Section 84 et seq.) and its rules concerning access to the records of the Corporation. ESD will notify you of the results of its search for responsive documents within twenty (20) business days.

Thank you.

Records Access Officer

FOIL@esd.ny.gov

IMPORTANT: This e-mail message and any attachments contain information intended for the exclusive use of the individual(s) or entity to whom it is addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any viewing, copying, disclosure or distribution of this information may be subject to legal restriction or sanction. Please immediately notify the sender by electronic mail or notify the System Administrator by telephone (518)292-5180 or e-mail (administrator@esd.ny.gov) and delete the message. Thank you.

Michael G. Murphy

From: esd.sm.foil <FOIL@esd.ny.gov>
Sent: Friday, February 8, 2019 9:43 PM
To: Michael G. Murphy
Cc: esd.sm.foil
Subject: FOIL Response - Murphy #2639-2644 /1
Attachments: #2639-2644 Email Binder_Part1.pdf

Dear Mr. Murphy,

This email responds in sequential order to your October 4, 2018, FOIL requests #2639-2644 for the following:

#2639

- *Any and all records concerning the LIRR train station at Belmont Park ("Belmont train station"). These records include but are not limited to:*
  - *Any and all correspondence between the MTA or LIRR and the ESD regarding the Belmont train station.*
  - *Any and all correspondence between the MTA or LIRR and NYAP regarding the Belmont train station.*
  - *Any analysis regarding the Belmont train station.*
- *Any and all correspondence between MTA or LIRR and the ESD concerning the Belmont Park Redevelopment Project.*
- *Any and all correspondence between MTA or LIRR and NYAP concerning the Belmont Park Redevelopment Project.*
- *Any and all correspondence with any party related to use of any LIRR train station outside the Belmont Park in relation to the Belmont Park Redevelopment Project.*

Records responsive to your FOIL request #2639 are attached.

Pursuant to Public Officers Law §87(2)(b), we have redacted information that "if disclosed would constitute an unwarranted invasion of personal privacy under the provisions of subdivision two of section eighty-nine of this article." Pursuant to Public Officers Law §87(2)(c), we have withheld some records as they contain information that "if disclosed would impair present or imminent contract awards."

Pursuant to Public Officers Law §87(2)(g), we have withheld other records from disclosure as they are "inter-agency or intra-agency materials which are not (i) statistical or factual tabulations or data; (ii) instructions to staff that affect the public; (iii) final agency policy or determination; (iv) external audits, including but not limited to audits performed by the comptroller and the federal government."

Pursuant to Public Officers Law §87(2)(i), we have redacted certain information that "If it is if disclosed, would jeopardize the capacity of an agency or an entity that has shared information with an agency to guarantee the security of its information technology assets, such assets encompassing both electronic information systems and infrastructures."

#2640

...the following records (dated or created January 1, 2015 or later):

- *Any and all records pertaining to parking for the Belmont Park Redevelopment Project, including but not limited to parking studies that have been completed for the project.*
- *Any and all records pertaining to, or data collected in relation to, parking for the Belmont Park Redevelopment*

- *Any and all correspondence concerning the use of the North Lot for the Belmont Park Redevelopment Project.*
- *Any and all traffic studies that have been completed in relation to the Belmont Park Redevelopment*
- *Any and all traffic-related data that has been collected in relation to the Belmont Park Redevelopment Project, Belmont Park or surrounding areas, regardless of whether the data will be or has been used on a traffic study relating to the Belmont Park Development Project.*
- *Any and all records related to the prohibited use of Belmont Park Road and Plainfield Avenue exit from Belmont Park.*
- *Any and all correspondence regarding the selection of intersections for the traffic study for the Belmont Park Development Project.*
- *Any and all correspondence regarding the use or changes required for the Cross Island Parkway relating to the Belmont Park Development Project.*
- *Any and all traffic studies performed for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.*
- *Any and all data collected for traffic studies performed, or to be performed, for areas outside Belmont Park boundaries, specifically within the Incorporated Village of Floral Park.*

Records responsive to your FOIL request #2640 are posted under Project Resources, item 9, at the following link: https://esd.ny.gov/belmont-park-redevelopment-project. Posted at https://vhb-my.sharepoint.com/:f:/p/emetzger/EthcyGNrvDhOoAqOXOE59fwBk_7g97SnfbfJFltwSoANUw?e=YusZCs are raw traffic data. Other records responsive to your FOIL request #2640 are attached.

Pursuant to Public Officers Law §87(2)(b), we have redacted information that "if disclosed would constitute an unwarranted invasion of personal privacy under the provisions of subdivision two of section eighty-nine of this article." Pursuant to Public Officers Law §87(2)(c), we have withheld some records as they contain information that "if disclosed would impair present or imminent contract awards."

Pursuant to Public Officers Law §87(2)(g), we have withheld some records from disclosure as they are "inter-agency or intra-agency materials which are not (i) statistical or factual tabulations or data; (ii) instructions to staff that affect the public; (iii) final agency policy or determination; (iv) external audits, including but not limited to audits performed by the comptroller and the federal government."

Pursuant to Public Officers Law §87(2)(i), we have redacted certain information that "If it is if disclosed, would jeopardize the capacity of an agency or an entity that has shared information with an agency to guarantee the security of its information technology assets, such assets encompassing both electronic information systems and infrastructures."

#2641

- *Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the arena component of the proposed Belmont Park Redevelopment*
- *Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the hotel component of the proposed Belmont Park Redevelopment*
- *Any and all correspondence, studies, analyses, or estimates relating to the number of visitors to the retail component of the proposed Belmont Park Redevelopment*

Records responsive to your FOIL request #2641 are posted under Project Resources, item 9, at the following link: *https://esd.ny.gov/belmont-park-redevelopment-project.*

#2642

- *Any and all records that were presented to the Selection Committee relating to the Belmont Park Redevelopment Project. These records include but are not limited to:*
    - *Any and all records relating to scoring or final scores that each proposal received by ESD.*
    - *The names, titles and experience of the members of the Selection Committee.*

- *Any and all records concerning or justifying the selection of NYAP's proposal for the Belmont Park Redevelopment Project.* https://esd.ny.gov/sites/default/files/news-articles/ESD-21Dec2017-BM-Posting.pdf (pages 332-338).
- *Any and all correspondence with the Nassau County Department of Public Works relating to the Belmont Park Redevelopment Project.*
- *Any and all records, including but not limited to correspondence, relating to the selection or use of the half-mile study area for the environmental analyses of the Belmont Park Redevelopment Project.*

Records responsive to your FOIL request #2642 are posted under Project Resources, items 7 and 8. at the following link: https://esd.ny.gov/belmont-park-redevelopment-project.

Pursuant to Public Officers Law §87(2)(c), we have withheld some records as they contain information that "if disclosed would impair present or imminent contract awards."

Pursuant to Public Officers Law §87(2)(g), we have withheld some records from disclosure as they are "inter-agency or intra-agency materials which are not (i) statistical or factual tabulations or data; (ii) instructions to staff that affect the public; (iii) final agency policy or determination; (iv) external audits, including but not limited to audits performed by the comptroller and the federal government."

#2643

- *Any and all records, including correspondence, relating to planned or proposed improvements, construction, reconstruction, development or expansion of any kind, on NYRA-leased, licensed or controlled property at Belmont Park, regardless of whether (i) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are explicitly linked to the proposed Belmont Park Redevelopment Project, or (ii) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are being or were proposed by NYAP, NYRA, ESD or any other person or entity.*
- *Any and all correspondence, dated January 1, 2016 or later, with or involving the FOB concerning Belmont Park, NYRA's current or future activities at Belmont Park, or the Belmont Park Redevelopment Project.*

Records responsive to your FOIL request #2643 are attached.

Pursuant to Public Officers Law §87(2)(b), we have redacted information that "if disclosed would constitute an unwarranted invasion of personal privacy under the provisions of subdivision two of section eighty-nine of this article." Pursuant to Public Officers Law §87(2)(g), we have withheld some records from disclosure as they are "inter-agency or intra-agency materials which are not (i) statistical or factual tabulations or data; (ii) instructions to staff that affect the public; (iii) final agency policy or determination; (iv) external audits, including but not limited to audits performed by the comptroller and the federal government."

Pursuant to Public Officers Law §87(2)(i), we have redacted information that "If it is if disclosed, would jeopardize the capacity of an agency or an entity that has shared information with an agency to guarantee the security of its information technology assets, such assets encompassing both electronic information systems and infrastructures."

#2644

- *Any and all preliminary and design development drawings showing architectural and site development work of the Belmont Park Redevelopment Project, including presentation renderings, on site traffic analyses, plans, building elevations and building sections.*
- *Any and all documents and specifications pertaining to geo-technical investigations and site work studies for the Belmont Park Redevelopment Project.*
- *Licensed survey plans, including topographic surveys, depicting the North Lot and its boundary along the Incorporated Village of Floral Park border.*

Records responsive to your FOIL request #2644 are posted under Project Resources, items 9 and 10, at the following link: *https://esd.ny.gov/belmont-park-redevelopment-project*.

Due to the size of the files, the responsive records are being transmitted to you in a series of emails of which this is the first.

Pursuant to Public Officers Law §89(4)(a), you have thirty (30) days to appeal this determination. An appeal of any portion of this determination should be directed to Empire State Development's appeals officer, New York State Urban Development Corporation d/b/a Empire State Development, 633 Third Avenue, 37th Floor, New York, NY 10017, FOILAppeal@esd.ny.gov.

Kindly confirm receipt of this email. Thank you.

Records Access Officer
FOIL@esd.ny.gov

IMPORTANT: This e-mail message and any attachments contain information intended for the exclusive use of the individual(s) or entity to whom it is addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any viewing, copying, disclosure or distribution of this information may be subject to legal restriction or sanction. Please immediately notify the sender by electronic mail or notify the System Administrator by telephone (518)292-5180 or e-mail (administrator@esd.ny.gov) and delete the message. Thank you.

BEVERIDGE & DIAMOND

Michael G. Murphy
15th Floor
477 Madison Avenue
New York, NY 10022-5802
Direct: (212) 702-5436
Fax:(212) 702-5450

October 3, 2018

Franchise Oversight Board
c/o New York State Gaming Commission
One Broadway Center
P.O. Box 7500
Schenectady, NY 12301

Attention: Records Access Officer

Franchise Oversight Board
c/o New York State Division of the Budget
Room 128, State Capitol
Albany, NY 12224

Attention: Records Access Officer

Re: **Belmont Park Redevelopment Project: Freedom of Information Law Request**

Dear Sir or Madam:

I am writing to request records under the Freedom of Information Law, Article 6 of the Public Officers Law. The requested records relate to the Belmont Park Redevelopment Project proposed to be located on certain parcels at Belmont Park. However, in responding to the requests below, please do not view foregoing reference to the Belmont Park Development Project as limiting in any manner. In other words, responsive records to each request should be produced regardless of whether the records explicitly or implicitly reference the Belmont Park Redevelopment Project or regardless of whether the records are contained within files or folders relating to the Belmont Park Redevelopment Project.

For purposes of these requests:

- "ESD" means Empire State Development, and/or any employee, consultant, agency, agent of person acting for, or on behalf of, Empire Statement Development.

- "NYAP" means New York Arena Partners, LLC, any owners or investors in New York Arena Partners, LLC, and/or any employee, consultant, agency, agent of person acting for, or on behalf of, New York Arena Partners, LLC.

- "FOB" means the Franchise Oversight Board.

- "NYRA" means the New York Racing Association.

Please provide copies of the following records (dated or created on January 1, 2015 or later unless otherwise indicated in a specific request):

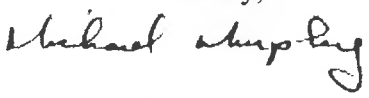
- Any and all records, including correspondence, relating to planned or proposed improvements, construction, reconstruction, development or expansion of any kind, on NYRA-leased, licensed or controlled property at Belmont Park, regardless of whether (i) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are explicitly linked to the proposed Belmont Park Redevelopment Project, or (ii) the planned or proposed improvements, construction, reconstruction, development or expansion of any kind are being or were proposed by NYAP, NYRA, ESD or any other person or entity.

- Any and all correspondence, dated January 1, 2016 or later, with or involving the FOB concerning Belmont Park, NYRA's current or future activities at Belmont Park, or the Belmont Park Redevelopment Project.

It is requested that responsive documents be emailed to me at the email address provided below. If the requested records cannot be emailed to me due to the volume of records identified in response to my request, please advise me of the actual cost of copying all records onto a CD or DVD, or please advise me of the appropriate time during normal business hours for inspecting the records prior to obtaining copies.

Please contact me at (212) 702-5436 or at mmurphy@bdlaw.com if you have any questions.

Sincerely,



Michael Murphy

cc: Hon. Dominick Longobardi, Mayor, Floral Park
Gerard Bambrick, Village Administrator, Floral Park
Village Board of the Village of Floral Park

NEW YORK
STATE OF
OPPORTUNITY.

Franchise Oversight Board

State Capitol
Albany, New York 12224

Robert Williams, Chair
Joseph J. Rabito, Member
Anthony Rodolakis, Member
James T. Towne, Jr., Member

Steven M. Lowenstein, Secretary
David Perino, Counsel

October 16, 2018

Mr. Michael G. Murphy
Beveridge & Diamond
477 Madison Avenue
15th Floor
New York, New York 10022-5802

Dear Mr. Murphy:

I am in receipt of your recent letter dated October 3, 2018, received on October 9, 2018 seeking information on the Belmont Park Redevelopment Project pursuant to Freedom of Information Law, N.Y. Public Officers Law Section 87 ("FOIL").

Please be advised that we are researching your request and will respond further within the next twenty (20) business days. If there are fees associated with reproducing records responsive to your request, we will advise you of the fees at that time.

The New York State Franchise Oversight Board reserves the right to deny access to records or portions thereof as allowed under the New York State Freedom of Information Law.

Sincerely,

David Perino
Counsel

NEW YORK
STATE OF
OPPORTUNITY.

Franchise Oversight Board

State Capitol
Albany, New York 12224

Robert Williams, Chair
Joseph J. Rabito, Member
Anthony Rodolakis, Member
James T. Towne, Jr., Member

Steven M. Lowenstein, Secretary
David Perino, Counsel

November 15, 2018

Mr. Michael G. Murphy
Beveridge & Diamond
477 Madison Avenue
15th Floor
New York, New York 10022-5802

Dear Mr. Murphy:

Please be advised that we require additional time to complete our response to your FOIL request dated October 3, 2018. We will provide you with a status update on or before December 14, 2018, if we have not completed our response by then.

Thank you for your courtesy in this matter.

Sincerely,

David Perino

NEW YORK
STATE OF
OPPORTUNITY.

Franchise Oversight Board

State Capitol
Albany, New York 12224

Robert Williams, Chair
Joseph J. Rabito, Member
Anthony Rodolakis, Member
James T. Towne, Jr., Member

Steven M. Lowenstein, Secretary
David Perino, Counsel

December 20, 2018

Mr. Michael G. Murphy
Beveridge & Diamond
477 Madison Avenue
15th Floor
New York, New York 10022-5802

Dear Mr. Murphy:

Please be advised that we require additional time to complete our response to your FOIL request dated October 3, 2018. We will provide you with a status update on or before January 15, 2019, if we have not completed our response by then.

Thank you for your courtesy in this matter.

Sincerely,

David Perino

NEW YORK
STATE OF
OPPORTUNITY.

Franchise Oversight Board

State Capitol
Albany, New York 12224

Robert Williams, Chair
Joseph J. Rabito, Member
James T. Towne, Jr., Member

Steven M. Lowenstein, Secretary
David Perino, Counsel

January 15, 2019

Mr. Michael G. Murphy
Beveridge & Diamond
477 Madison Avenue
15th Floor
New York, New York 10022-5802

Dear Mr. Murphy:

Please be advised that we require additional time to complete our response to your FOIL request dated October 3, 2018. We will provide you with a status update on or before February 14, 2019, if we have not completed our response by then.

Thank you for your courtesy in this matter.

Sincerely,

NEW YORK
STATE OF
OPPORTUNITY.

Franchise Oversight Board

State Capitol
Albany, New York 12224

Robert Williams, Chair
Joseph J. Rabito, Member
Anthony Rodolakis, Member
James T. Towne, Jr., Member

Steven M. Lowenstein, Secretary
David Perino, Counsel

February 15, 2019

Mr. Michael G. Murphy
Beveridge & Diamond
477 Madison Avenue
15th Floor
New York, New York 10022-5802

Dear Mr. Murphy:

Please be advised that we require additional time to complete our response to your FOIL request dated October 3, 2018. We will provide you with a status update on or before February 29, 2019, if we have not completed our response by then.

Thank you for your courtesy in this matter.

Sincerely,

David Perino

February 22, 2019

Gerard M. Bambrick
Village Administrator
Incorporated Village of Floral Park
One Floral Park Boulevard
Floral Park, NY 11001

Michael G. Murphy
Principal
Beveridge & Diamond PC
477 Madison Avenue, 15th Floor
New York, NY 10022

Re: Belmont Park Redevelopment Civic and Land Use Improvement Project
Draft Environmental Impact Statement (DEIS)
Traffic Review Comments

Dear Messrs. Bambrick and Murphy:

As requested, NV5 has reviewed the Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Civic and Land Use Improvement Project, prepared by AKRF, Inc. and VHB, dated December, 2018 as well as the supplemental electronic files provided by Empire State Development Group on January 9, 2019.

Transportation

NV5's review of the transportation section of the DEIS focused on trip generation, trip distribution, capacity analysis, mitigation, and parking. Our comments on each of the sections of the analysis within the DEIS are provided below:

Trip Generation

The DEIS identifies five potential peak periods for analysis: Weekday morning (8 AM-9 AM), Weekday pre-event (7 PM–8 PM), Saturday Midday (1 PM–2 PM), Saturday pre-event (6 PM-7 PM) and Saturday post event (9 PM-10PM). The DEIS, however, did not study the weekday evening commuter peak, i.e. 5 PM-6 PM. Consistent with any EIS study of a large retail development, an analysis of the typical evening commuter peak hour is necessary as that is when background traffic is the highest.

The largest proposed generator on the site is the proposed 18,000 seat Arena (up to 19,000 seats for non-sporting events). The DEIS assumes that approximately 25% of the patrons will arrive between 6 PM and 7 PM, 65% between 7 PM and 8 PM, and 10% between 8 PM and 9 PM, for a hockey game with an 8 PM start. (Appendix F, Parking Table 1). An analysis of the weekday evening commuter peak should address the 25% arriving prior to 7 PM. Furthermore, Islander hockey games typically have a start time of 7:00 PM instead of the 8:00 PM utilized in the EIS. The DEIS has not selected the correct weekday peak periods and has not analyzed the worst case scenario. These discrepancies must be addressed.

Trip Distribution

Based on the information provided in the DEIS, the access points to the site and the number of vehicles using each access point are not readily apparent. Additional information should be requested that indicating how many vehicles enter and exit each of the access points to the project for each of the studies peak hours, including which parking lot they are anticipated to park in.

Based on the limited information provided in the DEIS, it appears that only 3% to 5% of the total site traffic are anticipated to utilize local roadways to access the site, even though the Cross Island Parkway (CIP) is projected to be significantly over capacity. The local analysis must be revised to consider that trips will divert off the CIP to local streets to access the site due to the unmitigated congestion on the CIP. A travel demand model and available origin-destination data (such as Streetlight Data or another 'big data' source) should be used to identify the diversion routes that will be utilized when the CIP is congested.

To emphasize how little traffic the DEIS assigns to the local roadway network, NV5 reviewed the trip estimates for taxi/rideshare trips. As per Table 11-5, during the evening peak hour, 276 total taxi/rideshare trips are projected (138 in and 138 out). According to Figure 32A, a total of 212 vehicles access the site from local streets (157 vehicles in and 55 vehicles out). Based on this information, more taxi/rideshare trips access the site than all local trips during the evening peak hour. This is unrealistic; especially since most taxi/rideshare trips will come from local destinations, such as last mile connections from the local train stations.

Capacity Analysis

The DEIS does not include copies of the traffic counts conducted, including the dates and times of the counts nor the capacity analysis printouts for the studied locations and time periods. Without this information, it is not possible to review the actual analysis to determine if it was done appropriately or compare the counts collected for the DEIS to those conducted by NV5 and other sources. NV5 subsequently received copies of the traffic count data and associated analysis files, review of this information is provided in the traffic count and analysis review section below.

As discussed in the trip generation section above, the DEIS fails to look at the worst case time periods for total traffic on the roadway network. Even for the time periods that were studied, the analysis in the DEIS focuses on the Cross Island Parkway (CIP) and identifies sections of the CIP that are above capacity. Pages 11-77 and 11-80 of the DEIS indicate that 2,834 vehicles are unserved during the evening peak (~67% of total new trips) and 2,595 vehicles during the Saturday PM peak (~59% of the total new trips). The DEIS further states "...unserved vehicles…would be processed outside the peak hour and would result in additional congestion on the Cross Island Parkway." The DEIS does not propose improvements to the CIP to mitigate the additional congestion, nor does it consider that traffic associated with the site will divert to local roadways to avoid the congestion on the CIP. This is a major deficiency in the analysis provided.

Mitigation

The DEIS identifies locations in which mitigation is proposed throughout the study area. Almost all of this mitigation is minor timing changes to existing traffic signals. This mitigation is not credible as it is based on the assumption identified above that only 3% to 5% of the vehicles will access the site from the local street network. 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.

The DEIS also discusses a Transportation Management Plan (TMP) as a way to mitigate potential impacts. TMPs typically include operational changes that are implemented when necessary, such as police traffic control of intersections, temporary one-way streets and temporary parking restrictions. A TMP is not, however, typically a method of providing physical roadway improvements. While this office agrees that a TMP is required for this project, the TMP discussion offers no specifics and 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 discussion also 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 identification and implementation of 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.

The DEIS identified the use of the Belmont Train Station for major events, but did not consider full time use of the Belmont Train Station as a method to mitigate traffic impacts. This should be considered as it will not only reduce the number of vehicles accessing the site, but also minimize the need for 'last mile' connections from the adjacent train stations, such as Floral Park, which add to the traffic on local streets within the village. Full use of the Belmont Station may not even be sufficient, as travelers from eastern Long Island may use Floral Park or other stations instead of routing through Jamaica Station to use Belmont Station.

The DEIS identifies a number of locations which are above capacity and mitigation is considered infeasible. The DEIS fails to consider a mitigation alternative where the intensity of the development is reduced, such as reducing or eliminating components of the project.

Effect on Emergency Response Times

Page 11-72 of the DEIS discusses that "emergency vehicles…can maneuver around and through congested areas...because they are not bound by standard traffic controls." Plainfield Avenue serves as a major response route for the Floral Park Fire Department. Since Plainfield Avenue is one lane in each direction with minimal shoulders, the amount of congestion on this route directly influences the ability of emergency response.

Parking

The project proposes a total of 8,252 spaces, including racetrack spaces to remain compared to 9,919 existing spaces (Table 11-38). This results in a net loss of 1,667 parking spaces. While this office recognizes that the majority of these spaces are only used on race days, the DEIS identifies that only 2,030 spaces are required for races, representing only 20% of the existing parking supply.

Table 11-38, note 2 states that 150 parking spaces will be designated 'rideshare spaces'. Projected Taxi/rideshare trips indicate at most 135 taxis will be use. If only 135 taxis are anticipated (and not all 135 at the same time) 150 spaces should not be necessary. There is an apparent discrepancy between the numbers utilized in the parking calculations and the trip calculations.

Construction Impacts

The DEIS identifies minor construction impacts associated with the flow of construction workers to and from the site. Work is anticipated to start in 2019 and take approximately 28 months (page 15-1). The DEIS, however, does not discuss the LIRR 3rd Track construction, and the impacts it will have on Jericho Turnpike and the surrounding area, including the multiple detours required as part of the grade separation of the various existing crossings in the area.

Traffic Count & Capacity Analysis Review

The supplemental information provided to the Village on January 9th included electronic files of the traffic counts conducted for the DEIS and copies of the analysis files utilized to generate the levels of service and delays identified in the report. While this office maintains that the distribution of traffic utilized in the DEIS is flawed, as detailed above, a review of the provided technical analysis was performed with a focus on the locations within the Village of Floral Park.

It is also important to note that the DEIS utilized Synchro, version 9 which is based on the methodology in the 2010 Highway Capacity Manual. The current version of Synchro is version 10, which is based on the Highway Capacity Manual, 6th Edition.

NV5 has noted that at many study locations, a minimum peak hour factor of 0.80 or 0.81 was utilized in the analysis, whereas the traffic counts provided show significantly lower peak hour factors, such as 0.58. The peak hour factor is a measure of how spread out traffic is across the analyzed hour. Values closer to 1.0 represent traffic that is evenly spaced throughout the hour. Use of a minimum peak hour factor artificially reduces the delays reported by the analysis by assuming traffic is more spread out across the hour than it actually is. Thus, the use of a minimum peak hour factor results in a underestimation of the delays reported for the project.

Plainfield Avenue & Tulip Avenue

There is a discrepancy between the automatic traffic recorder (ATR) and intersection turning movement count data provided for this intersection. For example the ATR data shows an average of 500 vehicles approaching the intersection westbound during the weekday morning peak hour, whereas the analysis uses 375 vehicles. Similarly, the northbound ATR data shows an average of 426 vehicles during the morning peak hour, but only 254 are used in the analysis. This indicates that more vehicles approach the intersection than are being processed by the signal, and the DEIS does not account for this discrepancy.

Furthermore, the existing levels of service presented in the DEIS are not consistent with field observations conducted by NV5 in November 2018. NV5 staff observed approaches to the signal routinely queueing to where the intersection did not clear, i.e. vehicles were not able to pass through the intersection during the green phase of the signal due to congestion downstream. The additional delay caused by this situation is commonly referred to the d3 component of delay. The analysis provided in the DEIS does not appear to make any adjustments to the intersection volumes to account for 'd3' delay. This results in the calculated levels of service being better than actual conditions, and underestimates the impact of the proposed project on this intersection.

The November 5, 2018 Covert Avenue Crossing Construction Detour Plan prepared by Stantec Consulting Services, Inc also includes analysis of the intersection of Plainfield Avenue & Tulip Avenue, and further confirms this deficiency in the DEIS. The Stantec analysis shows an 'F' level of service for the southbound approach to the intersection during the existing condition evening peak hour whereas the DEIS indicates a 'D' level of service.

Plainfield Avenue & Magnolia Avenue

Similar to the intersection of Plainfield Avenue & Tulip Avenue identified above, the existing levels of service presented in the DEIS are not consistent with field observations conducted by NV5 in November 2018. The analysis provided in the DEIS does not appear to make any adjustments to the intersection volumes to account for 'd3' delay. This results in the calculated levels of service being better than actual conditions, and underestimates the impact of the proposed project on this intersection.

Plainfield Avenue & Carnation Avenue

NV5 noted significant discrepancies between the traffic counts and Synchro analysis at the intersection of Plainfield Avenue and Carnation Avenue. For instance, the westbound through movement during the existing condition AM peak, was counted at 287 vehicles, but 35 vehicles were entered into the analysis.

I trust that this information assists the Village as they review the DEIS for this project. As additional information becomes available, additional comments will be provided as appropriate. If you have any questions on this matter, please feel free to contact me at 973-946-5604 or via email at Joseph. Fishinger@NV5.com.

Sincerely,
NV5

Joseph A. Fishinger, Jr, PE, PTOE
Director, Traffic Engineering

THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
SCOTT M. STRINGER

December 17, 2018

Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street
New York, NY 10041

Re: Belmont Park Redevelopment Project

Dear Commissioner Trottenberg:

We are writing to you in regard to the proposed Belmont Park Redevelopment Project on the Queens County-Nassau County border. As you know, the Empire State Development (ESD) plan would bring a new stadium, shopping center, hotel, and office building to a 43 acre site adjacent to Queens Village and Cambria Heights. A project of this magnitude will have far ranging impacts on these neighborhoods, with the potential to significantly increase congestion. As approvals for this project could be granted as soon as the second quarter of 2019, we urge the New York City Department of Transportation (DOT) to undertake a proactive study of potential impacts and consider appropriate mitigation expeditiously.

The proposed development site already houses Belmont Park, the largest Thoroughbred racing facility in the country. While average daily attendance is approximately 3,000 visitors during most of the year, attendance can reach between 60,000 and 100,000 visitors in peak periods. Additionally, the proposal calls for a 19,000-seat arena which will host between 44 and 60 New York Islanders home games each year and 145 non-NHL events. The development will also include 435,000 square feet of retail space, restaurants, a movie theater, a 250-room hotel, 30,000 square feet of office space, 10,000 square feet of community and innovation space, 5.75 acres of public open space, and more than 7,000 parking spots. The interplay between the redevelopment plan and the existing facility will undoubtedly affect not only the Nassau County region, but Queens communities as well.

As part of its Environmental Impact Statement, the ESD commissioned a traffic study of 35 intersections in the Belmont area. Only six, however, were located in Queens – Jamaica Avenue and 212th Place/Hempstead Avenue, Jamaica Avenue and 213th Street/Hempstead Avenue, Jamaica Avenue and Springfield Boulevard, Hempstead Avenue and Springfield Boulevard, Hempstead Avenue and 224th Street, and Hempstead Avenue and 225th Street. These intersections are all within a small triangle bordered by Hempstead Avenue, Jamaica Avenue, and the Cross Island Parkway. Not only are these six intersections insufficient to gauge the impact of this project on Queens neighborhoods, they are also largely under the jurisdiction of DOT, not the State.

While New York State is controlling this process, it is incumbent as a city that we get prepared for the worst-case development scenario. As such, we ask that DOT review the DEIS's assumptions regarding peak trip times, modal share between mass transit and vehicular usage, and analyzed intersections to provide an independent review of ESDC's methodologies. If any discrepancies are found between DOT's standards and those used by the ESDC, it is imperative that the City issue comments on the DEIS before the State makes their final decision.

Further, we would ask the Administration to take additional steps to study and mitigate the potential impacts of this proposed development. For instance, if ESDC is unwilling, DOT should independently study the potential impacts on the New York City street and mass transit system to understand if additional traffic mitigation measures are needed throughout Queens.

This is also an opportunity for DOT to consider innovative traffic and parking mitigation. DOT representatives have previously stated that neighborhoods adjoining and surrounding stadiums are well suited for a Residential Parking Permit program, whereby curbside parking is restricted to local residents during appointed hours of the day. This system has been considered by the DOT at both Yankee Stadium and the Barclays Center and should be examined in the context of the Belmont Park Redevelopment Project, along with a larger traffic study.

Thank you for your consideration. We look forward to seeing DOT take affirmative steps in the near future and would appreciate a response to this letter that details those actions.

Sincerely,

Scott M. Stringer
New York City Comptroller

Barry S. Grodenchik
New York City Council Member

c: Clive Williams, Chair, Community Board 13
Mark McMillan, District Manager, Community Board 13
Rene Hill, Chair, Community Board 12
Yvonne Reddick, District Manager, Community Board 12
Jeffrey Connors, President, North Bellerose Civic Association
Mohamood Ishmael, President, Queens Village Civic Association
Gerald Wind, President, Bellerose Hillside Civic Association
Michael O'Keeffe, President, Creedmoor Civic Association
Angela Augugliaro, President, Queens Colony Civic Association
Oster G. Bryan, President, Saint Albans Civic Association
Robert Glover, President, Federated Blocks of Laurelton
Lourdes Hartrick, President, Bellerose Commonwealth Civic Association
Bryan Block, President, Cambria Heights Civic Association
Michael Castellano, President, Lost Community Civic Association
Rhonda Kontner, President, Royal Ranch Civic Association
Robert Friedrich, President, Glen Oaks Village
Dr. Robert Ricken, President, North Shore Towers

NEW YORK CITY DOT
Department of Transportation
POLLY TROTTENBERG, Commissioner

January 17, 2019

Honorable Scott Stringer
New York City Comptroller
1 Centre Street, 5th Floor
New York, NY 10007

Honorable Barry Grodenchik
Council Member, 23rd District
73-03 Bell Boulevard
Oakland Gardens, NY 11364

Dear Comptroller Stringer and Council Member Grodenchik:

Thank you for your December 17, 2018 correspondence regarding the proposed Belmont Park Redevelopment Project on the Queens County/Nassau County border.

The Department of Transportation (DOT) is currently conducting the Nassau/Queens Interface Transportation Study, which includes Jamaica and Hempstead Avenues—the two corridors identified in the Belmont Park Redevelopment Project's Draft Environmental Impact Statement (DEIS) as having impacted corridors and/or intersections. While our study did not specifically focus on the concerns that you raised in your letter, DOT will adjust the study's scope to include these issues. DOT will also hold meetings with stakeholders throughout the study process to solicit their input and will invite your offices to attend. In the interim, DOT will be meeting with Empire State Development (ESD) and their consultant on January 23, 2019 to discuss the project in general.

As DOT testified last June at the City Council hearing, residential parking permit programs require state legislative authorization. Furthermore, based on the experiences of other cities, DOT has cautioned that such programs for New York City can be difficult to manage and the potential benefits are limited. However, we are available to work with our partners in Albany should they wish to pursue a New York City residential parking permit program.

I have asked Queens Borough Commissioner Nicole Garcia to be available if you have any further questions.

Thank you for your concerns for transportation issues in your district.

Sincerely,

Polly Trottenberg
Commissioner

PT:rc:wd:jm:msm
DOT-399831-V1Y43; DOT-399833-M7Y4

55 Water Street, New York, NY 10041
T: 212.839.6400 F: 212.839.6453

Stantec

Memo

To:	Empire State Development	From:	Sumeet Kishnani Graeme Masterton
		Date:	June 19, 2018

Reference: Belmont Arena Transit Ridership Projections and Service Request

This memo describes projected transit ridership at the Belmont Arena site, and includes service recommendations to meet this demand. Stantec has prepared this memo on behalf of New York Arena Partners ("NYAP") in the context of their development of an arena-anchored, mixed-use development adjacent to Belmont Park.

Executive Summary

The proposed Belmont Arena project (the "Project") includes destination retail, a 19,000-seat Arena, and a hotel on the site adjacent to Belmont Park. The mix of uses on event days would include Arena attendees, retail guests, racetrack attendees, hotel users, and employees. To meet the demand and guest expectations, the following recommendations are made for LIRR transit service:

- Two trains per hour are requested between New York Penn Station and Belmont, during peak operating hours (9AM-5PM). This is similar to the transit service provided at Bicester Village, a similar Value Retail development, near London. This service frequency would meet the guest and employee ridership demands, and it would also allow for an average wait time of no more than 15 minutes.
- The service would ideally provide one-seat access between New York Penn Station and Belmont, to encourage higher transit utilization.
- Three trains per hour would be required during the pre- and post-event peak hours.
- A fourth train may be required during the pre-event peak hour for weekend midday events, when retail activity is projected to be higher than on weeknights.
- Additional event service outside the pre- and post-event peak hours would help meet the demand for early-arriving or late-departing guests.

For the purposes of this analysis, we have assumed that a small percentage of guests would take transit (LIRR) to the site. This includes 15% of Arena attendees and retail guests, and 30% of Arena and retail employees. Generally, to accommodate this demand, train service would be required during the day for retail, and special service would be required in the evening for a game or concert at the arena. Each condition is discussed below as well as a combined weekend daytime when an arena event may occur during the peak retail hours.

Typical Non-Event Day

Based on these estimates, the projected rail-based ridership demand to the site from Manhattan or connecting via Jamaica is between 400 to 800 persons per hour between the hours of 8AM and 5PM on a typical non-event weekend day, and 200 to 400 persons per hour between these hours on a typical non-event weekday. The retail customer targeted for this site is more likely to utilize rail than bus and have expectations of a one-seat journey from Manhattan. Arrival volumes are projected to be highest in the early morning hours (between 8AM and 12PM), while departures are expected to be higher between 12 PM and 5PM.

Reference: **Belmont Arena Transit Ridership Projections and Service Request**

The transit demand projections are based on the actual temporal distribution profile of vehicle arrivals and departures at Bicester Retail Village, which is comparable in size to the retail component of the Project and features 30-minute frequency rail service from central London (Marylebone Station) with a trip time averaging around one hour.

The retail entry demand is highest between 8 AM and 5PM. Based on these demand observations and the transit mode share described above, the projected retail demand for a non-event weekday and weekend day are shown in Figure 1.

Figure 1: Non-Event Day Transit Demand

An analysis was conducted to determine the type of service that would be required to meet this demand, based on the following assumptions:

- Retail guests would desire a one-seat ride from New York Penn Station to Belmont. A two-seat connection with a transfer at Jamaica would greatly inconvenience these guests and may affect the transit mode share adversely. Many of these guests are expected to take rideshare, taxi, or transit from their point of origin to Penn Station, so it is essential to provide a reliable, convenient, one-seat connection between Penn Station and Belmont.
- The average wait time for a train should be similar to that in London, at 15 minutes or less. Two trains per hour would achieve this objective.
- The transit service should accommodate the peak demand.
- The transit service for retail users would primarily be required outside of commuter peak hours (e.g., between 8 AM and 4 PM).

Based on these assumptions, our recommendation is for two trains per hour between New York Penn Station and Belmont Park Station between the hours of 9 AM and 5 PM. Ideally, this would be in the form of a train from Penn Station that stops at Jamaica, enters Belmont Station, and then returns to Penn Station.

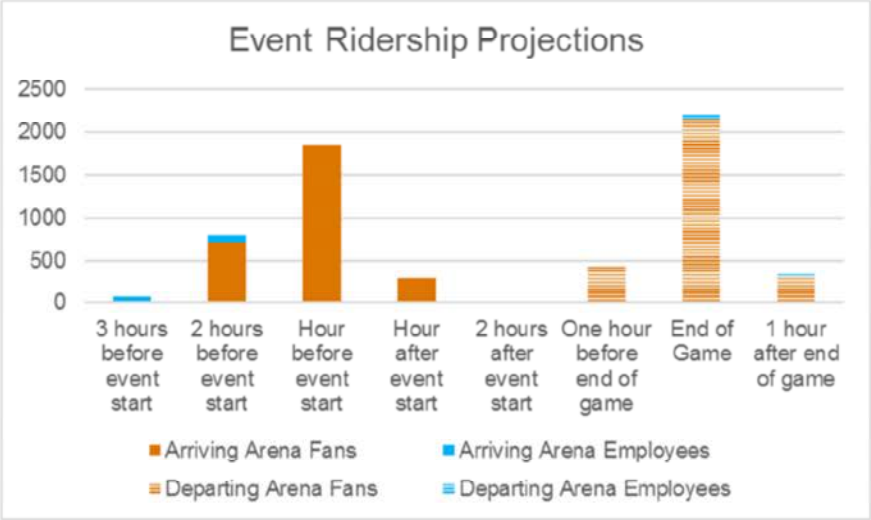
Weeknight Events

A majority of the fans (65%) are assumed to arrive during the hour before the start of the event. Some fans are projected to arrive early, and a small percentage are projected to arrive after the start of the event. Similarly, most fans (75%) are assumed to leave within the hour after the end of the game. As shown in Figure 2, there would be a demand of around 750 riders two hours before an event, and about 1,800 people an hour before the event, with about 300 people seeking train service within the first hour after an event starts. For departures,

there is an expectation that there could be about 2,200 riders seeking trains back to Penn Station in the first hour after the event.

To accommodate the projected demand, we would like to request a train during a time 1-2 hours prior to the event, three dedicated trains during the 6:30-7:30 hour (weeknight NHL events and concerts will start at 7:30 or later.), and one train after 7:30 for late-arriving guests. In the hour after the event, three trains would be required during the peak egress hour, and one train for late departing guests an hour after the end of the game. Ideally, the three peak-hour egress trains would be situated at the Belmont Station at the end of the game to facilitate faster loading times for fans departing the Arena.

Figure 2: Pre-and Post-Event Transit Projections

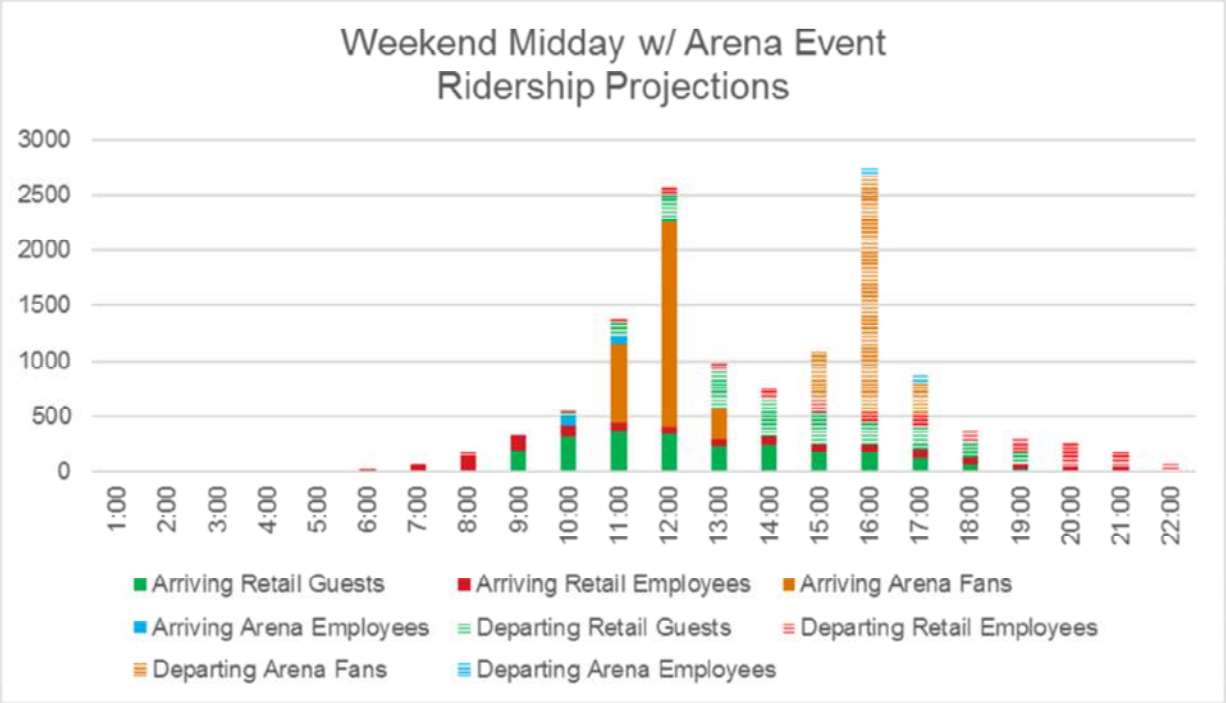


Weekend Midday Events

The highest hourly transit ridership is projected to occur during weekend midday events (e.g., Saturday 1PM NHL event), when there would be an overlap between peak retail and Arena activity. Figure 3 shows the projected demand on a peak weekend day. The peak passenger demand is projected to be some 2,500 passengers in the peak hour, with about 2,000 arriving passengers and 500 passengers departing (primarily retail guests). In the post-event peak hour, the passenger ridership demand is projected to be up to 3,000 passengers. Three dedicated egress trains operating at capacity would accommodate this demand in the peak hour, but an additional (fourth) train during the weekend midday egress hour would provide a better travel experience for both Arena and retail guests with less congested trains.

The transit ridership projection at times other than the peak ingress and egress hours is less than 1,500 passengers per hour, of which approximately 1,200 passengers are projected to travel in the peak direction (entering the Site before the game, and exiting the Site after the game). Our request of two trains per hour between 9AM and 5PM should provide sufficient capacity for both site-generated demand and some background weekend transit demand for these off-peak weekend hours.

Figure 3: Weekend Midday Event Day Transit Projections



Conclusion

In summary, we would like to request the following to accommodate the projected transit ridership of the proposed Project:

- Two trains per hour from New York Penn Station to Belmont, on a daily basis, between the hours of 9AM and 5PM. These would be existing services that are routed into and out of Belmont.
- One train 1-2 hours before an event start time, to accommodate early arriving guests. Regular 30-minute service would meet this demand.
- Three trains from New York Penn Station to Belmont to accommodate the ingress demand on a weeknight (6:30-7:30PM for a 7:30 start), and three trains to accommodate the egress demand.
- One train 1 hour after the event ends, to accommodate late-departing guests.
- For a peak weekend midday event, three pre-game peak hour trains should be sufficient to accommodate the projected ridership. Arena departures are more concentrated than arrivals, and a fourth train is recommended in the hour after an event to provide a better, less congested experience for both retail and Arena guests. With regular planned 30-minute service, this would require one additional special event train in the pre-game peak hour, and two additional special event trains in the post-game hour.

Reference: **Belmont Arena Transit Ridership Projections and Service Request**

- All of these services would ideally provide one-seat access between Belmont and Penn Station, with a stop at Jamaica to provide connectivity for other riders. A one-seat ride is essential to encourage transit ridership for retail and Arena guests.
- A sample schedule is shown Figure 4, assuming additional, dedicated trains are provided between Penn Station and Belmont.

Figure 4: Train Schedule – Service to Belmont Park

Daily Train Service to Belmont Park

Lv. Penn Station	Arr. Jamaica	Ar. Belmont Park	Lv. Belmont Park	Lv. Jamaica	Ar. Penn Station
9:15 AM	9:36 AM	9:48 AM	9:53 AM	10:05 AM	10:26 AM
9:45 AM	10:06 AM	10:18 AM	10:23 AM	10:35 AM	10:56 AM
10:15 AM	10:36 AM	10:48 AM	10:53 AM	11:05 AM	11:26 AM
10:45 AM	11:06 AM	11:18 AM	11:23 AM	11:35 AM	11:56 AM
11:15 AM	11:36 AM	11:48 AM	11:53 AM	12:05 PM	12:26 PM
11:45 AM	12:06 PM	12:18 PM	12:23 PM	12:35 PM	12:56 PM
12:00 PM	**12:21 PM**	**12:33 PM**	**12:38 PM**	**12:50 PM**	**1:11 PM**
12:15 PM	12:36 PM	12:48 PM	12:53 PM	1:05 PM	1:26 PM
12:45 PM	1:06 PM	1:18 PM	1:23 PM	1:35 PM	1:56 PM
1:15 PM	1:36 PM	1:48 PM	1:53 PM	2:05 PM	2:26 PM
1:45 PM	2:06 PM	2:18 PM	2:23 PM	2:35 PM	2:56 PM
2:15 PM	2:36 PM	2:48 PM	2:53 PM	3:05 PM	3:26 PM
2:45 PM	3:06 PM	3:18 PM	3:23 PM	3:35 PM	3:56 PM
3:15 PM	3:36 PM	3:48 PM	4:00 PM	4:12 PM	4:33 PM
3:30 PM	**3:51 PM**	**4:03 PM**	**4:08 PM**	**4:20 PM**	**4:41 PM**
3:37 PM	**3:58 PM**	**4:10 PM**	**4:15 PM**	**4:27 PM**	**4:48 PM**
3:45 PM	4:06 PM	4:18 PM	4:23 PM	4:35 PM	4:56 PM
4:15 PM	4:36 PM	4:48 PM	5:00 PM	5:12 PM	5:33 PM
4:45 PM	5:06 PM	5:18 PM	5:23 PM	5:35 PM	5:56 PM
5:15 PM	5:36 PM	5:48 PM	5:53 PM	6:05 PM	6:26 PM
5:45 PM	**6:06 PM**	**6:18 PM**	**6:23 PM**	**6:35 PM**	**6:56 PM**
6:15 PM	**6:36 PM**	**6:48 PM**	**6:53 PM**	**7:05 PM**	**7:26 PM**
6:30 PM	**6:51 PM**	**7:03 PM**	**7:08 PM**	**7:20 PM**	**7:41 PM**
6:45 PM	**7:06 PM**	**7:18 PM**	**7:23 PM**	**7:35 PM**	**7:56 PM**
7:10 PM	**7:31 PM**	**7:43 PM**	**7:48 PM**	**8:00 PM**	**8:21 PM**
9:32 PM	**9:44 PM**	**10:05 PM**	**10:10 PM**	**10:22 PM**	**10:43 PM**
9:52 PM	**10:04 PM**	**10:25 PM**	**10:30 PM**	**10:42 PM**	**11:03 PM**
10:02 PM	**10:14 PM**	**10:35 PM**	**10:40 PM**	**10:52 PM**	**11:13 PM**
10:12 PM	**10:24 PM**	**10:45 PM**	**10:50 PM**	**11:02 PM**	**11:23 PM**
10:52 PM	**11:04 PM**	**11:25 PM**	**11:30 PM**	**11:42 PM**	**12:03 AM**

Weekend Midday Event Days Only
Weekday and Weekend Evening Events Only
Daily Service
Pre-Event Peak Hour
Post-Event Peak Hour

Event Type	Number of Events Days per Year
"A" Events (Ex: Full-House Concert)	52
"B" Events (Ex: Disney on Ice)	43
"C" Events (Ex: Amateur Sports)	22
"D" Events (Misc.)	27
Preseason Islander Games	3
Islander Games (including post season)	43
Total	147

Month	Day 6am-5pm
January - November	4,251
December (25% increase for holiday season)	5314

NEW BELMONT AREI		
Number of Events per Year	Attendees Per Event	Attendees per Year
61	17,000	1,037,000
58	11,500	667,000
33	6,000	198,000
27	3,500	94,500
3	12,000	36,000
43	16,000	688,000
225		2,032,500

Retail Visitors - Per Day		
Weekday		
LIRR Riders - 15%	Night 6-11pm	LIRR Riders - 15%
638	508	76
797	635	95

NA - 'SAMPLE' EVENT SCHEDULE

LIRR Mode Share, 15%	Weekday Events		
	Days with Events	LIRR Riders per Event	Nights with Events
155,550	8	2,550	34
100,050	7	1,725	27
29,700	11	900	12
14,175	0	525	24
5,400	0	1,800	2
103,200	0	2,400	26
304,875	26		125

Weekend			
Day 6am-5pm	LIRR Riders - 15%	Night 6-11pm	LIRR Riders - 15%
7,311	1,097	673	101
9139	1,371	841	841

	Weekend		
LIRR Riders per Event	Days with Events	LIRR Riders per Event	Nights with Events
2,550	8	2,550	11
1,725	10	1,725	14
900	7	900	3
525	0	525	3
1,800	0	1,800	1
2,400	6	2,400	11
	31		43

LIRR Riders per Event
2,550
1,725
900
525
1,800
2,400

NEW BELMONT ARENA - "SAMPLE" EVENT SCHEDULE							RETAIL VISITORS					Total LIRR Riders (Arena + Retail)		
Date	Event	Start Time	Type	Estimated Attendance	Holidays	Estimated LIRR Riders for Arena Event - 15% of Attendees	Estimated Visitors Before 5pm	Estimated LIRR Riders Retail Shopping - 15% of Visitors Before 5pm	Estimated Visitors After 5pm	Estimated LIRR Riders Retail Shopping - 15% of Visitors After 5pm	Total LIRR Riders Retail Shopping - 15% of Visitors	Total LIRR Riders (Arena + Retail)	LIRR Riders from the West - 90%	LIRR Riders from the East - 10%
Fri, Oct 1, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3 598	3 238	360
Sun, Oct 3, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 4, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Tue, Oct 5, 2021							251	638	508	76	71	71	6 2	71
Wed, Oct 6, 2021							251	638	508	76	71	71	6 2	71
Thu, Oct 7, 2021	ala de a Rec ia Seaso	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Fri, Oct 8, 2021	Hal House Concert	7:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 36	2,195	2
Sat, Oct 9, 2021	Motor Sports	2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Sun, Oct 10, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 11, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 12, 2021							251	638	508	76	71	71	6 2	71
Wed, Oct 13, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Thu, Oct 1 , 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 15, 2021	Motor Sports	7:00 PM	Family	11,500		1,725	251	638	508	76	71	2, 36	2,195	2
Sat, Oct 16, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Oct 17, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 18, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 19, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	251	638	508	76	71	3,26	2,937	326
Wed, Oct 20, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	251	638	508	76	71	3,26	2,937	326
Thu, Oct 21, 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 22, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 23, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3 598	3,238	360
Sun, Oct 2 , 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 25, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 26, 2021	Ethnic Concert	8:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 36	2,195	2
Wed, Oct 27, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Thu, Oct 28, 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 29, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 30, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Oct 31, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3 598	3,238	360
Mon, Nov 1, 2021						-	251	638	508	76	71	71	6 2	71
Tue, Nov 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Wed, Nov 3, 2021	Hal House Concert	7:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 36	2,195	2
Thu, Nov , 2021						-	251	638	508	76	71	71	6 2	71
Fri, Nov 5, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Sat, Nov 6, 2021						-	7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Nov 7, 2021	Hal House Concert	7:00 PM	Concert	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Mon, Nov 8, 2021						-	4,253	638	508	76	71	71	6 2	71
Tue, Nov 9, 2021						-	4,253	638	508	76	71	71	6 2	71
Wed, Nov 10, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	76	71	3,26	2,937	326
Thu, Nov 11, 2021						-	4,253	638	508	76	71	71	6 2	71
Fri, Nov 12, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	638	508	76	71	3,11	2,802	311
Sat, Nov 13, 2021	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3 598	3,238	360
Sun, Nov 1 , 2021						-	7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Nov 15, 2021						-	4,253	638	508	76	71	71	6 2	71
Tue, Nov 16, 2021						-	4,253	638	508	76	71	71	6 2	71
Wed, Nov 17, 2021						-	4,253	638	508	76	71	71	6 2	71
Thu, Nov 18, 2021	Field Family	7:00 PM	Family	11,500		1,725	4,253	638	508	76	71	2, 36	2,195	2
Fri, Nov 19, 2021	Field Family	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	4,253	638	508	76	71	2, 36	2,195	2
Sat, Nov 20, 2021	Field Family	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Sun, Nov 21, 2021	Field Family	2:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Mon, Nov 22, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	76	71	3,26	2,937	326
Tue, Nov 23, 2021	ala de a Rec ia Seaso	7:30 PM	Hockey	16,000		2, 00	4,253	638	508	76	71	3,11	2,802	311
Wed, Nov 2 , 2021						-	4,253	638	508	76	71	71	6 2	71
Thu, Nov 25, 2021					THANKSGIVING DAY	-	4,253	638	508	76	71	71	6 2	71
Fri, Nov 26, 2021	WWE/UFC	7:00 PM	Family	11,500		1,725	4,253	638	508	76	71	2, 36	2,195	2
Sat, Nov 27, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Sun, Nov 28, 2021					Hanukkah	-	7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Nov 29, 2021					Hanukkah	-	4,253	638	508	76	71	71	6 2	71
Tue, Nov 30, 2021	Concerts / Community / O	6:00 PM	Other	3,500	Hanukkah	525	4,253	638	508	76	71	1,234	1,115	12
Wed, Dec 1, 2021					Hanukkah	-	5,31	797	635	95	802	802	803	8
Thu, Dec 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000	Hanukkah	2, 00	5,31	797	635	95	802	3,292	2,963	329
Fri, Dec 3, 2021	islanders Regular Season	7:30 PM	Hockey	16,000	Hanukkah	2, 00	5,31	797	635	95	802	3,292	2,963	329
Sat, Dec , 2021	Full House Concert	8:00 PM	Concert	17,000	Hanukkah	2,550	8,106	1,371	8 1	128	1, 07	3 7	3 3 2	38
Sun, Dec 5, 2021					Hanukkah	-	8,106	1,371	8 1	128	1, 07	1, 07	1 3 7	150
Mon, Dec 6, 2021						-	5,31	797	635	95	802	802	803	8
Tue, Dec 7, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	802	3,292	2,963	329
Wed, Dec 8, 2021						-	5,31	797	635	95	802	802	803	8
Thu, Dec 9, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	5,31	797	635	95	802	3, 2	3,596	3
Fri, Dec 10, 2021						-	5,31	797	635	95	802	802	803	8
Sat, Dec 11, 2021	Ethnic Concert	8:00 PM	Concert	11,500		1,725	8,106	1,371	8 1	128	1, 07	3,222	2,900	322
Sun, Dec 12, 2021	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	8,106	1,371	8 1	128	1, 07	3,807	3,427	380
Mon, Dec 13, 2021						-	5,31	797	635	95	802	802	803	8
Tue, Dec 1 , 2021	Concerts / Community / O	6:00 PM	Other	3,500		525	5,31	797	635	95	802	1, 17	1,276	1 2
Wed, Dec 15, 2021						-	5,31	797	635	95	802	802	803	8
Thu, Dec 16, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	802	3,292	2,963	329
Fri, Dec 17, 2021						-	5,31	797	635	95	802	802	803	8
Sat, Dec 18, 2021						-	8,106	1,371	8 1	128	1, 07	1, 07	1 3 7	150
Sun, Dec 19, 2021						-	8,106	1,371	8 1	128	1, 07	1, 07	1 3 7	150
Mon, Dec 20, 2021						-	5,31	797	635	95	802	802	803	8
Tue, Dec 21, 2021						-	5,31	797	635	95	802	802	803	8
Wed, Dec 22, 2021						-	5,31	797	635	95	802	802	803	8
Thu, Dec 23, 2021						-	5,31	797	635	95	802	802	803	8
Fri, Dec 2 , 2021					CHRISTMAS EVE	-	5,31	797	635	95	802	802	803	8
Sat, Dec 25, 2021					CHRISTMAS DAY	-	8,106	1,371	8 1	128	1, 07	1, 07	1 3 7	150
Sun, Dec 26, 2021						-	8,106	1,371	8 1	128	1, 07	1, 07	1 3 7	150
Mon, Dec 27, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	802	3,292	2,963	329

Tue, Dec 28, 2021						-	5,31	797	935	95	902	902	803	86
Wed, Dec 29, 2021	Disney On Ice	2:00 PM, 7:00 PM	Family	11,500		1,725	5,31	797	935	95	902	2,917	2,398	262
Thu, Dec 30, 2021	Disney On Ice	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	5,31	797	935	95	902	2,917	2,398	262
Fri, Dec 31, 2021	Disney On Ice	2:00 PM, 6:00 PM	Family	11,500	NEW YEAR'S EVE	1,725	5,31	797	935	95	902	2,917	2,398	262
Sat, Jan 1, 2022	Disney On Ice	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Sun, Jan 2, 2022	Disney On Ice	2:00 PM, 6:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Mon, Jan 3, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Jan , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Wed, Jan 5, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Jan 6, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Fri, Jan 7, 2022	College Hockey	7:00 PM	Hockey	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Sat, Jan 8, 2022	College Basketball	Noon	Basketball	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Sun, Jan 9, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Mon, Jan 10, 2022	WWE/UFC	7:00 PM	Family	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Tue, Jan 11, 2022						-	4,253	656	509	79	71	71	8,2	71
Wed, Jan 12, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Jan 13, 2022	Hall House Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Fri, Jan 1 , 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Sat, Jan 15, 2022	ala de a Rac le Seaso	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Jan 16, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Mon, Jan 17, 2022					MLK DAY	-	4,253	656	509	79	71	71	8,2	71
Tue, Jan 18, 2022						-	4,253	656	509	79	71	71	8,2	71
Wed, Jan 19, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Thu, Jan 20, 2022	Hall House Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Fri, Jan 21, 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Jan 22, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Jan 23, 2022	Harlem Globetrotters	2:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Mon, Jan 2 , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Tue, Jan 25, 2022						-	4,253	656	509	79	71	71	8,2	71
Wed, Jan 26, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Jan 27, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Fri, Jan 28, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Sat, Jan 29, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Jan 30, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Mon, Jan 31, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Feb 1, 2022	Corporate / Community / O	6:00 PM	Other	3,500		625	4,253	656	509	79	71	1,239	1,115	12
Wed, Feb 2, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Feb 3, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Fri, Feb , 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Feb 5, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Feb 6, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Mon, Feb 7, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Feb 8, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Wed, Feb 9, 2022	Hall House Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Thu, Feb 10, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Fri, Feb 11, 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Feb 12, 2022	College Basketball	Noon	Basketball	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Sun, Feb 13, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Mon, Feb 1 , 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Feb 15, 2022						-	4,253	656	509	79	71	71	8,2	71
Wed, Feb 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Thu, Feb 17, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Fri, Feb 18, 2022	College Hockey	7:00 PM	Hockey	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Sat, Feb 19, 2022	Ethnic Concert	6:00 PM	Concert	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Sun, Feb 20, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Mon, Feb 21, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Feb 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Wed, Feb 23, 2022	Cirque Du Soleil	7:00 PM	Family	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Thu, Feb 2 , 2022	Cirque Du Soleil	7:00 PM	Family	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Fri, Feb 25, 2022	Cirque Du Soleil	2:00 PM, 7:00 PM	Family	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Sat, Feb 26, 2022	Cirque Du Soleil	2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Sun, Feb 27, 2022	Cirque Du Soleil	Noon, 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,930	392
Mon, Feb 28, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Mar 1, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Wed, Mar 2, 2022	Hall House Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Thu, Mar 3, 2022						-	4,253	656	509	79	71	71	8,2	71
Fri, Mar , 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Mar 5, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Mar 6, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Mon, Mar 7, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		800	4,253	656	509	79	71	1,61	1, 52	161
Tue, Mar 8, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		800	4,253	656	509	79	71	1,61	1, 52	161
Wed, Mar 9, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Thu, Mar 10, 2022						-	4,253	656	509	79	71	71	8,2	71
Fri, Mar 11, 2022	NCAA Tournament	Noon, 7:00 PM	NCAA	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Sat, Mar 12, 2022	NCAA Tournament	Noon, 7:00 PM	NCAA	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Sun, Mar 13, 2022	NCAA Tournament	2:00 PM	NCAA	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Mon, Mar 1 , 2022	HS Sports	7:00 PM	Amateur Sports	6,000		800	4,253	656	509	79	71	1,61	1, 52	161
Tue, Mar 15, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		800	4,253	656	509	79	71	1,61	1, 52	161
Wed, Mar 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Thu, Mar 17, 2022	Hall House Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 39	2,195	2
Fri, Mar 18, 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Mar 19, 2022						-	7,311	1,097	673	101	1,198	1,198	1,076	120
Sun, Mar 20, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Mon, Mar 21, 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Mar 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Wed, Mar 23, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Mar 2 , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Fri, Mar 25, 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Mar 26, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Mar 27, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,097	673	101	1,198	3,7 8	3,373	375
Mon, Mar 28, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	526
Tue, Mar 29, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,253	656	509	79	71	3,11	2,802	911
Wed, Mar 30, 2022						-	4,253	656	509	79	71	71	8,2	71
Thu, Mar 31, 2022						-	4,253	656	509	79	71	71	8,2	71
Fri, Apr 1, 2022						-	4,253	656	509	79	71	71	8,2	71
Sat, Apr 2, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Sun, Apr 3, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,298	360
Mon, Apr , 2022						-	4,253	656	509	79	71	71	8,2	71
Tue, Apr 5, 2022	Corporate / Community / O	6:00 PM	Other	3,500		625	4,253	656	509	79	71	1,239	1,115	12

Wed, Apr 6, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Apr 7, 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,253	656	509	79	71	3,11	2,802	311
Fri, Apr 8, 2022						-	4,253	656	509	79	71	71	8.2	71
Sat, Apr 9, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 10, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 11, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Apr 12, 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,253	656	509	79	71	3,11	2,802	311
Wed, Apr 13, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Thu, Apr 1 , 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,253	656	509	79	71	3,11	2,802	311
Fri, Apr 15, 2022						-	4,253	656	509	79	71	71	8.2	71
Sat, Apr 16, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 17, 2022					EASTER	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 18, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Apr 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, Apr 20, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Apr 21, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, Apr 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, Apr 23, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 2 , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 25, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Apr 26, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, Apr 27, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Apr 28, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, Apr 29, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, Apr 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 1, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, May 2, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, May 3, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, May , 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, May 5, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Fri, May 6, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, May 7, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 8, 2022					Mothers' Day	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, May 9, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, May 10, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, May 11, 2022	Hip Hop Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 30	2,195	2
Thu, May 12, 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Fri, May 13, 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, May 1 , 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 15, 2022	Large Conference	Noon	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Mon, May 16, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, May 17, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, May 18, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, May 19, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, May 20, 2022	e Sports	7:00 PM	Other	8,000		800	4,253	656	509	79	71	1,61	1, 52	161
Sat, May 21, 2022	e Sports	2:00 PM	Other	8,000		800	7,311	1,067	673	101	1,196	2,096	1,886	210
Sun, May 22, 2022	e Sports	2:00 PM	Other	8,000		800	7,311	1,067	673	101	1,196	2,096	1,886	210
Mon, May 23, 2022	WWE/UFC	7:00 PM	Family	11,500		1,725	4,253	656	509	79	71	2, 30	2,195	2
Tue, May 2 , 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Wed, May 25, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, May 26, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, May 27, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 30	2,195	2
Sat, May 28, 2022	Ethnic Concert	6:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, May 29, 2022	Ethnic Concert	6:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Mon, May 30, 2022					MEMORIAL DAY	-	4,253	656	509	79	71	71	8.2	71
Tue, May 31, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, Jun 1, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Jun 2, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, Jun 3, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, Jun , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Jun 5, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 6, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Tue, Jun 7, 2022						-	4,253	656	509	79	71	71	8.2	71
Wed, Jun 8, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Thu, Jun 9, 2022	Belmont Stakes Event	3:00 PM	Festival	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Fri, Jun 10, 2022	Bel n t Sta ke E n t	:00 PM	Festival	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, Jun 11, 2022	Belmont Stakes Event	5:00 PM	Festival	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jun 12, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 13, 2022	HS Graduation	10:00 AM, 2:00 PM, 7:00 PM	Other	8,000		800	4,253	656	509	79	71	1,61	1, 52	161
Tue, Jun 1 , 2022	HS Graduation	10:00 AM, 2:00 PM, 7:00 PM	Other	8,000		800	4,253	656	509	79	71	1,61	1, 52	161
Wed, Jun 15, 2022	HS Graduation	10:00 AM, 2:00 PM, 7:00 PM	Other	8,000		800	4,253	656	509	79	71	1,61	1, 52	161
Thu, Jun 16, 2022	HS Graduation	10:00 AM, 2:00 PM, 7:00 PM	Other	8,000		800	4,253	656	509	79	71	1,61	1, 52	161
Fri, Jun 17, 2022	Hip Hop Concert	7:00 PM	Concert	11,500		1,725	4,253	656	509	79	71	2, 30	2,195	2
Sat, Jun 18, 2022	Ethnic Concert	6:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, Jun 19, 2022					FATHERS DAY	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 20, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Jun 21, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, Jun 22, 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Thu, Jun 23, 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Fri, Jun 2 , 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	4,253	656	509	79	71	3,26	2,937	326
Sat, Jun 25, 2022	Large Conference	Noon, 7:00 PM	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jun 26, 2022	Large Conference	Noon	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Mon, Jun 27, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Jun 28, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Wed, Jun 29, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Jun 30, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, Jul 1, 2022						-	4,253	656	509	79	71	71	8.2	71
Sat, Jul 2, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Jul 3, 2022	Corporate / Community / O	6:00 PM	Other	3,500	INDEPENDENCE DAY	525	7,311	1,067	673	101	1,196	1,723	1,550	172
Mon, Jul , 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Jul 5, 2022						-	4,253	656	509	79	71	71	8.2	71
Wed, Jul 6, 2022						-	4,253	656	509	79	71	71	8.2	71
Thu, Jul 7, 2022						-	4,253	656	509	79	71	71	8.2	71
Fri, Jul 8, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	656	509	79	71	1,238	1,115	12
Sat, Jul 9, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jul 10, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jul 11, 2022						-	4,253	656	509	79	71	71	8.2	71
Tue, Jul 12, 2022						-	4,253	656	509	79	71	71	8.2	71

Wed, Jul 13, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Jul 1 , 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Jul 15, 2022						-	4,253	638	508	79	71	71	8.2	71
Sat, Jul 16, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Sun, Jul 17, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Jul 18, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Tue, Jul 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Wed, Jul 20, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Thu, Jul 21, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Fri, Jul 22, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Sat, Jul 23, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	7,311	1,087	673	101	1,196	1,723	1,550	173
Sun, Jul 2 , 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	7,311	1,087	673	101	1,196	1,723	1,550	173
Mon, Jul 25, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Jul 26, 2022						-	4,253	638	508	79	71	71	8.2	71
Wed, Jul 27, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Jul 28, 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Jul 29, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	79	71	3,26	2,937	326
Sat, Jul 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,087	673	101	1,196	3,7 8	3,373	375
Sun, Jul 31, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Aug 1, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Aug 2, 2022	Religious Conference	Noon	Other	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Wed, Aug 3, 2022	Religious Conference	Noon	Other	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Thu, Aug , 2022	Religious Conference	Noon	Other	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Fri, Aug 5, 2022	Religious Conference	7:00 PM	Other	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Sat, Aug 6, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Sun, Aug 7, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Aug 8, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Aug 9, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Wed, Aug 10, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Aug 11, 2022	Hot House Concert	7:00 PM	Concert	11,500		1,725	4,253	638	508	79	71	2, 36	2,195	2
Fri, Aug 12, 2022						-	4,253	638	508	79	71	71	8.2	71
Sat, Aug 13, 2022	Elvis Concert	8:00 PM	Concert	11,500		1,725	7,311	1,087	673	101	1,196	2,923	2,630	292
Sun, Aug 1 , 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Aug 15, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Aug 16, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Wed, Aug 17, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Aug 18, 2022	Mac Family Show	7:00 PM	Family	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Fri, Aug 19, 2022	Mac Family Show	7:00 PM	Family	6,000		900	4,253	638	508	79	71	1,61	1, 52	161
Sat, Aug 20, 2022	Mac Family Show	2:00 PM, 7:00 PM	Family	6,000		900	7,311	1,087	673	101	1,196	2,096	1,886	210
Sun, Aug 21, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Aug 22, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Aug 23, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	79	71	3,26	2,937	326
Wed, Aug 2 , 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Aug 25, 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Aug 26, 2022						-	4,253	638	508	79	71	71	8.2	71
Sat, Aug 27, 2022	Amateur Sports	2:00 PM, 7:00 PM	Amateur Sports	6,000		900	7,311	1,087	673	101	1,196	2,096	1,886	210
Sun, Aug 28, 2022	Amateur Sports	2:00 PM	Amateur Sports	6,000		900	7,311	1,087	673	101	1,196	2,096	1,886	210
Mon, Aug 29, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Aug 30, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Wed, Aug 31, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Sep 1, 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Sep 2, 2022						-	4,253	638	508	79	71	71	8.2	71
Sat, Sep 3, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Sun, Sep , 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Sep 5, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Sep 6, 2022	Corporate / Community / O	6:00 PM	Other	3,500	LABOR DAY	525	4,253	638	508	79	71	1,236	1,115	12
Wed, Sep 7, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Sep 8, 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Sep 9, 2022	Hot House Concert	7:00 PM	Concert	11,500		1,725	4,253	638	508	79	71	2, 36	2,195	2
Sat, Sep 10, 2022	Amateur Sports	2:00 PM, 7:00 PM	Amateur Sports	6,000		900	7,311	1,087	673	101	1,196	2,096	1,886	210
Sun, Sep 11, 2022	Amateur Sports	2:00 PM	Amateur Sports	6,000		900	7,311	1,087	673	101	1,196	2,096	1,886	210
Mon, Sep 12, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Sep 13, 2022						-	4,253	638	508	79	71	71	8.2	71
Wed, Sep 1 , 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Sep 15, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	79	71	3,26	2,937	326
Fri, Sep 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	79	71	3,26	2,937	326
Sat, Sep 17, 2022	Elvis Concert	8:00 PM	Concert	11,500		1,725	7,311	1,087	673	101	1,196	2,923	2,630	292
Sun, Sep 18, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Sep 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Tue, Sep 20, 2022	Islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	4,253	638	508	79	71	2,61	2,262	261
Wed, Sep 21, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Sep 22, 2022	Islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	4,253	638	508	79	71	2,61	2,262	261
Fri, Sep 23, 2022						-	4,253	638	508	79	71	71	8.2	71
Sat, Sep 2 , 2022	Islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	7,311	1,087	673	101	1,196	2,996	2,696	300
Sun, Sep 25, 2022						-	7,311	1,087	673	101	1,196	1,196	1,076	120
Mon, Sep 26, 2022						-	4,253	638	508	79	71	71	8.2	71
Tue, Sep 27, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,253	638	508	79	71	1,236	1,115	12
Wed, Sep 28, 2022						-	4,253	638	508	79	71	71	8.2	71
Thu, Sep 29, 2022						-	4,253	638	508	79	71	71	8.2	71
Fri, Sep 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,253	638	508	79	71	3,26	2,937	326

Christopher K. Kay
Chief Executive Officer and President

The New York Racing Association, Inc.
P.O Box 90
Jamaica, NY 11417

www.nyra.com
T: (718) 659-3537

April 13, 2018

Sent via e-mail to Michael.Avolio@esd.ny.gov

Mr. Michael Avolio
Executive Assistant, Real Estate Development & Planning
Empire State Development
633 Third Avenue
New York, NY 10017

RE: Responses to Questions about NYRA's plans for Belmont Park and Comments Regarding PSEG Substation

Dear Michael:

We understand that certain members of the public raised questions about the racing at Belmont Park during the scoping hearing recently held in connection with the Belmont Park Redevelopment Project for which Empire State Development serves as lead agency. As reflected in the State's RFP issued last September, the New York Racing Association ('NYRA') is planning for renovations to the Belmont Park tracks, clubhouse, paddock and backyard areas. A brief summary of the proposed renovations is as follows:

A. Tracks. We would like to re-build the outer dirt track and the two existing turf tracks within their current footprint, to provide greater safety, better drainage, and more modern irrigation. We are also investigating the possibility of installing a synthetic track within the inner turf course.

B. Lighting. We are investigating the means by which we could light the dirt and turf courses, in such a way as to provide night racing one or two nights a week during the spring and fall Belmont meets. We would use LED lighting, which reduces the light diffusion and directs it primarily on the tracks. With LED lighting, we can actually increase the intensity of the light for the race itself, and decrease it thereafter until the next race on that particular track, typically almost an hour later—as we alternate between the dirt and turf courses throughout the race card.

C. Clubhouse. The clubhouse area would remain within the existing building, but we would slightly expand the footprint internally to include part of the current grandstand area into the newly renovated clubhouse area. In an effort to provide heat and air conditioning to our guests, substantial portions of the new clubhouse would be glass enclosed. Each of the four floors of the clubhouse area would be renovated, and provide differentiated food and beverage services. For example, we envision a large, spacious area on the first floor featuring food courts, large video boards, and places for people to congregate. The second floor would have a restaurant facing the track and another facing the terrace, as well as the traditional Trustees Room. The second floor would also include some luxury boxes.

   The rest of the building (the grandstand portion of our facility) would not be renovated by NYRA, except for the potential creation of office space for our personnel on the paddock side of

the building on the upper floors. A sports bar, again on the paddock side, is also under consideration.

D. Paddock and Backyard Areas. The paddock area would be expanded for greater interaction between our fans and horseplayers with our equine athletes and jockeys. We are currently contemplating the utilization of large high-definition video boards in the paddock and backyard areas, much like those we have installed in the backyard areas in Saratoga.

E. Construction Process. As far as the construction process is concerned, we would like to commence construction at or as close to the same time as the NY Islanders commence their construction of their arena. It is our understanding they would like to commence construction in March or April 2019. We would like to start construction in July 2019, at the conclusion of the Belmont spring meet, at which time we operate in Saratoga for the following 40 days of racing. We want to start our construction in July 2019 precisely so both facilities could be completed at or near the same time in 2021.

Apparently, there were also some questions raised about our intentions at Aqueduct. We will continue to operate there for the foreseeable future. Should NYRA vacate that facility, it would be our current intent to keep a simulcast operation at Aqueduct – – to provide a convenient place for those that have wagered for years at our facility there. In light of the fact that so many people find it easy to get to Aqueduct via the MTA train system, we will want to make it as easy as possible for them to get off the train and wager at a site that we develop there prior to our exit from that property. But again, there are no current plans to sublease our property at Aqueduct.

Finally, although not within the plan of the New York Arena Partners, it has come to NYRA's attention that the local utility company, PSE&G, proposes to construct a substation on NYRA's leasehold property, near the elementary school. We have been advised that such a substation would be significant in size, and require 2 acres of land. We believe that such a substation should be relocated to other possible sites within the 8 acre or 28 acre parcels that are subject to the RFP. All steps should be taken to substantially minimize the size of that proposed substation.

I hope that this letter answers some of the questions that have arisen during the Scoping session,

Best regards,

Chris

Chris Kay

Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

Memorandum

To:	Joseph Lambert (NYRA); David Paget (SPR)
From:	John Neill
Date:	May 25, 2018
Re:	Topics of discussion for NYRA/ESD meeting on Thursday, May 31
cc:	Rachel Shatz, Terence Cho, Thomas Conoscenti, and Laura Rodgers (ESD); Steve Russo and Evan Preminger (GT); Nancy Doon and Erik Metzger (VHB); Lorianne DeFalco (AKRF)

The following outlines issues relevant to the environmental review of Empire State Development's (ESD's) Belmont Park Redevelopment Project that we would like to discuss with New York Racing Association (NYRA) during our meeting on Thursday, May 31st. If you have any questions about these issues, or if you would like to identify other points of discussion in advance of our meeting, please call or email Rachel Shatz (212-803-3252, Rachel.Shatz@esd.ny.gov) or John Neill (646-388-9732, jneill@akrf.com).

1. **ESD approach to including NYRA plans in Belmont Park Redevelopment Project SEQRA assessment –** The Draft Environmental Impact Statement (DEIS) will include as background ("No Action") conditions all NYRA planned renovations for Belmont Park specified in Chris Kay's April 13, 2018 public comment letter on the Draft Scope of Work (attached for reference). Potential environmental impacts associated with New York Arena Partners' (NYAP's) Proposed Project in light of NYRA's planned renovations also will be addressed in the DEIS "Construction" and "Cumulative Effects" chapter. In order to advance these analyses we have the following questions:

   1a. Does NYRA have other planned renovations to Belmont Park not specified in the April 13th letter that are reasonably expected to occur by the Proposed Project's 2021 analysis year (or shortly thereafter), and that should be accounted for in the DEIS? For example, in discussions with AKRF, NYRA's Glen Kozak mentioned that an athletic field may be constructed on the infield of the practice track.

   1b. Please provide additional detail on the planned improvements to the Paddock and Backyard areas (as specified in point "D" of NYRA's April 13th letter). Specifically, in what way(s) would the Paddock be "expanded"?

   1c. NYRA's April 13th letter states (under point "E") that NYRA would like to commence construction on their planned renovations in July 2019, concluding at or near the same time as NYAP's conclusion of construction activities in 2021. Given the substantial overlap in construction activities between NYRA's plans and NYAP's Proposed Project, AKRF will require

from NYAP more detailed information related to: preliminary construction phasing/schedule; construction deliveries and equipment projections; and construction logistics plans and activities. With whom should AKRF coordinate at NYRA to work to obtain this information?

2. **NYRA/NYAP shared parking –** It is expected that visitors to NYAP's Proposed Project would utilize existing parking at Belmont Park in the "North Lot" and "South Lot" (shown in attached **Figure 1**) through a shared parking agreement with the FOB and NYRA. The transportation/parking analysis for the DEIS requires assumptions about the amount of parking that would be available to NYAP visitors during event times that in some cases could overlap with NYRA racing events at Belmont Park. Given the timing of the DEIS, the DEIS assumptions with respect to shared parking will need to be formulated prior to finalization of the above-described shared parking agreement. We therefore wish to discuss reasonably conservative shared parking assumptions that could be utilized for the DEIS.

3. **NYRA "Backyard" programming –** The Proposed Project's Site A (shown in attached **Figure 1**) encroaches upon a portion of the existing Backyard area. It is anticipated that this portion of Site A would be replaced with a combination of soft- and hardscaped common area that could be utilized by NYRA and NYAP visitors alike (see attached **Figure 2**).

   3a. Do you anticipate hosting the same numbers, types and scale of events in the Backyard in the future with the Proposed Project?

   3b. What type of arrangement do you anticipate having with NYAP in order to minimize potential conflicts associated with concurrent events, and more generally to maintain or enhance programming in the Backyard?

4. **Health and safety of Belmont Park's equine athletes –** Does NYRA have any concerns related to the health and safety of Belmont Park's equine athletes during construction or operations of the Proposed Project? If so, we wish to discuss those concerns in order to determine whether they are appropriate for SEQRA analysis.

5. **Operating Belmont Stakes during the Proposed Project's construction –** Sites A and B will not be available for visitor parking during construction of the Proposed Project, affecting operations of the Belmont Stakes (and other high-visitor-volume racing events) during years 2019-2021. Does NYRA have thoughts on best strategies for accommodating visitor demand in the absence of those parking areas?

6. **Current day-to-day uses on Site B and North Lot. –** The DEIS requires consideration of the effects of displacement of the current uses/users of Site B and the North Lot. It appears that the North Lot is used to store vehicles for car dealership(s), and is also utilized by NYRA for storage of vehicles and equipment. Site B also is utilized for the storage of car dealership vehicles.

   6a. What business or businesses use these lots for car storage, and what is the nature of the agreement with those businesses?

   6b. For the Belmont Stakes, where are these cars relocated? Is that a potential permanent relocation site(s) for the vehicle storage use?

   6c. Apart from overflow parking, how does NYRA utilize space in the North Lot, and how will those uses be accommodated in the future with NYAP's Proposed Project?

INC. VILLAGE OF FLORAL PARK

COMMENTS TO BELMONT PARK REDEVELOPMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted on March 1, 2019

The following document is respectfully submitted by the Mayor and Board of Trustees of the Inc. Village of Floral Park outlining our community's concerns about the aforementioned project.

INC. VILLAGE OF FLORAL PARK COMMENTS TO BELMONT PARK REDEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Correspondence from Presiding Officer Nicolello and County Legislator Vincent Muscarella to County Exec. Curran, dated February 7, 2019

Comments of Deputy Mayor Kevin Fitzgerald, March 1, 2019

Comments of Trustee Dr. Lynn Pombonyo, March 1, 2019

Comments of Trustee FrankChiara, March 1, 2019

Comments of Belmont Task Force Member Frank Gunther, February 27, 2019

Comments of Belmont Task Force Member Michael Culotta, February 28, 2019

Comments of Belmont Task Force Member Kevin Flood, March 1, 2019

Prior Submissions at DEIS Hearings

Mayor Dominick Longobardi (January 8th Session)

Mayor Dominick Longobardi (January 10th Session)

Deputy Mayor Kevin Fitzgerald (January 8th Session)

Deputy Mayor Kevin Fitzgerald (January 10th Session)

Trustee Dr. Lynn Pombonyo (January 8th Session)

Trustee Dr. Lynn Pombonyo (January 9th Session)

Trustee Dr. Lynn Pombonyo (January 10th Session)

Trustee Archie Cheng, Esq. (January 8th Session)

Trustee Archie Cheng, Esq. (January 10th Session)

Trustee Frank Chiara (January 9th Session)

Village Administrator Gerard Bambrick (January 8th Session)

Village Administrator Gerard Bambrick (January 9th Session)

Village Clerk Susan Walsh (January 8th Session)

Village 4th Assistant Fire Chief James Dodson (January 10th Session)

Police Commissioner Stephen McAllister (January 8th Session)

Floral Park Bellerose School Board President Laura Ferone (January 8th Session)

Floral Park Bellerose School Board President Laura Ferone (January 9th Session)

Floral Park Bellerose School Superintendent Michael Dantona (January 9th Session)

Floral Park Bellerose School Board Vice President Laura Trentacoste (January 10th Session)

Floral Park Bellerose School Board Member Doug Madden (January 9th Session)

Belmont Task Force Member Former Mayor Thomas Tweedy (January 8th Session)

Belmont Task Force Member Former Mayor Thomas Tweedy (January 10th Session)

Belmont Task Force Member Kevin Flood (January 8th Session)

Belmont Task Force Member Kevin Flood (January 9th Session)

Belmont Task Force Member Bernadette Smith (January 8th Session)

Belmont Task Force Member Bernadette Smith (January 10th Session)

Belmont Task Force Member Frank Gunther (January 8th Session)

Belmont Task Force Member Frank Gunther (January 9th Session)

Belmont Task Force Member Dennis McEnery (January 8th Session)

Belmont Task Force Member Dennis McEnery (January 10th Session)

Belmont Task Force Member Marc Mullen (January 9th Session)

Belmont Task Force Member Heather McClintock (January 9th Session)

Belmont Task Force Member Jessica Alfonsi (January 9th Session)

Belmont Task Force Member Jessica Alfonsi (January 10th Session)

MAYOR
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DR. LYNN POMBONYO

TRUSTEE
ARCHIE T. CHENG, ESQ.

TRUSTEE
FRANK J. CHIARA

Incorporated Village of Floral Park

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VILLAGE CLERK
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SUPERINTENDENT
PUBLIC WORKS & BUILDINGS
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

March 1, 2019

Via email: belmontoutreach@esd.ny.gov

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

Re: Belmont Park Redevelopment Project (the "Project"):
Comments of the Village of Floral Park on the
Draft Environmental Impact Statement

Dear Mr. Avolio:

Enclosed are comments from the Incorporated Village of Floral Park to the above referenced Draft Environmental Impact Statement issued by the Empire State Development Corp. (the "ESD") on December 6, 2018 (the "DEIS"). On the pages that follow, set forth are an extensive set of comments that have not previously been submitted by the Village of Floral Park's Belmont Task Force Chair Deputy Mayor Kevin Fitzgerald, Trustees Lynn Pombonyo and Frank Chiara and Belmont Task Force members Frank Gunther, Michael Culotta and Kevin Flood. Also enclosed are written versions of comments made at the public hearings on the DEIS held on January 8, 9 and 10, 2019 at the Elmont Public Library (the "DEIS Hearings") by the Floral Park Village Board, other Village officials, and members of the Village's Belmont Task Force.

In addition, at the DEIS Hearings and under separate cover letter sent in by overnight mail yesterday, the Village submitted a cumulative total of 2,329 letters from residents of the Village and surrounding areas. These letters reflect the concerns of residents in the communities that surround the location of this project who will be most impacted by the massive size and scope of this project and their opposition to the project as presently proposed.

Also, submitted contemporaneously with these comments are the extensive comments of the Village's environmental counsel in this matter, Beveridge & Diamond PC (B&D). The comments of B&D also incorporate the review and analysis of the Village's traffic consultant for this matter, NV5.

As is required under New York State's Urban Development Corp Act (the "UDC Act"), when considering a proposal such as this Project, the ESD is required to "give primary consideration to local needs and desires." It is abundantly clear from the overwhelming majority of comments at the DEIS Hearings and the letters and comments submitted, that this Project, as currently proposed, does not come close to meeting the needs and reflecting the desires of the neighborhoods and communities that surround Belmont Park, including Floral Park.

However, it would be incorrect and overly simplistic to conclude that the Village's opposition to this Project as proposed reflects an animus on the part of the Village against any development at Belmont Park. To the contrary, as our counsel states in their comments:

> **Floral Park has long supported the need to develop underutilized parcels within Belmont Park. But it also has called for the development of a Master Plan for Belmont Park to guide development in an appropriate, measured way that not only enhances local and regional economic development but also protects the unique character of the communities surrounding Belmont Park and Belmont Park itself. Unfortunately, a Master Plan has never been developed. As a result, there has been a distinct lack of cohesiveness and vision associated with development proposals for Belmont's underutilized lots and improvements to Belmont's existing infrastructure while respecting its unique and cherished role at the forefront of the nation's thoroughbred racing industry. The current proposal proposed by New York Arena Partners ("NYAP") and sponsored by ESD fares no better.**

The lack of a Master Plan for Belmont is compounded by glaring lack of analysis and thought reflected in the DEIS. This view is virtually unanimously shared by all elected officials who have closely studied the DEIS.

New York City Comptroller Scott Stringer has cited the paucity of analysis of the traffic impacts on the Queens side of this project in his request for the New York City Department of Transportation to undertake a study of the impacts of the Project on the residents of Queens. The NYC DOT recently announced that, given the concerns raised by Comptroller Stringer and other elected official on the Queens side of the Project, the NYC DOT will expand their own traffic study "to see how the state's Belmont Park redevelopment would affect eastern Queens' residents and address community concerns" see https://comptroller.nyc.gov/newsroom/in-a-victory-for-queens-residents-dot-to-perform-traffic-impact-study-of-belmont-redevelopment/.

The Village of Floral Park similarly requested that Nassau County also undertake a full and independent traffic analysis of this Project to determine the impact on the communities of western Nassau County. Attached is a copy of the Village's request to County Executive Curran. Also attached is the correspondence dated February 7, 2019 from Nassau County Presiding Officer Richard Nicolello and County Legislator Vincent Muscarella to County Executive Curran in support of the Village's request for an independent traffic study. Presently, the Village is awaiting County Executive Curran's response to this request. But at a bare minimum, the comment period for the DEIS should be kept open to reflect the comments generated by the NYC DOT analysis which is underway and, hopefully, the study to be undertaken by Nassau County.

Indeed, the ESD implicitly acknowledged the obvious shortcomings of this DEIS by the fact that just last week the ESD extended the contract of AKRF to prepare such basic aspects of the DEIS that are currently completely lacking, such as a competent traffic analysis and concrete mitigation proposals.

However, it would be clearly insufficient and contrary to the intent and purpose of the SEQRA process if such traffic analysis and mitigation were revealed to the public for the first time in a Final Environmental Impact Statement without opportunity for further public comment.

It would be more efficient, and certainly more appropriate, if the ESD would review the comments of our Village officials and Belmont Task Force members, and use these comments and those of other members of the public to: first, scale this Project back to a reasonable size and scope appropriate to the suburban character of the communities surrounding Belmont Park; and second, then prepare a corrected DEIS and re-commence a new public review and comment period. Perhaps then the ESD could take a step towards achieving the requirement of the UDC Act that it "give primary consideration to local needs and desires".

With all sincerity, the Village of Floral Park hopes the ESD would take the comments it has received over the last several months and take the lead to develop a Master Plan for Belmont that incorporates true community involvement in the planning process. That is what Floral Park has been advocating for years, and that is consistent with ESD's mandate. Unfortunately, to date, that has not happened.

Sincerely,

Dominick A. Longobardi

Dominick A. Longobardi
Mayor, Inc. Village of Floral Park

MAYOR
DOMINICK A. LONGOBARDI

TRUSTEE
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STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

January 29, 2019

BY-HAND DELIVERY

Honorable Laura Curran
Nassau County Executive
1550 Franklin Avenue
Mineola, NY 11501

Dear County Executive Curran,

We are writing to you in regard to the proposed Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Proposed Project"). As you know, the Empire State Development Corp ("ESD") plan would bring a new arena, mall, hotel, and office building to a 43-acre site at Belmont Park. A project of this magnitude will significantly increase traffic congestion and overwhelm the local road system, resulting in far ranging impacts on the surrounding neighborhoods and destroying the character of these unique communities. As ESD has indicated that approvals for this project could be granted within the next few months, we urge you to have the Nassau County Planning Department and other relevant departments undertake a full and independent traffic study to identify potential impacts and consider whether sufficient mitigation is possible given the size and scope of the Proposed Project. Further, in order to accommodate this study, we ask that you request ESD to leave the DEIS comment period open so that the results of your study can be incorporated into the environmental impact statement record for the project. It is unfortunate that we have to ask Nassau County to undertake such an analysis but are compelled to do so because the assessment undertaken by ESD, despite its lead agency status, is wholly inadequate.

It is expected that the Proposed Project could bring up to 50,000 new visitors to the site per day which today only sees approximately 3,000 to 5,000 visitors during the racing season. The ESD's recently released Draft Environmental Impact Statement ("DEIS") even acknowledges that most of the visitors (up to 85%) will arrive at the site via the Cross-Island Parkway ("CIP") and that the CIP is already at or over capacity at peak periods which will overlap with events at the proposed arena. ESD acknowledged, when they approved the release of the DEIS, that "*the Cross-Island Parkway is a bit of a challenge*" in terms of mitigation. That understatement belies the fact

that, if most of the traffic is expected to arrive via the CIP and the CIP is already at or over capacity at relevant times, it is inevitable that the local streets adjacent to the site can expect to absorb the significant overflow. Despite this obvious point, the DEIS concludes, without explanation or analysis, that the traffic for the Proposed Project will be contained to the CIP and promises to develop a traffic management plan at some point in the future that will miraculously makes these problems go away. The Village views this as the very opposite of sound analysis and planning and therefore is seeking the County's assistance.

A FULL AND INDEPENDENT TRAFFIC STUDY TO ANALYZE THE IMPACTS ON THE RESIDENTS OF NASSAU COUNTY IS WARRANTED

It is our understanding that the Nassau County Planning Commission is reviewing and preparing comments to the DEIS on behalf of the County, and the Village is appreciative of that[1]. However, the Village believes, given the lack of analysis of the traffic impacts evidenced by the DEIS and the identification of major deficiencies in the methodologies employed in the existing traffic analysis, a full and independent traffic analysis of this Proposed Project is warranted by Nassau County.

As you may be aware, the New York City Comptroller, Scott Stringer, cited the paucity of analysis of the traffic impacts on the Queens side of this project in his request for the New York City Department of Transportation to undertake a study of the impacts of the Proposed Project on the residents of Queens. The NYC DOT recently announced that, given the concerns raised by Comptroller Stringer and other elected official on the Queens side of the Proposed Project, the NYC DOT will expand their own traffic study "to see how the state's Belmont Park redevelopment would affect eastern Queens' residents and address community concerns" [2]

As Nassau County and the Town of Hempstead are responsible for the roads east and south of the site, as well as Plainfield Ave in Floral Park, it would seem appropriate, if not imperative, that Nassau County, fully and independently of the ESD, examine the impacts that the expected significant increase in traffic will have on the daily lives of the residents of the surrounding communities

In addition, outside professional consultants hired by the Village of Floral Park have determined that an independent review of the DEIS traffic study is warranted. In September of 2018, in preparation for the release of the DEIS, the Village of Floral Park hired, at the expense of our residents, the traffic consulting firm NV5 to perform a "peer review" study of the data that was to be used in the DEIS with specific focus on the impacts to our Village. The Village's intention was to have NV5 review the data generated by the traffic study underlying the DEIS in order to have NV5 perform its own analysis and review based on the data generated by ESD's traffic study. However, the Village's efforts to obtain the traffic data from ESD in advance of the release of the

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[1] Also, since the County is considered a municipality under the UDC Act, the Village of Floral Park, by a separate letter dated January 29, 2019, is also asking the Nassau County Planning Commission to exercise its apparent jurisdiction under NYS UDC Act § 6266 to review the proposed project and to recommend disapproval or modification of the Project.

[2] https://comptroller.nyc.gov/newsroom/in-a-victory-for-queens-residents-dot-to-perform-traffic-impact-study-of-belmont-redevelopment/

DEIS were unsuccessful. Still further, when the DEIS was released, the appendices to the DEIS did not contain much of the traffic data that would normally be included as an appendix to a draft environmental impact statement for a project of the size, scope and significance of this Proposed Project. It was not until the Village's environmental counsel for this Proposed Project, Beveridge & Diamond, threatened litigation to get this data was the relevant data ultimately, and very recently, provided to the Village on January 9th (See attached correspondence from Beveridge & Diamond to ESD, dated January 4, 2019.)

We are advised by our outside consultants, NV5, that after having reviewed the data contained in the appendices to the DEIS as well as the data recently released by the DEIS, they have identified major deficiencies in the methodology employed in the traffic analysis in the DEIS for the Proposed Project. Consequently, they confirm that a full and independent traffic review is warranted.

We look forward to the Nassau County Planning Commission and Nassau County DOT reviewing the impacts of this project and commenting prior to the closing of the comment period for the DEIS. As set forth above, we believe there is more than ample basis for Nassau County to undertake its own full and independent traffic review to ascertain the impacts the Proposed Project will have on the residents of Nassau County. The Village of Floral Park will of course provide the additional traffic data we have recently received from ESD and would welcome the relevant County personnel to contact NV5 to discuss NV5's findings to date.

We understand a full and independent traffic review would be difficult if not impossible for the County to conclude prior to the February 11th deadline for comments to the DEIS. Accordingly, we also ask the County to join in the Village's request to extend the comment period for the DEIS, as set forth in the January 4, 2019 letter from Beveridge & Diamond to ESD.

Thank you for your cooperation in this matter and we would welcome the opportunity to discuss this matter with you further.

Sincerely

Dominick A. Longobardi

Dominick A Longobardi
Mayor

cc: Honorable Laura Gillen
Presiding Officer Richard Nicolello
Honorable Vincent Muscarella
Martin Glennon, Chairman, Nassau County Planning Commission
Michael Murphy, Esq.

cc: Board Admin. ✓

NASSAU COUNTY LEGISLATURE

1550 FRANKLIN AVENUE, MINEOLA, NY 11501

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Legislator, District 8
516-571-6208
vmuscarella@nassaucountyny.gov

February 7, 2019

Hon. Laura Curran
Nassau County Executive
1550 Franklin Avenue
Mineola, New York 11501

Dear County Executive Curran,

We have reviewed the letter dated January 29, 2019, from Village of Floral Park Mayor Dominick Longobardi, wherein the Village requests that Nassau County complete a full and independent traffic analysis of the Belmont Park Redevelopment Civic and Land Use Improvement Project ("Proposed Project"). We fully support the Village's request and urge you to direct the Nassau County Department of Public Works/Traffic Engineering to conduct such a traffic analysis and secure its funding from New York State and/or the Empire State Development Corporation ("ESDC"), which is bringing this massive Proposed Project to Belmont Park.

The lack of traffic data within the ESDC's Draft Environmental Impact Statement ("DEIS") is extremely disconcerting, and we are troubled by the DEIS's unsupported conclusion that traffic will not spill over from the Cross Island Parkway onto local roads within its vicinity. As you are aware, several of these roads fall within the jurisdiction of the County, including Plainfield Avenue in Floral Park, an already heavily trafficked northerly/southerly road between Jericho Turnpike and Hempstead Turnpike that abuts residential houses, a house of worship, and two schools within the Village. Nassau County should not allow its roads to be overburdened to the detriment of motorists, school-aged and adult pedestrians, and residents as the result of a project which failed to provide sufficient traffic data in its related DEIS. Accordingly, we urge you to direct Nassau County DPW/Traffic Engineering to conduct a traffic study for the Proposed Project.

Additionally, it is the ESDC's massive Proposed Project and related undetailed DEIS that necessitate an independent traffic study. Had ESDC proposed a smaller project or merely provided traffic data that supports its conclusions, no additional traffic study would be requested of the County. Neither condition exists, and an independent traffic study is critical to the well-being of areas surrounding Belmont, including the Village. However, its cost should not be borne by Nassau County, and we urge you to secure funding from New York State and/or the ESDC.

We are encouraged that our neighbor to the West, New York City, has announced that it will conduct a traffic study to determine the effects of the Proposed Project in Eastern Queens. Nassau County should be doing the same for western Nassau County.

Regards,

Richard J. Nicolello
Presiding Officer
Nassau County Legislature

Vincent T. Muscarella
County Legislator, 8th L.D.

CC: Dominick Longobardi
Mayor, Village of Floral Park

COMMENTS OF DEPUTY MAYOR KEVIN FITZGERALD
MARCH 1, 2019

MAYOR
DOMINICK A LONGOBARDI

TRUSTEE
KEVIN M FITZGERALD

TRUSTEE
DR LYNN POMBONYO

TRUSTEE
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Incorporated Village of Floral Park

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POLICE COMMISSIONER
STEPHEN G. McALLISTER

March 1, 2019

Via email: belmontoutreach@esd.ny.gov

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

Re: Belmont Park Redevelopment Project (the "Project"):
Comments of Kevin M Fitzgerald Deputy Mayor of Floral Park on the Draft Environmental Impact Statement

Dear Mr. Avolio:

The Inc. Village of Floral Park, which shares an extensive and century old neighborly border with beautiful Belmont Park, has always advocated for smart development at Belmont Park. These include, but certainly not limited to, the now decade old Floral Park's Belmont Task Force Statement of Ten Principles for Development at Belmont Park, to my comments at the December 2017 ESD Board Meeting where I stated "*see a project that either improves or keeps Floral Park the same*" beautiful suburban community that has been in existence and grown for the past 111 years. Enclosed are my comments and questions related to the above referenced Draft Environmental Impact Statement issued by the Empire State Development Corp. (the "ESD") on December 6, 2018 (the "DEIS"). These supplement my comments that I made at the Public Hearings at the Elmont Public Library in January 2019.

I look forward to the ESD's responses to these comments as well as the hundreds submitted by the residents of Floral Park and our neighbors in the communities that surround us. In closing, I would like to thank the ESD for providing an extension on the deadline for comments as the document and appendices was a significant amount of information to review and contemplate the potential impact.

Thank you in advance for your careful and considerate review of the enclosed.

Sincerely,
Kevin M Fitzgerald
Kevin M. Fitzgerald
Deputy Mayor, Inc. Village of Floral Park

Chapter 1: Project Description

- DEIS states that it is only 43 acres but they are using significantly more with inclusion of parking lots. Why isn't the entire usages that are well in excess of the 43 acres described in the opening statement?
- Footnote 2 says that it is anticipated that the North Lot would only be utilized to accommodate parking demand for events at the arena and Racetrack. Does that mean that the East Lot will be used for retail overflow? How will there be assurances that the North Lot will not be used when there is not an event at the arena and what penalties would there be and to whom would such penalties be paid?
- Why were there originally two levels of parking under Site B and now only one? The elimination of this additional level under Site B has pushed parking to the East Lot, where it is more impactful on residences.
- New York Urban Development Corp. Act gives the ESD the ability to override the Town of Hempstead's Zoning Code, but only to the extent compliance is not feasible of practicable. Why is it not feasible or practicable for this project to be scaled back significantly so that compliance with the prescribed development intensities under the Town of Hempstead Zoning Ordinances are complied with to the greatest extent possible?
- The study that the ESD used to determine uses for site was done in 2008. That was almost 10 years old when the RFP was issued. Has the data/recommendation become stale?
- There is no discussion on why the other 2 proposals in the RFP were not accepted. The Final Scope states: "The project description will also provide additional detail on the planning history of Belmont Park, <u>including the Developer RFP Process</u>". However, this is omitted. Can you please detail why this project was selected over the other proposals?
- Footnote 7 states that the NYRA would surrender 7 acres on Site A. What legal right or document gives NYRA the ability to surrender this land? Also, when was the last time in NY State that what is essentially park land been surrendered? Isn't the transfer of park land restricted under state law? Has the issue of the restriction on the transfer of park land been addressed? If so, what findings and conclusions have been made?
- Page 1-4 states that *"Underground transmission lines would extend west from the proposed substation along Belmont Park Road approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. An overhead bypass would also be installed on Plainfield Avenue."* I believe that it would extend East not West? States east on page 3-23. What is the correct information?
- Arena: there is no limit on the number of marquee events inclusive if another franchise moves in
- Page 1-6 discusses "popup installations" This could mean events such as winter carnivals such as Bryant Park. Does the DEIS need to study such impacts?
- Will the 3.75 acres on Site B of "publicly accessible landscaped open spaces" be open to the public without paying a parking fee? If so, where will this parking be provided? What enforcement will be used to ensure patrons to the Arena will not use these spaces?
- Will the taxi ride share area be open during events at the Arena and Racetrack? Footnote 8 seems to state that it will not be (*"The 6,312-space tatal includes approximately 150 parking spaces (located in a proposed rideshare staging area in the North Lot) that would not be available on full event days") Where* will rideshare facility be for Arena events?
- The DEIS states that the exact number of parking spots that would be available for the North, South and East lots "would be subject to the conditions of the shared parking agreement". Why doesn't the developer know exactly the number of spots needed (at least on the high end)?
- Page 1-8 states that "shuttle transportation" would be provided to the lots. What mode of transportation would be used? Where would it be stored when not in use? Where would repairs be made? If buses, why hasn't the effect of exhaust fumes on residents and horses been studied?
- Would buses be allowed to access Belmont Park Road? If so, what are the restrictions on times of day?
- Floral Park needs more details on what *"A buffer composed of dense vegetation and a chain-link fence would be provided along the northeastern boundary of the North Lot"* means and looks like
- The only roadway improvement being made is at Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road. Why are there none on the Cross-Island Parkway ("CIP")? Did they study that no other intersections or roads will need improvements? If they did where are the results stating such?

- Belmont Park is an existing hurricane evacuation center. Is it anticipated that it will continue and/or will the arena be used for such?
- Page 1-9 states "*The Proposed Project responds to the development objectives in several ways. First, it intends to create a gateway to Long Island by creating a striking new presence for Elmont; attentive and sensitive architectural design, signage, public art, and landscape elements would transform the current vacant and underutilized space on the Project Sites to the benefit of the community*" There is no description of how this benefits the community >
- Page 1-10 *states "spur economic development and produce reliable and permanent revenue streams for the benefit of the public."* But gives no details of how this will occur?
- Page 1-10 states "*The new arena is expected to attract a wide audience of new and existing fans, due to its modern and innovative design, and due to it being centrally located at the border of New York City and Long Island.*" But gives no details of how this will occur?
- Why isn't the Water Authority of Western Nassau County listed as another INVOLVED OR INTERESTED AGENCIES?

- Why isn't the Mainline Expansion Project included in the study?
- Why was ½ mile area specifically chosen as the Study Area? Is this appropriate for the scale of the project?
- There will be parking available outside the ½ mile radius study area therefore why is the radius only ½ mile?

Chapter 2 --- Land Use, Zoning, and Community Character

- Why doesn't the change from "passive" (existing) use of the North and East lots to an active (new) use constitute a substantive change?
- Page 2-2 states the Project *"would draw the surrounding community onto the Belmont Park property through economic and social opportunities"* The surrounding communities' businesses, especially restaurants, would suffer for this and potentially raise local taxes due to commercial real-estate being devalued due to potential vacancies.
- What is the basis for the following statement in the DEIS *"the proposed retail uses would complement, rather than directly compete with, existing retail facilities in the area"*? Has this issue been studied or analyzed, or is it merely ESD's unsupported opinion?
- Will the helicopter landing area be used? If so when and how?
- There is no discussion of how the Project fits into the cited Vision Plans. In fact, most of these plans call for other initiative that what the Project is offering.
- Page 2-30 states that *"The 43-acre redevelopment represents about 10 percent of the overall Belmont Park property"*. That is not true if the North and East lots are included.
- What does the word "formalized" mean in the following sentence found on page 2-32 "The *parking area within the North Lot, which is next to the Floral Park – Bellerose Elementary School, would be formalized, and the frequency of its use would increase with the Proposed Project."* What are the specific terms of such "formalization"?
- How will lighting and noise be controlled in the North and East lots to ensure that they "*would not impact the surrounding community"*
- What assurances are there that the Plainfield Ave Gate and Belmont Park Road will not be used for through access?
- Page 2-37 states in the subsection entitled Noise *"However, additional noise is not expected to affect the character of the communities adjacent to the North Lot and the East Lot, as no significant adverse impacts are anticipated"* How can this be true if the Parking Lots are changing from Passive to Active?
- There is no mention in the Noise subsection about the impact the noise will have on the Horse population or the 1,000 + residents that live within the confines of Belmont Park. Why wasn't that studied?
- On page 2-38 and 2-39 in the section of Transportation there is no mention of the increased traffic related to the Retail Village

Chapter 3: Community facilities and Demands

- The discussion on the Police section on page 3-1 states the 5th Precinct of NCPD would be first responder. The section states *"Proposed Project is not anticipated to have a significant adverse impact on police protection services"*. What study or information was used to make this determination? There is no discussion on policing at similar venues including an arena and/or a mall
- The language used in this section is almost cut & paste from NCPD Commanding Officer's James Bartscherer in Appendix A which was in response to the ESD's letter 4/10/18. The letter from the ESD nor the response asks or discusses the impact of the arena or mall. It is just a recitation of facts based on the existing staffing levels. Additionally, FPPD Police Commissioner McAllister June 25 2018 letter specifically addresses issues that will arise and states *"congestion will slow response times and also contribute to additional accidents occurring thereby further straining patrol deployments"*. There is mention of the Commissioner's letter on page 3-7 but his concerns are not addressed. Similarly, the same on page 3-14.
- The ESD request to FPPD Police Commissioner McAllister did not ask what impacts would be for East Lot usage.
- None of the letters to the commanders of emergency response teams indicate what the number of expected visitors would be to the retail site. Therefore, how could they respond appropriately
- The following statement that appears on page 3-2 is not true *"Based on correspondence with the FPFD, there would be no significant adverse impacts on the FPFD, so long as emergency response time is not compromised due to increased traffic congestion from the Proposed Project. As discussed in more detail in Chapter 11, "Transportation," while the Proposed Project has the potential to slow down emergency vehicle response times, with the proposed mitigation measures described in Chapter 17, "Mitigation," project-generated traffic volumes are not expected to significantly lengthen emergency vehicle response times."* There are no details in Chapter 17 on how the increased traffic will not affect response times of emergency vehicles in Floral Park nor does it answer how the FPFD will ensure members can adequately respond to calls. As our volunteers live in different places in the Village, they must first respond from their homes to their assigned Fire House and then to the scene of the call. Chief Maickel specifically mentions Plainfield Ave and increased traffic could "effectively cut the Village in half". See also comments of Lynn Pombonyo, Trustee and Fire Commissioner, which directly contradicts the erroneous statements contained in the DEIS on this point.
- The assertion in the DEIS that: *"Further, it is not expected to significantly affect the provision of services by the fire departments or emergency medical providers."* Is completely unsupported and indeed contradicted by the responses from our Police Commissioner and Fire Chief.
- In the Solid Waste section there is no mention of how and where it will be stored prior to pick up on either Sites A or Sites B.
- In the Water Supply and Sewage sections there is no discussion of when at the 2008 Belmont Stakes there was no water and sewage functions. In order to probably assess if the existing infrastructure can handle additional volume, the incident that occurred in 2008 must be examined.
- Natural Gas service section identifies that the *"natural gas demands of the Proposed Project can be satisfied with the installation of additional gas main and gas service lines"* but does not identify where and how this would be done. What is the impact of [Jessica's point about gas lines]?
- The subsection Other Community facilities makes no mention of the playground and athletic fields adjacent to the North Lot. Why was that left out of the document?
- Figure 3-1 mentions schools but there is no mention of Our Lady of Victory grammar school. Other schools (e.g. Elmont Memorial Junior-Senior High School) and libraries (e.g. Elmont Memorial Library) are mentioned. So why was Our Lady of Victory grammar school omitted when it is 1) just as close as the aforementioned and 2) it is on Plainfield Ave which is studied in depth in the Traffic section including intersections near the school?
- Figure 3-2 mentions the Floral Park Fire Department headquarters but there is no mention of the other two fire houses within Floral Park that equally serve the Village. Why were they omitted?
- There is no mention of how solid waste will be managed from that which comes from the North and East Lots.
- How were the estimates for water usages (i.e. 135,000 gallons per day) arrived at? What comparable venues where used?
- Does the estimate of water usage include the retail village?
- In Appendix A James Bartscherer does not affirmatively state that the proposed project will not have an effect on the 5th Precinct. He is silent on question 6 of the ESD's letter to him dated April 10 2018. Why is it assumed that there are no impacts just because the question was not answered?

- There is no discussion on the need for additional Police staffing whether it be NCPD, NYPD or FPPD to cover the number of events each day. It would seem that the assumption is that the existing staffing of these departments is adequate. How did the ESD come to this conclusion if there will be an additional 30,000 to 50,000 people being drawn to the site now.
- The statement on page 3-16 "emergency vehicles can maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls" is simply not true with respect to the volunteers of the Floral Park Fire Department. They are bound by traffic laws and they do not have emergency lights or sirens on the personal vehicles they use to respond to calls. See also comments of Trustee and Fire Commissioner Lynn Pombonyo on this point.
- There is no mention of what agency will be responsible for Police service in the North and East lots. Who will be the responsible agency?

Chapter 4 Open Spaces and Recreational Resources

- There is no discussion of the arena or hotel will "throw" a shadow onto the racetrack. This could have a negative effect on races as horse do from time to time "jump shadows". [answered on page 4-12]
- Page 4-12 states that the Retail Village will attract 8,000 daily visitors. However, there is no data on how that number was arrived at, which calls into question what the correct and accurate number is. This is also in contradiction to the 8 million to 9 million annual visitors that the developer stated at the Q&A session held at the Elmont Library in 2018.

Chapter 5 Historical and Cultural Resources

- Appendix B which is relied to state that *"Proposed Project would not result in any adverse impacts to historic and archaeological resources"* appears to have covered on the "Blue Parking lot" as the report only states " *We have reviewed the plans for the Blue Lot"*

Chapter 6 Visual Resources

- Page 6-2 states the following "*Views to the East Lot from residential streets in Floral Park would be partially obscured by the existing vegetation along the northern boundary of Belmont Park Road, which extends along the north end of the Training Track, and by the North Field on Belmont Park property, located north of the Training Track, which would also provide a green buffer*" Although this is true partial obscured is not sufficient. There is significant light already emanating from that lot especially during the winter months which is when the vast majority of events will be taking place. Increased vegetation must be included
- Page 6-5 states "*These lines would be run to two new powerpoles installed just inside the northeast corner of the Belmont Park property. The transmission lines would then run down the pole and transfer underground, running along the northern perimeter of the Belmont Park property until reaching the new electrical substation.*" Where would these powerpoles be located?
- Page 6-25 states "*The light poles in the East Lot would be partially visible from the residential streets, though the poles would be located at a distance from the streets and would not alter the character of the neighborhood or impinge on any views of aesthetic resources. Therefore, the Proposed Project would not significantly alter views from residential streets to the East Lot.* There are no visual pictures of this and therefore no assurances that the statement is true.

Chapter 7 Socioeconomic Conditions

- Page 7-1 states "*It would introduce new workers and visitors to the area, thereby increasing the area's spending power and benefiting existing commercial establishments*" How was this determined and what fact-based research backs this statement up? [page 7-3 goes into some information but not much detail especially the portion on restaurants]
- Page 7-5 discusses the impact on other arenas and music venues but does not give any relevant facts other than "NY Islanders not successful in Brooklyn", Nassau Coliseum focus on smaller-scale events, etc. It does not provide details on which acts would choose a new arena over Nassau Coliseum or even what the future of these acts are 5, 10, etc. years down the road.
- The study area in most charts in the section have higher numbers than the individual areas. For example, chart 7-11 has an unemployment rate at 8.8% but Floral park and Elmont are lower individually
- What specifically are local materials, inputs and services as mentioned on page 7-16: *"The development would also provide opportunities to utilize local materials, inputs and services during construction and for future operations of all businesses: retail, arena, hotel and office."*
- The DEIS in the Indirect Residential Displacement section acknowledges on page 7-18 "*Most potential new residents would continue to focus on traditional criteria, such as access to good schools, local retail and transport, rather than access to these entertainment amenities*" but there is no discussion on the active use of the North and East lots will impact the existing home values that are near or adjacent to those lots?
- On page 7-19 the DEIS goes on to say "*Finally, the Proposed Project would not introduce significant adverse environmental effects within residential neighborhoods, and therefore would not present conditions that could impede efforts to attract residential investment to the area or create a climate for disinvestment.*" But does not detail how it came to such a conclusion
- If the draw to the Retail Village, as stated on page 7-23, is "*The primary trade area considered for the competition analysis for the luxury outlet retail component is therefore the entire New York-Newark-Jersey City, NY-NJ-PA MSA*" how is it estimated that only 8,000 people will visit the site daily if the business model is to draw from a population north of 20 million.
- The DEIS states on page 7-27 *"the capture rate of Elmont and Floral Park, however, are much lower, at 55.1 percent and 59.4 percent, respectively"* There is no mention of where and how this data was established.
- Page 7-37 states "*the arena would primarily serve customers in Long Island (approximately 80 percent of arena visitors are expected to come from Nassau and Suffolk Counties) and visitors to non-sporting events are expected to travel from a catchment area of no more than a 20-30-minute drive to the arena.*" If this is true then why is the arena being built on the Nassau/Queens border instead of a more central location?

Chapter 8 -- Hazardous Materials

- Page 8-2 states properties had identified spills of hazardous materials or oil (e.g., a Mobil Station, Gate 5 transformers, and an LIRR maintenance yard). Where are the details of these reports specifically the one with regards to the LIRR maintenance yard?
- It appears that, per page 8-4, the area to excavated for the underground parking has not yet been established. See the following: *"This would include the areas of excavation (trenching), which are yet to be finalized, at the parking areas and the area where the new substation is proposed."*

Chapter 9 -- Water Resources

- Page 9-4 it appears that there were no soil borings done in the North or East lots. If so, do they need to be done in order to determine the impact of any improvements done on those parcels?
- There is only one mention of the Water Authority of Western Nassau County in the entire section. On Page 9-10 it states *"The Proposed Project would be supplied water by the WAWNC, for which well fields are located off-site"* There is no analysis of the impact that the project will have on those well fields and the residents and businesses that depend on them.
- The section has no mention of the potential of NYC tapping into the aquafers that are listed in the document. Was NYC contacted about the potential project and specifically about water usage. See Newsday article https://www.newsday.com/long-island/nyc-water-plans-draw-fire-from-officials-on-long-island-1.13704233
- There is no mention of the means and runoff of the cleaning of the North and East lots. The document at a number of points states "are currently used as surface parking for Belmont Park, and they would continue to function in the same capacity with the Proposed Project". However, the existing use is very different than an active parking lot that will require constant cleaning, etc.
- All studies and assumptions in this section were made not taking into account any future improvements that NYRA is making. (see footnote 11 on page 9-13). Can NYRA make the same assumptions and the combined effect be detrimental to not only the surrounding communities but the projects themselves?
- There is no mention in this section amount the amount of water needed for basic services (e.g. toilets, landscaping etc.) needs that currently do not exist
- There is no mention of the 2008 Belmont Stakes when the entire facility had no water for the day starting early afternoon. The reason for the issue should be studied and corrections if any made since then should be detailed in the DEIS.

Chapter 10- Natural Resource

- Page 10-1 states *"However, the Proposed Project would result in the loss of a number of mature trees that provide habitat for birds and other wildlife typical of developed areas. Landscaping, including the approximately 3.75 acres of landscaped open space on Site B and tree plantings, has the potential to improve habitats for birds and pollinator species, as well as other wildlife within the Project Sites"*. There is no mention of the number of trees being taken down or a ratio of the number that will be replaced (e.g. for every tree removed there will be five trees planted). Additionally, there is no mention of the impact of removing mature trees with new trees and the time for such trees to mature.
- Page 10-9 states *"A minimal number of trees would be removed from the North Lot, South Lot, and proposed electrical substation area."* Where specifically are the trees that are going to be removed and do, they provide any sound barriers? A minimal number of trees would be removed from the North Lot, South Lot, and proposed electrical substation area.

Chapter 11 – Transportation

- [See the comments of Belmont Task Force Member and Chairman of the Village's Architectural Review Board, Frank Gunther, AIA, whose comments are incorporated herein by reference as aid for my comments on this topic.]
- [See the comments of NV5 on this topic whose comments are incorporated herein by reference as aid for my comments on this topic.]

Chapter 12 – Air Quality

- Page 12-9 states "For *all arriving and departing vehicles, an average speed of 5 miles per hour was conservatively assumed for travel within the parking facilities. In addition, all departing vehicles were assumed to idle for 1 minute before proceeding to the exit".* There is no data to back up how these assumptions were made. In fact, due to the short entrance ramps and need to collect parking fees it is doubtful that cars will idle for one minute or less. Additionally, and more importantly, the entrance ramps to the CIP from the North Lot are extremely short (without room for expansion) cars will idle more than a minute in the North Lot due to the number of cars exiting the North Lot at the end of an event. An analysis of Air Quality must be done in conjunction with a full analysis of cars exiting the CIP and then entering the CIP especially as the North Lot surrounds homes, a school and a ballfield.
- Page 12-9 states *"Since there is no specific garage design at this time, the vent face was assumed to discharge towards the street that has the highest background levels of traffic, to be conservative."* What if these assumptions are not feasible? What if all alternatives have significant impact on the residents that surround the area.?
- It appears that this entire section is based on the traffic analysis done. There is no analysis of Air Quality if the traffic issues cannot be migrated and a substantial amount of traffic needs to be re-directed to local street.

Chapter 14 – Climate Change

- Page 14-7 states "*average travel speeds on the Cross-Island Parkway would generally be similar to speeds in the No Action condition, except for a reduction in speeds on the Cross-Island Parkway by up to 36 mph on individual segments of the Cross-Island Parkway during the analyzed peak hours. This may result in an increase to GHG emissions up to 25 percent on these segments during the peak hours. However, these potential increased emissions would generally be limited to small segments (approximately 2 miles) of the Cross-Island Parkway and would not extend to all hours on such segments. Therefore, the potential to increase congestion is not anticipated to significantly increase regional GHG emissions and were not quantified*". How could the DEIS state that there may be 25 % increase in GHGs for a 2-mile segment but not describe how that may be detrimental to the communities that surround the 2-mile segment in question?
- Page 14-9 states "*While measures to improve energy efficiency for the proposed arena have been identified, specific measures for uses other than the arena are not yet known*" How can the DEIS make conclusions if the shopping center has not been examined for this section of the document? What happens if there are adverse climate effects of other uses of the project besides just the arena?
- Page 14-10 states "*Construction waste would be diverted from landfills to the extent practicable by separating out materials for reuse and recycling, with a diversion target of minimum 75 percent*". Where would the separation out of materials occur? Would they occur on site and if so where and where is the study on how the separation will impact the local communities?

Chapter 15 – Construction

- Page 15-3 states *"At the Floral Park Bellerose School's athletic field north of the North Lot, while construction noise may be readily noticeable and intrusive at times, the duration of construction would be limited, and the use of this open space is primarily for active recreation (e.g., sports, physical education, recess), which is less sensitive to noise than a purely passive open space would be. Consequently, construction of the Proposed Project would not result in any significant noise impacts at this receptor."* If they feel that there would be noticeable at the field why is there no mention of the impact on the students that will be in the School?
- Page 15-3 states *"As a result of the construction noise levels that would occur at these receptors, dormitories along the western edge af the stable area near Gate 5 Road would have the potential to experience significant adverse construction noise impacts for approximately 5 months during Proposed Project construction. At the Belmont Park Dormitories located along the northwestern edge of the stable area near the Training Track, worst-case construction noise levels would result in increases over existing noise levels of approximately 15 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC"*. What is being done to mitigate this for the residents of the dormitories?
- Will the ESD and developers enter into binding contractual commitments with penalties for failure to abide by the items set forth in the subsection entitled MEASURES TO MINIMIZE COMMUNITY IMPACTS? If not, how will the ESD and developers fulfill the commitments made in the DEIS?
- What materials will be stored in the North and East lots?
- How will the materials be off loaded for storage? Will cranes be used?
- How will materials be shipped to the site? By rail or truck?
- If by truck, what routes will be used and at time of day? Appears Table 15-4 speaks to truck visits. If the majority of trucks are to arrive early morning this means that they could be traversing local roads pre-dawn and during school transport times. The creates significant health risks (e.g. trucks traversing residential neighborhood while majority of people are sleeping) and safety risk (e.g. children walking or on a bus to school).
- Page 15-9 speaks to Rodent Control and what the commitments the contractor "would carry out". How will this be enforced and what will occur if the contractor fails to live by the commitments in the DEIS?
- How will dirt and other materials that were excavated be shipped from the site?
- If by truck what route(s) will they use? Page 15-22 states "These types of truck deliveries would be expected to primarily travel to and from limited access highways that permit the use of commercial vehicles (such as the Clearview Expressway and Long Island Expressway)." There are no further details on the route(s) that the trucks will take to get to the site from the Clearview or LIE. Page 15-22 goes on further to state "would primarily utilize truck routes such as Hempstead and Jamaica Avenues to travel to and from the Clearview Expressway and Long Island Expressway." This does not state that these routes will be used exclusively or what alternatives are being thought about.
- What times will the trucks carrying debris utilize local roads?
- What precautions will be used to ensure that the dust and other debris will not fall off of the trucks or emit into the air?
- How will the precast portions of the arena lower and upper bowls be transported to the site?
- Will any road closures, either temporary or permanent, be needed so that materials can be shipped to or from the site?
- There is one sentence on page 15-11 on the construction of the Office and Community space. More details should be required in the DEIS.
- When will construction documents on the entire site plan be released? Absent these documents it is difficult based on a few paragraphs to judge the full extent of what is being proposed to be built.
- Page 15-13 speaks to via two sentences of the re-construction of the East and North lots. There is no timeframe as to when this will occur. It will have a significant impact on the students of the neighboring schools as well as the home owners.
- Page 15-13 speaks to the Electrical Substation but gives no details as to where certain riser poles, cables etc. will be placed. More importantly, there are no visual comparisons of the existing property and the improvements that will be made so that commenters can properly review.
- Any changes or construction performed by NYRA are outside the scope of the document as noted on page 15-14. If there is simultaneous construction, both projects will have a cumulative impact and must be studied together.
- There is no mention in this section of the ongoing MTA Mainline Expansion Project and the interaction/cumulative effects of two major ongoing construction projects in such a small area.

- The DEIS does not address what, if any, remediation will be done if any local roads are damaged due to increased truck traffic.

Chapter 17 Mitigation

[See the comments of Belmont Task Force Member and Chairman of the Village's Architectural Review Board, Frank Gunther, AIA, whose comments are incorporated herein by reference as aid for the Village's comments on this topic.] plus the additional below

- Page 17-1 states *"the TMP would include a combination of transportation demand management measures (e.g., carpooling and incentives to use transit)" How* is this possible if there will only be two trains in bound and two outbound. What are the details of the incentive(s) and what studies were performed to ensure they would succeed to obtain the objective?
- The TMP must be disclosed and allowed for comment prior to the Final Impact Statement or FIS is approved
- Page 17-1 states" *The TMP would be implemented from the opening of the arena and then reviewed and refined on a regular basis, enabling continued improvement and adaptation to reflect actual conditions"* the purpose of an Environmental Impact Statement/Study to review the changes that will be made to determine/study those impacts. How can a plan that has not yet been established be considered a reasonable mitigation measure?
- Page 17-2 states *"Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York State Department of Transportation (NYSDOT), the Nassau County Department of Public Works, or the New York City Department of Transportation (NYCDOT), depending upon the location of the intersection. If any of these measures are deemed infeasible and no alternative mitigation measures can be identified at a particular location, then the identified significant adverse traffic impacts at such location would be unmitigated"* How can the project go forward if these public agencies solutions are deemed infeasible?
- Page 17-2 states *"Widening of the Cross Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option"* In discussions with NV5 the Village's traffic consultant we were informed that according to AASHTO's, A Policy on Geometric Design of Highways and Streets Assuming a highway design speed of 50 mph on the CIP, the northbound entrance onto the CIP would require a minimum of 720 ft of acceleration lane as cars turning onto the entrance ramp from the North Lot. The existing acceleration lane is approximately 500 ft in length. The southbound ramp to the CIP is preceded by a ramp on a horizontal curve. Assuming a design speed on the ramp to be 25 mph (cannot confirm with google maps), the acceleration lane length should be 550 ft in length. Existing lane is approximately 300 ft long. As both these entrances to the CIP from the North Lot are significantly short of the proper distance:
    - What construction efforts will be required to extend these ramps? It is important to note that both the northbound and southbound ramps come to an end at the foot of train trestles for the LIRR. Therefore, major work to the LIRR would also be required
    - If the ramps are not extended to a proper length, significant backups will occur in cars exiting the North Lot. What impact studies have been done on the impacts of car horns, noise, air pollution, light noise, etc. with cars not being able to exit in a reasonable time
    - If the ramps are not extended to a proper length and a lane in each direction is shut down to allow cars to enter, what impacts studies on traffic on the CIP were done? What time frames were studied? These studies must include events at all different times of day and night. Additionally, the studies must include the impact of traffic exiting the CIP to avoid delays near the site.
- Page 17-3 with regards to NICE bus service
    - What studies were done to determine the socioeconomic impact to residents that rely on this bus service including but not exclusively to their added time to their daily commutes?
    - If bus service is increased due to the project, who will pay for the additional buses, bus drivers etc. see Newsday article regarding recent NICE bus service cuts https://www.newsday.com/long-island/transportation/cuts-to-nice-bus-service-begin-sunday-1.13396714

- Page 17-3 states with regards to the TMP "Potential mitigation measures to address such impacts could include strict enforcement of existing parking regulations by ticketing and/or towing illegally parked vehicles, or by implementing new parking regulations on streets in the surrounding areas."
    - Who will be responsible for enforcing no on street parking regulations in areas outside of the Inc Village of Floral Park?
    - Who will enforce any and all regulations within the parking lots including the currently existing prohibition against tailgating?

- Page 17-4 states in the Constructions section *"Implementation of the recommended traffic engineering improvements for these intersections, all of which are located within Queens, is subject to review and approval by NYCDOT"* This would seem to indicate that **ALL** construction vehicles will arrive from Queens. How will this be enforced? Why is it assumed that they will only come from Queens?
- There is no mention in this section of any required or necessary impacts and related changes that would be required for the now started LIRR Mainline Improvement Project or LIRR Expansion Project from Floral Park to Hicksville. Why does the ESD feel that that project along with the Belmont Redevelopment Project do not have overlapping and cumulative effects?
- There is no mention in this section of any required or necessary impacts and related changes that would be required for NYRA's planned improvements to the Belmont Grandstand and other improvements in Belmont Park. Why does the ESD feel that that project along with the Belmont Redevelopment Project do not have overlapping and cumulative effects?
- Page 17-4 states *"As a result of the construction noise levels that would occur at these locations over an extended duration, Belmont Park Dormitories located along the western edge of the stable area and along the northwestern edge of the stable area near the Training Track would have the potential to experience significant adverse construction noise impacts."* What study and/or distance measurements were used to determine that the homes and schools would not be smarmily negatively impacted? The stables on Count Fleet Road are 2100 feet from the eastern border of Site A per a measurement on Google Maps. A measurement from the same spot on Site A is 2500 feet from the homes on the southwestern border of Floral Park
- Page 17-7. What are the specific details of the modifying the signals at the intersections of Plainfield Avenue at Tulip Avenue as well as Jericho Turnpike at Plainfield Avenue/Emerson Avenue?
- Page 17-11 states *"Carpooling options could also enable attendees living on Long Island and working in New York City to arrive at weeknight events via transit and carpool home"* This does not necessarily reduce cars travelling to the site. For example, if the person was going to the game with a member of their household, a car still will be required to be at the site
- *Page 17-2 states "To further enhance the use of the LIRR as a travel mode by arena patrons, consideration could also be given to implementing shuttle bus service between the arena and other LIRR stations (e.g., Queens Village, Mineola and Valley Stream), to intercept attendees traveling to/from eastern Long Island so they do not have to backtrack through Jamaica"*
    - Any all bus shuttle services that is enacted must be first agreed to by the local municipality in which the station is located.
    - What studies were done at the locations that were considered to ensure no additional traffic impacts, socioeconomic (e.g. police service required, etc.) impacts?
    - Where will these shuttle buses park?
    - What routes will these shuttle buses take?
- The Arrive Early/Leave Late mitigation effort must not include tailgating or loitering in the parking lots to be permitted
- The Arrive Early/Leave Late mitigation effort must have on site law enforcement that will all driving while intoxicated, driving while impaired, and driving while under the influence laws to ensure the safety of the neighboring communities
- Page 17-13 states *"Consideration could also be given to pre-selling parking permits by parking location"*
    - What studies were conducted to ensure that this would be a viable solution?
    - Where will patrons park if they do not have a pre-paid parking permit? How would they be directed to the site
    - What, if any, parking sites are being considered for the project besides the South, North and East lots as defined in the DEIS?
- Page 17-4 states *"The scope of work would include collecting several types of field data (e.g., Automatic Traffic Recorder [ATR] counts along the Cross Island Parkway and major roadways in the local street network, turning movement counts and field observations at key intersections, vehicle occupancies, on- and off-site parking utilization, and/or transit ridership), and conducting surveys of arena patrons to understand their origins and destinations and the travel characteristics used by attendees in traveling to and from different types of events"* Why is the ATR studies not being done as part of this DEIS?

COMMENTS OF TRUSTEE DR. LYNN POMBONYO
MARCH 1, 2019

MAYOR
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DR. LYNN POMBONYO

TRUSTEE
ARCHIE T. CHENG, ESQ.

TRUSTEE
FRANK J. CHIARA

Incorporated Village of Floral Park

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PUBLIC WORKS & BUILDINGS
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

March 1, 2019

Via email: belmontoutreach@esd.ny.gov

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

Re: Belmont Park Redevelopment Project
Comments in Response to the Draft Environmental Impact Statement

Dear Mr. Avolio,

I am writing to you as a Trustee of the Village of Floral Park, the former Superintendent of Schools in the Floral Park-Bellerose School District, and a longtime resident of the Village. I will reiterate some of the serious concerns of hundreds of our Floral Park residents as well as many in the communities surrounding Belmont Park.

The voluminous testimony provided at the four public hearings at the Elmont Public Library (including three of my impact statements presented on January 8th, 9th and 10th) attest to the inadequacies and deficiencies of the Draft Environmental Impact Statement (DEIS). This has led to a tremendous lack of confidence in the research, studies and conclusions in the DEIS. Speaker after speaker at the public hearings, including expert attorneys and engineers, cited compelling examples of uninformed reasoning and erroneous conclusions regarding the significant adverse impacts of the Proposed Belmont Park Redevelopment Project (Proposed Project) on all facets of our residents' lives and businesses in the Village of Floral Park and the surrounding communities. At the forefront of these concerns are the Scope of the Proposed Project and Transportation, especially as it relates to the Cross Island Parkway, local communities, and LIRR station.

With regard to Scope, many unanswered questions remain. These include, but are not limited to, the construction process and the details of how the construction of each of the proposed facilities

will unfold and impact Floral Park and the other communities that border Belmont Park; the Power Plant, its specific location and the details of the construction process, especially as it relates to connections with electrical grids and lines outside of Belmont Park; National Grid and statements regarding the inadequacy of the current infrastructure to deliver energy to the Proposed Project and the prerequisite need for significant system upgrades (i.e., a pipeline); and numerous other areas cited in the public testimony.

With regard to Transportation, the unanswered questions encompass, but are not limited to, the Cross Island Parkway and "diversionary signage" (i.e., "Plan Alternate Routes") which will redirect traffic to our already congested local streets in Floral Park and the surrounding communities; emergency vehicle response times and the fact that increased traffic, resulting from the Proposed Project, will impede immediate emergency responses on the two-lane, two-way main thoroughfares of Floral Park and the surrounding communities; the Long Island Rail Road and the acknowledged need for a fully functioning station at Belmont Park to mitigate the significant adverse impacts of traffic congestion on the Cross Island Parkway and surrounding local streets; and numerous other areas cited in the public testimony.

A statutory DEIS that is so lacking in the requirements of what must be included in the DEIS is not acceptable. The Final Environmental Impact Statement must demonstrate true mitigation of the many "significant adverse impacts" of this Proposed Project, especially in the areas of Scope and Transportation, before the Proposed Project commences. 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.

Sincerely,

Lynn Pombonyo
Dr. Lynn Pombonyo
Trustee, Village of Floral Park

COMMENTS OF TRUSTEE FRANK CHIARA
MARCH 1, 2019

MAYOR
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DR. LYNN POMBONYO

TRUSTEE
ARCHIE T. CHENG, ESQ.

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STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

March 1, 2019

Empire State Development Corp
Attn: Mr. Michael Avolio
633 Third Ave, 37th Floor
New York, NY 10017

Dear Sir,

As a Trustee of the Village of Floral Park who resides in the West End of the Village, I would once again like to state that I am against this project as presented.

Since the DEIS was published, I have heard nothing but negative comments on this proposed project. I support the sentiment of my fellow residents; the residents of the surrounding communities who will all have to live with the negative impact that this project will have our communities.

I attended the three nights of public hearings. My wife and I spoke at one, and the overwhelming message from the residents was that this project has grown to an unacceptable size. The majority agreed that redevelopment is necessary, but this majority is also requesting that more in-depth research be conducted before this project goes forth. I also agree and request that a new comprehensive plan be presented. This new plan should be supported by independent studies on the impact on infrastructure, safety and the overall impact on communities it will affect.

The major concerns that your proposal either minimized or failed to address are:

- Traffic;
- Transportation;
- Impact on the infrastructure of the area;
- Security and safety;
- Noise, pollution;
- Impact on our schools; and
- Economic impact.

All of these major concerns have to be fully studied, presented and openly discussed before a project of this magnitude is started. Community engagement is a must! It is my opinion that the DEIS failed to do so and failed to answer all these concerns.

The Village of Floral Park is a great community to live and to raise a family. A sentiment you heard over and over again if you attended the hearings. The above-listed concerns, if not addressed, will definitely have a negative impact on our way of life. Our schools are located in close proximity to Belmont. Our roads already have a very heavy flow of traffic. Our Police Department is concerned about increased service demands. Our Volunteer Rescue Service is also concerned about increased service calls and extremely important response times. Our local businesses are concerned about the economic impact of this Project. Our residents are concerned about noise, air pollution and quality of life issues. These concerns should have been completely addressed and answered but your DEIS failed to do so.

I am requesting that this project be totally reevaluated and a complete comprehensive plan of action be put in place; satisfying all of our communities' concerns.

Regards,

/s/ Frank J. Chiara
Frank J. Chiara
Trustee, Village of Floral Park

COMMENTS OF BELMONT TASK FORCE MEMBER FRANK GUNTHER
FEBRUARY 27, 2019

Francis C. Gunther, A.I.A.
Architect
66 Beech Street
Floral Park, New York, 11001
(516) 437-6462
fgunther66@gmail.com

February 27, 2019

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

Via email: belmontoutreach@esd.ny.gov

Dear Mr. Avolio:

I am writing as an active resident of the Village of Floral Park which abuts the Belmont property and as Chairman of the Village's Architectural Review Board and a member of the Mayor's Task Force reviewing the proposed Belmont project. I have participated in presentations made by ESD to the local communities and have read thru the DEIS.

I am concerned that the project as presented in the DEIS is flawed for the following reasons:

- The growth, especially of the retail component since the project was initially presented to the public, makes it just too overwhelming and threatening to its neighboring communities.
- Transportation issues have not been addressed to the level of a competent and thorough DEIS. Chapters 11 and 17 should be completely rewritten to include the real depth of traffic and transportation related issues.

The documentation of the recent increase in fees to your consultant AKRF are reflective of a lack of coordination I feel has resulted from both project scope growth and the concomitant glossing over transportation related issues: site plan changes to reflect added parking, shared parking demand, additional traffic analyses to cover deficiencies in the DEIS document and the removal of "no night racing" from the no-build option.

Deficiencies found in Chapter 11 "Transportation"

STREET NETWORK

- *Studies in Floral Park were limited to Plainfield Ave (6 intersections) and Jericho Turnpike (2 intersections). See pages 11-11&12.*
  Even though the DEIS conclusions and Mitigation Plan acknowledge that traffic congestion along the principal artery leading to and from Belmont (viz. Cross Island Parkway) cannot support the inordinate traffic demand – which will result in drivers using mobile navigation apps resorting to many local streets - the DEIS fails to expand its area of study to examine the impact of the project on local communities.
  Prior to writing the DEIS, the Village of Floral Park had specifically requested a broader and more comprehensive study area. This request had not been addressed in the DEIS.

- *"In each of the traffic peak hours, there are individual traffic movements at specific intersections that currently operate at unacceptable level of service..." See page 11-21.*
  The DEIS acknowledges that the existing traffic traversing Floral Park is unsustainable. Incredibly however, the DEIS concludes that, after construction of the project with its attendant addition of traffic volume (albeit based on incomplete load projections and

without examination of evening peak traffic), that the addition of traffic signals, lane striping and turning and parking restrictions along Plainfield Avenue and Jericho Turnpike are all that would be needed to resolve these compounded traffic problems.

TRAVEL DEMAND

- *"Driving by auto is expected to be the primary travel mode for arena patrons, with 83 and 88 percent of arena patrons arriving by auto for weekday and Saturday hockey games respectively." See page 11-4.*
  This statement contradicts the stated goal of the project to rely significantly upon mass transit, namely the LIRR. Omitting any plausible LIRR path for the majority of Islander fans who will arrive from the east while not providing a plausible mass transit path is simply a fatal failure of the DEIS.

- *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.*
  This statement confirms the DEIS' acknowledgement that its mitigation plan is incomplete – in other words - a failure.

SITE ACCESS AND EGRESS See pages 11-55 to 11-58

- *"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 access to the Proposed Project."*
  How credible is this innocent sounding statement when, after opening, the sheer volume of Belmont traffic will ultimately demand a relief valve onto Plainfield Avenue? Reviewing the Chapter 17 Mitigation of the DEIS reveals that the developer plans to kick the can down the road, deferring resolution until an "after the fact" Transportation Management Planner finds some sort of solution.

- *"A two lane, one-way perimeter road would be provided around the North Lot, providing access for autos, shuttle buses, and rider share vehicles."*
  How credible is it to believe that this single track periphery road will work for thousands of cars congested in the north and east lots? It is not credible!

PARKING See page 11-12

- *"The North, South and East Lots would be paved and restriped to maximize the number of spaces that can be accommodated... Parking spaces for coach buses would be provided within the East Lot..."*
  Maximizing parking adjacent to residential neighborhoods means all that can fit, negating the need for a meaningful buffer that isolates light, noise, pollution and deleterious activities from the community.

- "During *times when the North and East Lots are used, shuttle bus service would be provided between these parking lots and the Project Sites."*
  The DEIS fails to account for the impact of bus traffic adjacent to the residential community.

- *During the Saturday midday peak travel hour, the new parking beneath the retail village would not be able to accommodate all of its projected demand. Therefore, a portion of the auto trips for the retail village were assigned to the East Lot."*
  Given the parking demand of over 7,500 spaces coupled with the allocation of only 1,900 spaces (combined) under the retail village and hotel, this confirms that success of the retail

component is dependent upon full time parking at the North and East lots. The impact of full time retail parking adjacent the residential community is not credibly addressed in the DEIS.

TRAFFIC VOLUMES

- "...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 traffic data to avoid congestion, or by other motorists with a high degree of familiarity with the local street network."* See page 11-21.
  Note the use of the phrase "*may be susceptible.*" A reputable DEIS would be quantitative, not speculative.
  The omission of a comprehensive traffic analysis addressiug all neighboring communities underscores the failure of the DEIS to quantify traffic thru the local streets.

- *"The Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network ... and could possibly slow down emergency vehicle response times. However, with the proposed mitigation measures described in Chapter 17, Mitigation, project-generated traffic volumes are not expected to significantly affect emergency vehicle response times"* See page 11-71".
  The phrase "*could possible slow down emergency vehicles*" is another example of unstudied speculation. Coupled with Chapter 17's kick the can down the road approach deferring quantifying deleterious traffic impacts on Floral Park represents either failure or obfuscation of facts the DEIS should address.

POTENTIAL FOR PARKING IN RESIDENTIAL NEIGHBORHOODS *(page 11-91 & 92)*

- *"... there is a possibility that some arena attendees may attempt to park for free in the surrounding neighborhoods, such as the West End of Floral Park. The Mayfair Ave Gate (Gate 9) would be enhanced or staffed with a security guard close to the pedestrian entrance during arena events and prevent arena patrons from parking in the West End of Floral Park and walking in the North Lot to catch a shuttle bus to the arena. Should parking in residential neighborhoods occur, potential mitigation measures that could be addressed are discussed in Chapter 17."*
  The reality is certainly that attendees will attempt to drive to and park in the West End of Floral Park. Neither have been studied in the DEIS

- Paraphrasing the text: *The Traffic Mitigation Plan suggests NYAP would coordinate with local stakeholders, including local municipalities. Potential mitigation measures including strict enforcement of existing parking regulations by ticketing and/or towing or by implementing new parking regulations...)*
  This weak and non-binding suggestion is proof that there is no credible Mitigation plan.

LIRR

- *The DEIS fails to provide a LIRR direct route for those coming from the east.*
  Attendees would need to change at Jamaica and then return to Belmont via one of two round trip trains between Jamaica Station and Belmont Park Station with eastbound trains arriving at Belmont prior to the start of the event and westbound trains departing from Belmont following the conclusion of the event."

  Alternately attendees would de-train at the Floral Park or Bellerose station and then find their way thru the village of Floral Park to Belmont.

  Neither option represents responsible planning
  Neither option could be considered desirable or convincing, especially for the return trip?

Deficiencies found in Chapter 17 "Mitigation"

MITIGATION (page 17-1)

- 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. Significant adverse impacts on LIRR service, pedestrian circulation and vehicular and pedestrian safety were not identified.

  Failure to include LIRR service to Belmont is a failure of both the proposed project and the DEIS.

- *An extensive set of proposed mitigation measures have been developed to address these impacts consisting of:*
  - *Standard traffic engineering improvements*
  - *Adjustments to bus service*
  - *Implementation of a comprehensive Transportation Management Plan (TMP)*

  The standard traffic engineering improvements described in the DEIS are based on the faulty assumption that only 3%to 5% of vehicles coming to Belmont will access the site from the local street network. This is belied by the unquantified volume of Cross Island traffic using navigation assistance apps. 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 fails to address the real concern; namely, the overwhelming increase in local thru traffic caused by heretofore voluminous diversions (not documented in the DEIS) from the already overcrowded Cross Island Parkway to local residential streets.

  Implementation of a TMP simply obfuscates the problem and defers definition and "resolution (if even possible) until some vague time in the future when it will be unfixable. This is contrary to the raison d'etre of a DEIS.

  The carpooling suggested in this chapter is simply unrealistic.

  Several key TMP issues are not addressed in Chapter 17:
  - **Who would have control of the TMP?**
  - **How would TMP conclusions/mitigation measures be enforced?**

In short, I join my neighbors is requesting that key aspects of the DEIS be revisited. Do this thoroughly without a rush to construction - until the issues detailed herein as well as those of other concerned citizens are addressed.

Yours truly,

Francis Gunther

Cc: Hon Dominick Longobardi
Hon. Kevin Fitzgerald
Gerard Bambrick

COMMENTS OF BELMONT TASK FORCE MEMBER MICHAEL CULOTTA
FEBRUARY 28, 2019

MICHAEL L. CULOTTA, ESQ.

353 Plainfield Avenue Floral Park, NY 11001

February 28, 2019

Via Electronic Mail [BelmontOutreach@esd.ny.gov]

New York State Urban Development Corporation
d/b/a Empire State Development
633 Third Avenue
New York, NY 10017

Re: Comments on the Draft Environmental Impact Statement
Empire State Development
Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom It May Concern:

I am a resident of Floral Park, New York, I care deeply about my community and my neighbhors in the area, and I respectfully submit the following comments on Empire State Development's (ESD) Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Civic and Land use Improvement Project.

General Comments

ESD does not identify whether any entity will have responsibility for overseeing construction of the proposed project, including the appropriate implementation of any mitigation identified in the Environmental Impact Statement (EIS). I strongly urge ESD to assemble a community task force to coordinate with the project developers, to provide periodic oversight of the project, and to ensure that the project is implemented according to the terms of the EIS and any Record of Decision. I also strongly urge ESD to ensure that the Village of Floral Park has ample representation on that task force.

ESD does not describe how this project will be financed, nor does it identify the tax benefits that the State will provide to the project sponsor, the New York Arena Partners LLC (NYAP). I request that ESD disclose this information to the public.

Throughout the DEIS, ESD mentions the potential for the New York Racing Association (NYRA) to implement night racing at Belmont Park. ESD does not describe how night racing, and any associated capital improvements at Belmont Park, would have independent utility from ESD's proposed project as outlined in the DEIS. ESD should consider the potential environmental impacts of night racing, particularly the traffic impacts, in this DEIS to avoid impermissibly segmenting this project.

If ESD makes any changes to the scope of work for this project in the FEIS, it should provide the public with at least 30 calendar days to review and comment upon it, and ESD should indicate any changes in redline format in the FEIS.

The Proposed Project's Scope and Other Reasonable Alternatives

In ESD's Scoping Document, ESD and NYAP proposed to utilize Site B as the main parking area for the project. Site B included a two-tier parking facility. The project also included smaller parking areas on the North and South Lots of Site A.

In the DEIS, ESD and NYAP changed the project's scope and are now proposing to utilize the East Lot on Site B for parking, which was not previously contemplated in the Scoping Document. The public did not have the opportunity to comment on the use of the East Lot for parking during the scoping phase. I am strongly against the use of the East Lot for this project. The East Lot is located directly adjacent to a local high school, athletic field, and residential single-family homes. Local students and residents will experience significant adverse impacts from the traffic, noise, light pollution, and vehicle emissions resulting from the use of this lot. Moreover, with the potential for tailgating and intoxicated fans after games and arena events, the use of this lot would be a risk to public safety and security throughout the local residential area. For these reasons, I strongly urge ESD to implement its original proposal calling for a two-tier parking structure on Site B and to eliminate the East Lot—which was not previously disclosed to the public—from this project.

ESD states that, given the size and nature of this project, the State will override the Town of Hempstead's Building Zone Ordinance and other provisions of its Town Code. The ordinance and the code exist to preserve the suburban quality of life that local residents enjoy, and within which local businesses thrive. Any override of these laws only would serve to destroy the quality of life in the local community. The construction and use of a National Hockey League (NHL) arena, a large-scale hotel, and a mega mall, along with all of the associated traffic, do not fit within the suburban nature of the community and would constitute a significant adverse impact under the New York State Environmental Quality Review Act (SEQRA) at 6 CRR-NY 617.7(c)(1)(viii). For these reasons, I urge the State not to override local building ordinances and local codes. Any development on the Belmont Park site should fit within the nature of the local community, not destroy it with significant adverse impacts that ESD cannot mitigate.

ESD states that the proposed project calls for the development of a new electrical substation to the west of Belmont Park. It is imperative that ESD locate this substation as far away from Floral Park Bellerose School and local residential homes as practicable.

ESD also states that the new power system would tie into overhead power lines on Plainfield Avenue. ESD does not indicate the location on Plainfield Avenue where the new overhead bypass system would be situated. ESD should identify the location of this overhead bypass and analyze the extent to which it would impact local residents and businesses. I urge ESD to locate this system as far away from local residential homes as practicable.

The proposed project calls for a new NHL arena for the New York Islanders at Belmont Park. It is not clear whether the State considered other reasonable and feasible alternative site locations for the arena, particularly alternatives that would result in a reduction in permanent significant adverse impacts. Nassau Coliseum's 77-acre site, which is just several miles away from Belmont Park and the Islanders' former home, recently underwent $260 million in significant improvements. Why did ESD fail to consider this reasonable and feasible alternative? Why did ESD fail to consider other reasonable and feasible alternative locations, such as Ronkonkoma, New York? ESD should consider utilizing the existing Nassau Coliseum, or another location that would be less disruptive to the local community.

ESD considers a number of alternatives within the Belmont Park site, including an alternative that involves 435,000 square feet of retail without the arena. ESD does not consider the converse, which is an alternative that includes an arena without the 435,000 square feet of retail. ESD has not articulated reasons for failing to consider this reasonable and feasible alternative. Consequently, the DEIS is flawed. I urge ESD to prepare a Supplemental DEIS which examines the potential impacts of an arena without 435,000 square feet of retail and a hotel. The result may be that an arena-only alternative better fits the purpose and need of the project, specifically, to benefit the neighborhoods and communities surrounding Belmont Park, and results in a reduction in the intensity of significant adverse environmental impacts.

ESD states that the new arena would host 50 "marquee" events, 65 "large to medium" events, and 30 "small or non-ticketed" events. Given that ESD concludes the traffic impacts from these events would be significant and adverse on the surrounding communities, and given that ESD concludes it cannot mitigate these impacts, I urge ESD to scale back the number of these non-NHL events and consider utilizing the nearby Nassau Coliseum or another venue to host them.

ESD's proposed project calls for 435,000 square feet of retail, including 350,000 square feet of a retail village on Site B. The retail has the potential to draw nearly 20,000 people per day to the project site, causing significant adverse traffic, noise, air quality, lighting, and safety and security impacts to local residents. The retail also has the potential to compete with local businesses in the area, such as local restaurants and other establishments. Moreover, "brick and mortar" retail is a declining industry. Many long-established retail stores, such as Sears and Toys "R" Us, have been going out of business given the rise and convenience of e-commerce sites, such as Amazon. The last thing that this community needs is for ESD to allow a developer to build 435,000 square feet of retail that will become a vacant eyesore in a matter of years. For these reasons, I strongly urge ESD to eliminate the retail from this project. Instead, I urge ESD to limit Site B to parking only.

ESD's proposed project includes a hotel that will be approximately 150 feet high and contain approximately 250 rooms. This large structure does not fit the character of the surrounding residential community—it would be one of the tallest buildings in suburban Long Island. I urge ESD to either scale down the size of the hotel or eliminate it entirely from the project.

Given that the location of the proposed hotel is directly below flight patterns for JFK Airport, it is not clear whether ESD will need any approvals from the Federal Aviation Administration

(FAA) to build a structure 150 feet high. ESD did not disclose the potential for any FAA approval in the DEIS, and if it needs FAA's approval, then ESD should disclose it to the public.

ESD's proposed project includes approximately 10,000 feet of community space, and NYAP intends to utilize this space for educational and job training opportunities. What exactly does this proposal entail? What kinds of educational and job opportunities will NYAP provide? How frequently will NYAP provide them? ESD should disclose more details regarding this community space in the DEIS.

ESD's proposed project calls for the construction of 5.75 acres of open space, but ESD intends to demolish 7 acres of open space on another portion of the Belmont Park site. Given ESD's proposal to demolish 7 acres of open space, I urge ESD and NYAP to develop an equal 7 acres of open space within Sites A and B instead of the 5.75 acres in the proposal.

ESD's proposed project calls for the construction of at least 6,312 surface parking spaces to accommodate traffic. I strongly urge ESD to significantly reduce the total number of parking spaces and to only use Site B for parking.

Given the significant adverse traffic impacts resulting from this project, I strongly urge ESD to work with its sister State agency, the Long Island Rail Road (LIRR), to make improvements to Belmont Park Station so that it can directly service riders traveling eastbound and westbound. Belmont Park Station should have a platform to directly service riders traveling from eastern Long Island, and ESD should work with LIRR to eliminate transfers needed at Jamaica Station to accommodate these riders. This added convenience will make LIRR a more attractive traveling option, help reduce the need for parking spaces, and reduce the overall traffic impacts. Also, merely running two additional LIRR trains on game day, as described in the proposal, is not sufficient. More trains are needed to make LIRR a more attractive option and to help take drivers off the local streets.

ESD's proposed project calls for a number of roadway improvements. Given that the project includes elements adjacent to a local high school and residential single-family homes along Plainfield Avenue, I urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on game days. As a mitigation measure, I urge ESD to work with the local municipalities to prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and I urge ESD to work with the local municipalities to prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following arena events.

ESD identifies a number of objectives in its Purpose and Need Statement, among them:

- "Maximize economic benefit to the State while minimizing significant adverse environmental impacts," and

- "Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park."

ESD's proposed project is enormous and will result in significant adverse traffic, land use, community character, noise, air quality, lighting, and safety and security impacts. ESD concludes that it cannot mitigate these impacts. Consequently, this proposal does not meet the objectives identified above in ESD's Purpose and Need Statement. It does not minimize significant adverse environmental impacts in these areas, and the impacts will not benefit the neighborhoods and communities adjacent to and surrounding Belmont Park. ESD's project, and its resulting impacts, will have a negative effect upon the quality of life enjoyed by local residents, and it threatens the vitality of local businesses. Given that the project does not meet ESD's Purpose and Need Statement, the DEIS is flawed. For these reasons, I urge ESD to scale back the size of this project and to consider a smaller project scope that better aligns with its own objectives and to better serve the needs of the local community.

Land Use, Zoning, and Community Character

ESD's proposed development of 435,000 square feet of retail is inconsistent with the existing land use on Site B, and it is inconsistent with the suburban residential community character. This use is an adverse impact that ESD fails to consider.

Elmont's 2008 Community Vision Plan does not include a new arena for the Belmont Park area. Elmont's Plan envisions a much smaller development in the area. ESD's proposed project is inconsistent with Elmont's master plan—the scope of this project is simply too large. The inconsistency with Elmont's local vision and mater plan is an adverse impact that ESD fails to consider.

Nassau County's Master Plan and vision does not contemplate an NHL arena, 435,000 square feet of retail, and a hotel in the Belmont Park area. The plan envisions strategic, reasonable development—not overdevelopment. ESD's proposed project is inconsistent with Nassau County's Master Plan and vision—the project is simply too large. The inconsistency with Nassau County's Master Plan and vision is an adverse impact that ESD fails to consider.

The Belmont Park area is zoned for single-family residences and lighter, less intense development. It is not zoned for an NHL arena, 435,000 square feet of retail, and a hotel. ESD's proposed project inconsistent with local zoning ordinances—the project is simply too large. This inconsistency with local zoning ordinances is an adverse impact that ESD fails to consider.

ESD notes that, "Floral Park is characterized by its small town feel and its civic amenities (including the school districts, fire departments, pool, parks and library)." ESD's proposed project would attract significantly increased traffic volumes through this small town, resulting in adverse impacts that cannot be mitigated. Consequently, I urge ESD to reduce the scope of this project and to eliminate the 435,000 square feet of retail and the hotel to preserve the small town feel and civic amenities of Floral Park.

ESD states that under the No Build alternative, "The Project Sites would continue to be underutilized and not further the goals of the *Elmont Community Vision Plan* and the *Nassau County Comprehensive Plan* and *Updates* or New York State's vision for the redevelopment of

this area into an economic engine and community gateway." ESD's statement is grossly misleading. Without ESD's proposal, there still would be potential for smaller, more strategic development on the Belmont Park site that would better fit with the goals and vision of Elmont and Nassau County. Moreover, ESD's proposal and the sheer size of this project do not further the goals of smaller development as outlined in Elmont's and Nassau County's master plans. ESD fails to consider these significant adverse impacts.

ESD states, "The proposed uses are compatible with the entertainment uses associated with Belmont Park and are consistent with public policy at a local, county, and state level looking to create economic development opportunity at this important gateway location." ESD's statement is misleading. Although a sports arena may be consistent—in a very generic sense—with the existing sports use on the Belmont Park site, the frequency and intensity of the use would increase dramatically. The resulting traffic would be wholly inconsistent with local public policies and the character of the surrounding community. ESD fails to consider this significant adverse impact.

ESD states, "The Proposed Project would change the character of the Project Sites, but since the core of the surrounding neighborhoods, particularly to the north, are shielded by the existing development at Belmont Park (including the Racetrack itself and the Backstretch area), impacts from development on Site A are not expected to be significant." ESD's statement is misleading. Although portions of the Belmont Park site may be shielded from surrounding homes, the dramatic increase in traffic will be felt throughout the entire community. Planned fencing, berms, and vegetation around Sites A and B will not shield the surrounding streets from the significant increase in traffic. I strongly urge ESD to scale back the size of this project.

ESD states:

> "The Proposed Project would allow the Project Sites at Belmont Park to operate on a year-round basis, which would change the character of a community that currently only experiences one major event at the property (i.e., the Belmont Stakes), smaller sporadic activities (e.g., spring and fall racing seasons) and other events at limited times over the course of a year. The increase in the intensity and frequency of use at the Project Sites on a year-round basis would increase traffic and pedestrian activity (see Chapter 11, "Transportation"), and noise in the area (see Chapter 13, "Noise"). However, the volumes associated with the year-round events and other use of the property (e.g., hotel, office, retail) would be substantially less than on Belmont Stakes day."

ESD's statement is misleading. Although projected traffic volumes may be less than on a Belmont Stakes day, the overall daily traffic volume would increase significantly and result in adverse impacts that cannot be mitigated. The surrounding community would suffer a decrease in the quality of life. I strongly urge ESD to scale back the size of this project.

ESD states:

> "[A]lthough increased pedestrian and vehicular activity due to increased activity can have adverse community character effects, with the Proposed Project such effects are not predicted to occur on residential streets within neighborhoods, and generally would be limited to periods before and after major arena events. Therefore, these factors are not expected to significantly affect the residential real estate market in the surrounding communities."

ESD fails to consider technology, such as Google Maps and Waze apps, that have the potential to route nearly 40,000 drivers per day on game days through local side streets to travel to and from the project site. ESD should consider working with local municipalities to close off residential streets, such as Plainfield Avenue, on game days, and it also should consider working with Google and Waze to turn off local side streets from being utilized as through routes in the surrounding residential communities.

ESD states, "The Proposed Project would result in a substantial change to the existing use and character of Site B, would intensify land use on Site A, and would intensify the frequency of the use of the North, South and East Lots." In light of the above, and the resulting significant adverse traffic impacts, I strongly urge ESD not to utilize the East and North Lots for this project, and to keep parking on Site B as was contemplated in ESD's original Scoping Document.

ESD acknowledges that the 150-foot high hotel and 125-foot high arena would be substantially taller than the Belmont Grandstand. These dimensions would not fit within the visual character of the Belmont Park site, Hempstead Turnpike, or the surrounding community. These impacts are significant and adverse. Consequently, I urge ESD to consider eliminating the hotel from the proposed project and to reconsider design options and locations for the arena.

Community Facilities and Utilities

ESD analyzes potential impacts of the project on the Nassau County Police Department, but it does not take a hard look at potential impacts to local police departments in the surrounding communities, such as the Floral Park Police Department. The project could attract nearly 40,000 people per day, and ESD projects that the vast majority of these people will be driving to the project site. The resulting congestion can delay response times. The significant increase in traffic also creates the potential for car accidents in the surrounding neighborhoods, requiring local police responses, and distracting them from other emergencies. Prior to and following arena events, fans and event patrons may be involved in emergencies at surrounding restaurants and businesses that require local police to respond. Tailgating and alcohol consumption may occur on event days, causing the potential for intoxicated people to disrupt the local neighborhoods, requiring police responses. ESD does not take a hard look at these potential impacts. To mitigate them, ESD should require NYAP to provide a regular funding stream to local police departments, especially the Floral Park Police Department, to ensure that they have the resources necessary to keep the local communities safe.

ESD should prohibit tailgating on the Belmont site at all times. ESD should require that NYAP maintain a private security force to patrol the site 24/7.

ESD should require NYAP to provide a regular funding stream to local fire departments, especially the Floral Park Fire Department, to ensure that they have the resources they need to respond to emergencies on the project site and in the surrounding area.

ESD states that there will be permanent adverse traffic impacts given a significant increase in the volume of traffic in the surrounding communities. This traffic will cause congestion and decrease emergency response times, which is very concerning for public safety. What analysis did ESD conduct related to emergency response times? How is any additional response time acceptable? I urge ESD to scale back the project and to eliminate the 435,000 square feet of retail and hotel so that the traffic impacts and emergency response times will be reduced.

ESD states, "The need for specific infrastructure to facilitate conveyance of sewage to the selected main is currently being evaluated." What does this sentence mean? Why is it not evaluated in the DEIS? What type of infrastructure is necessary for sewage management? Are there any potential impacts? I urge ESD to study this issue further in a Supplemental DEIS.

ESD states that it will need a new PSEG power station to provide electricity to the project site. I urge ESD to locate this power station as far away from local schools and residential homes as practicable. It also should be surrounded by vegetative fencing, etc., so that it will not be easily viewed from the surrounding communities.

ESD does not disclose the location on Plainfield Avenue where an overhead bypass will be installed. I urge ESD to disclose this location and to evaluate the potential impacts on the surrounding community.

What type of infrastructure would National Grid need to connect the project components to natural gas? Where would this infrastructure be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

ESD states that there will be no direct or indirect impacts upon local schools; however, the project would create traffic, noise, air quality, and light impacts adjacent to two schools near the East and North Lots on Site A. These impacts could interfere with students' use of outdoor fields, and these impacts could interfere with afterschool activities. I urge ESD to scale back this project to reduce the traffic, and to utilize Site B for parking and not the East and North Lots on Site A.

What types of infrastructure improvements are needed to connect the project components to WAWNC water lines? Where will those improvements be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

Open Space and Recreational Resources

If NYAP is going to take and demolish 7 acres of public space from Belmont Park, then it should create and restore an equivalent 7 acres of open space with the new development—not 5.75 acres as proposed in the DEIS. The 5.75-acre figure is arbitrary. Also, the 7 acres should not be passive space. They should be designed as a larger community park, with green space, fountains, benches, movies in the summertime, an ice skating rink in the wintertime (see Washington DC's Navy Yard parks), etc. The space should not be open space broken into smaller pieces that will be passively used. Also, if NYAP is going to make improvements to local parks, it should improve a park in the Village of the Floral Park, specifically Park 23 identified in the secondary study area.

ESD states, "The Proposed Project would not preclude the ongoing use of existing open space resources at Belmont Park by Floral Park Memorial High School students." This high school would experience significant adverse air quality, noise, and safety and security impacts if the East Lot of the Belmont Park is used for this project. The East Lot should not be used for parking.

ESD and NYRA should continue to allow Floral Park Memorial High School to use the Pony Track infield for athletic practice and events.

ESD states that there will be no direct impacts on Floral Park-Bellerose School and Floral Park Memorial High School; however, ESD fails to consider that there will be significant traffic increases (that ESD cannot mitigate) which will bring resulting air quality, noise, and safety and security impacts for users of the athletic fields on the school grounds. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

ESD states that there will be no indirect impacts on park resources within the secondary study area, but the significant increase in traffic that will be traveling through this one-mile radius will bring resulting air quality, nose, and safety and security impacts to the parks located within that radius. These impacts will affect the usability of the parks. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

Historic and Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation determined that the grandstand and façade of Belmont Park do not meet the criteria for inclusion in the State or National Registers of Historic Places. How did the State come to that determination, and what analysis supports it? The park itself is over 100 years old, and the grandstand and façade are over 50 years old. The age of those resources automatically makes them eligible for the National Register, particularly given the historic Triple Crown races that have occurred on site over the years, which had national and international significance. I urge ESD to reconsider its finding that there will be no significant adverse impact on historic or cultural resources.

I also urge ESD to eliminate the hotel from the project site. Its proposed location stands directly in front of the grandstand and façade of Belmont Park; in fact, the hotel would be taller than the grandstand and façade, interfering with views of a nationally historic resource.

The arena also would be taller than the grandstand and façade of Belmont Park. I urge ESD to reconsider this height and to consider other design options and alternative locations for the arena. The arena should not interfere with the viewshed of a historic resource.

ESD did not conduct any analysis to determine whether any subsurface archaeological resources will be disturbed during construction on Sites A and B. I urge ESD to conduct historical studies to determine whether any early settlements (Native American, colonial, etc.) may have existed on or around Sites A and B so that it can protect any potential historic resources. Also, I urge ESD to develop a Construction Protect Plan, in cooperation and consultation with the New York State Office of Parks, Recreation and Historic Preservation and NYAP, which should outline measures that the parties would undertake to protect historic resources should they be uncovered during any subsurface excavation.

Visual Resources

ESD notes that the project would include light poles up to 40 feet high in the East and North Lots on Site A. ESD does not consider the significant light pollution impacts on the immediately surrounding residential neighborhood and schools. ESD also mentions that these lots will remain illuminated at night for security purposes. I urge ESD to consider eliminating the East and North Lots from this project and to use Site B exclusively for parking as was originally contemplated in the scoping document. The light pollution on the East and North Lots would be significant and adverse, and it would cause significant disruption to the local residents.

Socioeconomic Conditions

ESD's proposed project would bring significant adverse impacts to the surrounding residential communities, and it has the potential to turn residential street grids into parking lots. Home values may significantly decrease as a result of the disruptions and reduction in the quality of life. ESD fails to consider this impact in its analysis. Given that the adverse impacts cannot be mitigated, ESD should scale back the size of this project and eliminate the 435,000 square feet of retail and the hotel to reduce the intensity of, and demand for, traffic.

The local project area has numerous restaurants, particularly along Hempstead Turnpike, Jericho Turnpike, Tulip Avenue, and Covert Avenue. The proposed dining establishments on Sites A and B at Belmont Park have potential to compete with existing businesses and displace them. Consequently, ESD should eliminate the 435,000 square feet of retail from the project.

ESD did not conduct any environmental justice analysis as part of the DEIS. There are minority and low-income populations within the study area that have potential to disproportionately experience significant adverse impacts from this project. ESD should conduct an environmental

justice analysis and mitigate adverse impacts on minority and low-income communities, accordingly.

ESD concludes that commercial investment in the local community would not be diminished; however, given the significant adverse traffic impacts that cannot be mitigated, there is potential for residential investment to be diminished. Home values along certain traffic corridors, such as Plainfield Avenue and Carnation Avenue, may decrease. ESD must scale back the project to reduce the potential for these significant adverse impacts.

ESD recognizes the potential for a new hockey arena in Ronkonkoma, New York. This area is not as densely populated as the Belmont area, and has more potential to absorb an NHL arena, retail, and a hotel with minimal impacts. ESD and NYAP should consider the Ronkonkoma location, or the Nassau Coliseum, as reasonable and feasible alternatives for its project. ESD has not explained how the Nassau Coliseum is not a reasonable or feasible alternative to an NHL arena at Belmont Park (certainly more luxury suites can be designed, engineered, and added to the arena to meet any NHL preferences), nor has it explained how Ronkonkoma is not a reasonable or feasible alternative to an NHL arena at Belmont Park.

Natural Resources

ESD states that it intends to remove approximately 124 mature trees from Site A and 66 mature trees from Site B. To compensate, ESD proposes to develop 2 acres of "hard- and soft-scape plazas" for Site A and 3.75 acres of landscaped space for Site B. In total, ESD proposes developing 5.75 acres of open space, while it is taking 7 acres of open space from the project site. I urge ESD to expand the amount of open space for development to 7 acres to compensate for the 7 acres it is taking, and I urge ESD to consider planting a variety of trees and vegetation to compensate for the loss of 190 total trees for the project site.

I also urge ESD to consider incorporating green roofs into the buildings located on the project site.

Transportation

ESD projects that over 4,000 vehicles will travel to and from the project site on event days, and indeed, the proposed project calls for the creation of over 7,500 parking spaces. ESD concludes that this traffic will create a significant adverse impact to the local community that cannot be mitigated. ESD later states that LIRR will provide two roundtrip trains on event days. Given the size of the arena (18,000 capacity) and the size of the retail (435,000 square feet), LIRR's proposed frequency of service seems wholly inadequate. Moreover, ESD projects that only 2 percent of individuals traveling to the retail village will utilize LIRR. Since the traffic impacts will cause a significant disruption to the quality of life on the local residents, and since they have potential to harm local businesses, it is imperative that ESD work with LIRR to create a fully functioning transit hub at Belmont Park. The LIRR station should directly serve riders traveling from the east and the west, without requiring transfers at Jamaica Station. Many New York

Islanders fans will be traveling from eastern Long Island, and if they can take LIRR directly to Belmont Park without a complicated transfer in Jamaica, more fans will take LIRR in lieu of driving and causing significant adverse traffic impacts. ESD and LIRR are both State agencies, and it is important that they work together to help preserve the quality of life in the local communities. If LIRR can engineer the construction of a $12 billion new train station below Grand Central Terminal, it can engineer new improvements at Belmont Park Station so that riders traveling from eastern Long Island can stop directly at the project site.

I also request that ESD disclose to the public any correspondence that it has exchanged with LIRR regarding operational and capital improvements at Belmont Park Station as they may relate to this proposed project.

Given that riders traveling from eastern Long Island will not be able to stop at the Belmont Park station, there is a strong likelihood that, in lieu of transferring at Jamaica Station, riders will utilize other LIRR stops in the area on game days. For example, many riders may utilize LIRR's Floral Park or Bellerose Stations on game days. ESD has not considered or studied the impacts associated with this inevitable activity. These travel patterns may result in safety and security issues on game days, and resulting noise and other disruptive pedestrian behavior throughout the surrounding residential neighborhoods. These LIRR riders also may decide to complete their trips from Floral Park or Bellerose to Belmont Park using taxis, Ubers, and Lyfts, causing a demand for endless taxi lineups at these stations. These additional vehicles would add to the congestion in the local villages and increase the intensity and significance of the adverse traffic impacts. I strongly urge ESD to consider these potential significant adverse impacts and to mitigate or eliminate them through a Supplemental DEIS.

ESD conducted a crash analysis within the project area, but it is not clear what type of crash analysis ESD conducted and what radius it used. For example, Our Lady of Victory Church is located on Plainfield Avenue just blocks away from the project site, and on Sundays, parishioners park on a tiny shoulder of Plainfield Avenue to attend services. Will this parking behavior result in additional crashes? ESD should conduct a broader crash analysis which includes the local street network, especially within the Village of Floral Park.

ESD's travel pattern comparison of Belmont Park to the Barclays Center in Brooklyn is wholly inappropriate. The Barclays Center is located in a dense urban environment which is served by LIRR and nine different subway lines. Arena patrons are much less likely to travel by car, so any comparison to Barclays Center travel patterns can skew the analysis of travel patterns at Belmont Park. Comparison to another U.S. arena with similar public transportation options and accessibility may be more appropriate.

Although ESD tries to compare the proposed retail village to another local retail establishment at Woodbury Commons in Long Island, surprisingly, ESD uses travel patterns associated with Value Retail's Bicester Village luxury outlet center near London, United Kingdom as a baseline. Why is ESD using travel patterns in the United Kingdom as a comparison? This comparison seems bizarre. Also, international tourism is not part of the vision or master plans of the surrounding communities, and it would cause significant adverse impacts and disruptions to the quality of life. I strongly urge ESD to eliminate the 435,000 square feet of retail.

ESD projects that 89 percent of arena patrons traveling by car will utilize the Cross Island Parkway. How did ESD develop this estimate? Also, how did ESD develop the estimate that only 7 percent of arena patrons will travel west utilizing Hempstead Turnpike? I urge ESD to provide the public with more details regarding its traffic analysis and traffic modeling (if any was used).

ESD analyzes a number of locations for its traffic analysis, but it does not consider drivers who will drive north on Plainfield Avenue then west on Jericho Turnpike to enter the Cross Island Parkway following arena events. ESD should consider this traffic pattern and associated impacts, particularly with potential congestion at the Cross Island Parkway exit at Belmont Park on game days.

ESD estimates that between 200 vehicles per hour and 650 vehicles per hour travel along Plainfield Avenue at various times throughout the week. With ESD's proposed project, these numbers would double or triple, causing significant traffic congestion, noise impacts, air quality impacts, and safety and security impacts along this quiet residential neighborhood. Plainfield Avenue also is a two-lane road with no on-street parking and no shoulder, and these factors will add to the congestion and intensity of adverse impacts. Several intersections along Plainfield Avenue are unsignalized with stop signs. Who will police these intersections? Under current conditions, many drivers do not stop at these stop signs and run through them. Recently, a driver sped through a stop sign at Cherry Street and crashed through a tree on Plainfield Avenue. How will this type of driving behavior be regulated to ensure public safety along the residential corridor? The Plainfield Avenue intersection at Tulip Avenue does not have turning lanes and already is very congested. How will this intersection be policed and how will public safety be ensured? The resources of the Floral Park Police Department are already stretched thin. I strongly urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on event days at the arena. ESD should funnel all post-event traffic into the Cross Island Parkway (and ESD should expand the ramps leading to and exiting the Cross Island Parkway). I also strongly urge ESD to eliminate the 435,000 square feet of retail and the hotel to reduce the traffic significant adverse impacts within the area.

ESD's travel study of the Cross Island Parkway notes that it operates up to 5,500 vehicles per hour at certain times during the week. ESD notes that, at times, vehicles travel at 5 miles per hour at Level of Service E or F given the traffic congestion during peak hours, particularly the peak PM hour when arena patrons will be traveling to New York Islanders games, concerts, or other events. ESD projects that 89 percent of the arena patrons for these events will be utilizing the Cross Island Parkway. Given the existing congestion and existing traffic constraints, how will the highway network absorb thousands of additional vehicles during peak travel times, such as the peak PM hour? The Cross Island Parkway will become even more of a parking lot as a result of this project. I strongly urge ESD to scale back the scope of this project.

Since the issuance of the DEIS, the City of New York and Nassau County have announced their plans to conduct traffic studies of the area surrounding Belmont Park, including the Cross Island Parkway. I strongly urge ESD to consider the results of these studies in its analysis and to incorporate the results into a Supplemental DEIS.

I also urge ESD to conduct a traffic study that analyzes the potential impacts of the entire Cross Island Parkway corridor, given the potential for event patrons to enter the parkway through a wide variety of intersections, especially if they are using apps like Google Maps and Waze to find the fastest routes to and from the arena. ESD's traffic study of the Cross Island Parkway only examines a limited segment of it.

ESD did not release to the public the data upon which it relied when making its assumptions and conclusions for purposes of determining potential traffic impacts. I strongly urge ESD to release this information to the public so that it has a meaningful opportunity to review it and comment upon it.

Figure 11-6 shows bus queuing in the North Lot on Site A, just feet away from a quiet residential neighborhood. This bus route and related noise, particularly from idling vehicles, has potential to be extremely disruptive to local residents, particularly at nights following arena events. I strongly urge ESD to eliminate the use of the North Lot, from this project, or to scale back the North Lot's capacity.

ESD states that the Belmont Park gate facing Plainfield Avenue would not be used. I urge ESD, NYRA, and NYAP to permanently close this gate to arena, retail, and hotel patrons.

ESD states that there will not be enough parking on Site B to handle traffic flow at the retail village, and as a result, the East Lot on Site A will be used. I strongly urge ESD not to use the East Lot for this project, and instead, to utilize Site B for parking only. ESD's proposed use of shuttle buses to and from the East Lot, especially on weekends when the adjacent high school is hosting athletic events, would be disruptive to the surrounding community, particularly with the added noise and idling vehicles.

ESD's projected traffic estimates on Plainfield Avenue seem extraordinarily low. Where is the data to support the conclusions in the DEIS? I strongly urge ESD to disclose that information to the public in a Supplemental DEIS.

ESD studies traffic impacts during the AM and PM peak hours, but it does not analyze traffic impacts during later nighttime hours on weekdays following events. ESD should conduct a later nighttime traffic analysis for weekdays and allow the public to review it and comment upon it.

ESD mentions the need for a comprehensive transportation management plan. Where is that plan? ESD should provide it to the public as part of the DEIS so that the public can review it and comment upon it.

ESD's analysis is somewhat misleading. Earlier in the DEIS, ESD notes that 89% of cars will travel to and from the site utilizing the Cross Island Parkway. ESD projects that up to 2,000 cars during peak hour will utilize the Cross Island Parkway. Later in the DEIS, ESD notes that over 7,500 vehicles will utilize the parking lots on the project site. These numbers do not highlight the intensity of the adverse traffic impacts, in other words, up to 2,000 cars per hour may be utilizing the Cross Island Parkway for several hours straight. The highway infrastructure will not

be able to sustain the intensity of that adverse impact. ESD should provide the public with a broader context of the traffic impacts and disclose their intensity and length of exposure. ESD also should explore other alternatives that may be reasonable and feasible project sites. I strongly urge ESD to scale back the size of this project to eliminate significant adverse traffic, noise, air quality, and safety and security impacts.

Parking within the residential neighborhoods of Floral Park could become problematic if event patrons attempt to avoid traffic congestion and parking fees. Pedestrian entrances surrounding the project site should be closed. Parking permits should be required on the streets of Floral Park that would be available to residents only. ESD and NYAP should provide resources to local police departments to police parking violations.

ESD and NYAP should provide financial resources to the surrounding police departments and school districts to ensure that police and crossing guards will direct traffic at busy intersections surrounding Belmont Park.

Air Quality

At least 12 intersections surrounding the project site are projected to operate at a Level of Service D or worse, yet ESD concludes that there will be no significant air quality impacts. After the publication of the DEIS, the City of New York and Nassau County announced that they are undertaking separate traffic studies to evaluate the potential impacts resulting from increased traffic at the project site. ESD should incorporate those studies and the resulting analysis into the EIS and re-evaluate the potential for air quality impacts, accordingly.

ESD states that the traffic impacts resulting from the project will be permanent, significant, adverse, and unmitigated as a result of a major increase in the volume of traffic. Although the larger New York City metropolitan area may not experience significant air quality impacts as a result of the traffic increase around the Belmont Park site, the immediately surrounding residential neighborhoods will experience soot and smog as a result of emissions from the increase in traffic. ESD may not be able to mitigate the adverse traffic and resulting air quality impacts, but it can scale back the intensity and severity of the traffic and related air quality, noise, and safety and security impacts by scaling back the scope of the project. Consequently, I urge ESD to reduce the project scope and to consider eliminating various project components, such as the 435,000 square feet of retail and the hotel.

Noise

ESD concludes that there will be no significant adverse noise impacts resulting from the project; however, it is well documented that New York Islanders fans have a long tradition of honking their car horns repeatedly for extended periods of time following games. To the extent practicable, ESD and NYAP should take measures to mitigate this potential adverse impact on the surrounding residential community. I urge ESD and NYAP to prohibit car horn honking following games, and to fine individuals who violate the policy. To reduce the potential for this

activity, ESD should work with LIRR to run more frequent service on game days. ESD also should not allow NYAP to utilize the East and North Lots for this project given that those lots are adjacent to residential communities.

Climate Change

Since the publication of the DEIS, the City of New York and Nassau County have announced that they will be conducting traffic studies in the surrounding project area to analyze adverse impacts to the community. ESD's climate change analysis in the DEIS should consider the results of the City's and the County's traffic studies, particularly the impacts resulting from significant congestion, reduced traffic speeds, and idling vehicles on the Cross Island Parkway.

ESD should identify all potential impacts and mitigation in the area of climate change during construction. For example, ESD should identify as mitigation measures restrictions on idling time for vehicles, the use of diesel in tools and other equipment, and other technology for exhaust pipes, etc.

Construction

To mitigate air quality impacts, technology should be used to avoid diesel emissions wherever practicable. Also, to the extent that dust or dirt will become airborne, watering techniques should be implemented to control exposure.

To mitigate noise impacts, construction activities (especially pile driving) should be limited to daytime hours, and sound attenuation barriers should be installed where appropriate. Idling restrictions should be imposed on trucks and vehicles associated with construction activities.

ESD mentions the potential for a project office to be located in the area. The project office should be open to the community in case residents and businesses have questions or concerns. The project office should be regularly staffed, and it should provide regular updates to the community regarding construction activities and potential impacts.

Measures should be undertaken to direct light downward to avoid impacts resulting from construction lighting.

To mitigate visual impacts from construction staging, fencing should be used to cover construction sites wherever feasible.

Plainfield Avenue and other residential streets should not be used for truck routes associated with construction.

The removal of trees and other vegetation should occur during winter months so as not to disturb local wildlife.

LIRR is undertaking a major construction project involving the Third Track of its Main Line. It is not clear whether the construction activities of LIRR's Third Track Project (in Floral Park and surrounding communities) will overlap with ESD's proposed project. ESD should evaluate and consider the cumulative impacts of these construction efforts (such as traffic, parking, noise, etc.).

Alternatives

ESD notes that, "Alternatives selected for consideration in an EIS are generally those that are feasible and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action." Although ESD considered an alternative that does not include an arena, ESD did not analyze an alternative that would involve the converse—an arena only. Not only is this alternative reasonable and feasible, it has the potential to reduce, eliminate, and avoid the significant adverse impacts from ESD's preferred alternative related to traffic, noise, air quality, lighting, and safety and security. An arena only alternative still would advance each of the project's goals as outlined in the Purpose and Need Statement. ESD's failure to consider this reasonable and feasible arena-only alternative is a fatal flaw with the DEIS. I strongly urge ESD to consider undertaking a Supplemental DEIS that analyzes an arena-only alternative. I also strongly urge ESD to consider reasonable and feasible alternative locations for the arena, such as Nassau Coliseum and Ronkonkoma, New York.

Mitigation

ESD states that it will provide sound attenuating windows and air conditioning units to dormitories on the Belmont Park project site to help mitigate noise impacts. ESD also should offer sound attenuating windows and air conditioning units to residents and schools within the surrounding area who will experience noise impacts resulting from activities on the project site.

ESD should coordinate with local municipalities to close Plainfield Avenue to through traffic on event days. It also should prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and it should prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following events. ESD and NYAP should provide resources to local police departments to manage and direct traffic before and after arena events.

ESD should prohibit the use of the East and North Lots and utilize Site B for tiered parking only.

ESD should ensure that all post-event arena traffic gets diverted directly onto the Cross Island Parkway to avoid the use of local residential streets. It also should coordinate with Google Maps, Waze, etc. to turnoff local residential streets, including Plainfield Avenue, as potential routes before and after arena events.

ESD should prohibit tailgating and the well-documented "New York Islanders post-game horn honking" in the parking lots before and after arena events.

ESD should ensure that NYAP provides a regular funding stream to local police and fire departments to ensure that they have the resources necessary to adequately and timely respond to emergencies within the surrounding area.

ESD mentions the possibility of carpooling as mitigation, but it does not describe how carpooling would work, how it would mitigate the impacts from thousands of new vehicles traveling through residential streets, and the feasibility of arena patrons even deciding to do it. ESD should further discuss this mitigation measure in a Supplemental DEIS.

It is imperative that ESD work with its sister State agency, LIRR, to develop a fully functioning Belmont Station transit hub to service riders directly traveling from eastern Long Island. It also should ensure that trains are run more frequently to service arena events.

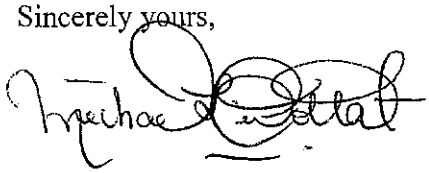
ESD should provide a copy of the Transportation Management Plan to the public so that it can review it and comment upon it as part of the DEIS process.

ESD notes throughout the DEIS that there are significant adverse traffic impacts that it cannot mitigate; however, ESD fails to consider reasonable and feasible alternatives (such as an arena-only alternative on Site A with parking only on Site B) that would reduce the overall traffic demand and reduce the intensity of the significant adverse traffic impacts. ESD's proposed project is simply too big, and I urge ESD to scale it back so that the quality of life for local residents is not destroyed.

Conclusion

Thank you for the opportunity to comment on the DEIS. I strongly believe that ESD's proposed project is too large of a development for Belmont Park, and I urge ESD to scale it back. I care deeply about my community and my neighbors, and this project would significantly and adversely disrupt our quality of life. If you have any questions or concerns, please contact me via electronic mail at michael_culotta@hotmail.com.

Sincerely yours,



Michael L. Culotta

COMMENTS OF BELMONT TASK FORCE MEMBER KEVIN FLOOD MARCH 1, 2019

Kevin Flood

Village of Floral Park

DEIS Comments/Concerns

Summary:

It is my personal opinion that the DEIS put out by the ESD in relation to the Belmont Park Civic and Land Use Development is grossly deficient. It is my opinion that the ESD is acting in the best interest of the developer, while dismissing the needs and wants of the surrounding communities. The project that has been pushed forward, despite fierce criticism and objection, simply does not fit in or support the residential character of the surrounding communities. This project must be downsized and the DEIS must be scrapped and redone to truly study the detrimental impact this will have on our communities. I also request an additional comment period for the revised DEIS be conducted with the communities surrounding Belmont Park before this project can move forward.

Comments/Concerns:

1. Why was the below grade parking reduced from 2 levels to one level?
2. Has soil samples been taken from Parcel B testing for chemicals in the soil and where the results provided to the public to review?
3. Was petroleum or diesel fuel found in soil of Parcel B?
4. What was the use of Parcel B from 1905 to 1950?
5. What was the reason for incorporating the East Lot into the parking equation?
6. Why has the GPP been designed with the need to override TOH zoning ordinances?
7. Where will the underground distribution feeders run on the Belmont Park campus? A map of the route must be provided in the EIS.
8. Does any land used for the electrical feeders belong to the Village of Floral Park?
9. How close will the electrical feeders be to residential homes?
10. Please confirm that the electrical substation and its underground electrical feeders are being proposed to serve the Proposed project.
11. Will the Belmont Park road need to be reconstructed for the underground distribution feeders?
12. Is there a plan to illuminate Belmont Park road?
13. Will the Belmont Park road be used to accommodate any vehicular traffic or bus shuttles for the development?
14. What municipalities does the Belmont Park road traverse through (all portions)?
15. Did the 2008 planning study and community outreach establish outlet malls as a recommended use? If so, has the ESD recognized the downturn of retail from 10 years ago as well as the incredible growth of Amazon & online shopping and distribution? If that 2008 planning study was repeated today, would a retail outlet center be considered a recommended use?
16. Was the 2017 RFP solicitation intended to strengthen Belmont Park? If so, why does the DEIS claim that the proposed project will not induce growth or attendance to Belmont Park?

17. Why has ESD not provided the study and data used to selecting NYAP as the conditional designee? What were the reasons they were selected and what were the reasons the other bids were not selected? Please provide the study to support the selection.
18. Why did NYAP modify the original plan? The EIS mentions consultation with the community resulted in modification and placement changes for the originally submitted project plan. Specifically, did NYAP change the development of Parcel B due to community outreach or due to demands from a development partner/component? Did this modification results in the project footprint expansion into the North & East lot to accommodate parking?
19. What entity / agency decided to add an additional 7 acres for development on Parcel A? How was that acreage determined? Why was it not part of previous RFP's for the development site?
20. How was Ewing Cole aware of the additional 7 acres of Parcel A (disclosed in the July 2017 RFP) 7 months prior to the release of the RFP?
21. Does Ewing Cole act as a representative for NYRA in the RFP & project plan? Were they involved in any discussion during the Environmental review?
22. In the shared parking arrangement, will any of the North/East/South lots be resurfaced? How will these lots be drained? How are they currently drained?
23. Where exactly will the American Red Cross emergency trucks be relocated?
24. What will be the tallest element of the Hotel and will it be illuminated?
25. In What capacity will the conference center and ballroom facilities be used? What is the expected attendance at these facilities?
26. Is the community space centrally located in one location or spread out throughout the development? If so, how is that considered "community space"?
27. Can 400 spaces accommodate the parking requirements for the hotel? What are the parking requirements for the hotel, including conference and ballroom attendance as well as employees?
28. Can 40 spaces accommodate the parking requirements for the arena? What are the parking requirements for the arena?
29. Can 1,500 spaces accommodate the parking requirements for the outlet Mall? What are the parking requirements for the outlet mall?
30. Please describe the lighting in the North & East Lots, and how it is planned to mitigate its impact.
31. Will the lighting in the North & East Lots be angled away from homes and our school?
32. What will be the height of the lighting in the North & East Lots?
33. Can the lighting be turned off during off hours/non event nights in the North & East Lots?
34. Will trees be planted on the interior & perimeter of the lots to mitigate heat, light & noise pollution in the North & East Lots?
35. The lighting impacts of the North & East Lots 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?
36. 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.

37. 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.
38. 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.
39. What is "security staffing"? Will they be able to enforce the law?
40. Does this site present a new risk for terrorism, bomb threats, mass shootings in the community? If so, is this the type of threats that belong in a quiet residential neighborhood and bordering two schools? Will this project increase these threats in the surrounding communities?
41. Does the projects purpose and need enhance Belmont Park? If so, why does the DEIS state that it will have no impact on the success of Belmont Park?
42. Does the projects purpose and need not create adverse environmental impacts? If so, why does the DEIS state that it will have significant environmental impacts?
43. Does the projects purpose and need create lasting high quality jobs? If so, why does the DEIS state that it will create a majority of Part Time equivalent jobs? Will these jobs be able to sustain a family living in Western Nassau county or eastern queens? Do these jobs provide health care and retirement benefits? Provide data to support these claims.
44. Does the projects purpose and need benefit the surrounding communities? If so, why does the DEIS state that it does not expect additional growth outside the project sites?
45. Does the projects purpose and need benefit maximize sustainable practices? If so, why does the DEIS state that it expects to heat the facility with fracked gas and, per PSEG, the controversial Williams pipeline must move forward to accommodate this massive development?
46. Has the Belmont Park campus ever been submitted for potential historical preservation? If so, what was the date? Who submitted the request and did it have anything to do with the proposed project?
47. If the proposed project introduces major land use affecting the north , south and east lots, why does the DEIS only focus its EIS efforts of the original 43 acre site? Why is the North south & East lots considered secondary study areas?
48. Are the North South & east lots currently illuminated 365 days a year from dusk till dawn? If not, how does the DEIS justify that this will have no impact on community character when these lots are now proposed to be illuminated 365 days a year from dusk till dawn? In addition, how does the DEIS not study the impacts these lots will have on community character with their more frequent use?
49. Does intensification of land uses impact community character?
50. Why does the DEIS refer to the North & East lost as "overflow Parking"? Can the parking on the South lot, parking under the retail facility, and parking under the arena/hotel accommodate the parking needs for the Arena, Hotel & outlet mall? If not, then the need for the North & East lot is not for overflow parking, but for primary parking. Please explain why the term "overflow parking" is used to describe the North & East lots and clarify whether these lots are for primary parking.
51. The DEIS states the outlet mall will compliment, rather than compete with existing retail facilities in the area. Please provide data to support how it will compliment Green Acres Mall, Americana Mall, and Roosevelt Field.

52. Does any existing retail outlet or mall location, within the Long Island region, have any ownership in Value Retail PLC? Would this create a situation of competition with other existing outlet or mall operations within the Long Island area?
53. If the project does not conform to the current land use (residential) how does the DEIS & ESD justify such a project in this area? Using the racetrack grandstand as an example is circumventing the spirit of the land use. The grandstand and racetrack were in existence prior to these zoning laws. The current zoning laws and land use are to protect against this type of overdevelopment and 115 year old structures/properties should be used to justify the need.
54. Does the developer plan to use the Helipad located on the practice track to service the project development and future needs?
55. The DEIS states the underground electric feeders will extend west from the power station. How is this possible?
56. If one of the Elmont Vision plan goals was to provide a buffer between residents & Belmont Park facilities, why has the ESD not listened to the VFP community & provided a substantial buffer between Belmont Park & residents home & schools for the entire border length from Plainfield Ave to the FPBS?
57. The 2008 Updated Nassau County Master Plan calls for investment in infrastructure in transportation. Why does the ESD & DEIS not commit to a full time LIRR station from both West & East to service the project?
58. Please provide the detailed statement of justification under the Smart Growth Impact Statement, allowing this project to move forward without providing mobility through improved public transportation (LIRR) and without conducting community based planning & collaboration with the Village of Floral Park community. If ESD claims to have done this, why has the VFP community concerns not been addressed?
59. When the DEIS refers to "Noise" as potential impact under community Character, does that include light pollution?
60. The DEIS mentions shuttle buses from LIRR train stations. What stations do these shuttle buses intend to leave from? What bus service is intended to run these shuttles?
61. Why does the DEIS not address the community character of the areas immediately abutting the North & East lots?
62. What is the height of the proposed fencing between the North Lot & residences? What is the material and color? Will it be adequate to eliminate the light pollution? It has been requested a large designated, protected in perpetuity, buffer be placed between all residences and schools bordering Belmont Park from Plainfield avenue to the FPBS. Why has this not been incorporated in the DEIS?
63. The DEIS states the North, South & East lots would be used for parking along with the use of shuttle transportation. Where will these buses be stationed? How will they be powered?
64. The DEIS states the North, South & East lots would be used for parking. It then states that "both lots are anticipated to be properly illuminated, resurfaced & striped". How does the DEIS describe these three lots with the term "both"? Are only 2 going to be illuminated, resurfaced & striped? Please explain.

65. The DEIS states the North, South & East lots would be properly illuminated. Please describe in detail how these lots will be illuminated? How will these lights impact community character and light pollution?
66. Please confirm that the power station is for the proposed project and is not needed for the existing NYRA facility. If so, please indicate if the power station and its underground electrical feeders are a direct result of the proposed project.
67. Where exactly will the overhead power lines begin on the Belmont Park property? The DEIS is inconsistent in its description as to where the underground feeders will traverse. Will overhead lines be installed at the Plainfield Ave gate or deep within the Belmont campus? If they are within the Belmont campus, where will they be located? If overhead lines are to be located around the perimeter of the Belmont Park campus, does this mean the removal of trees will be done to accommodate & upkeep these new overhead lines? Why don't the lines extend to Plainfield ave directly through the North lot via underground feeders? What's is the reason for transitioning to overhead line within the Belmont campus and what is the reason for not running them directly to Plainfield through the Southern portion of the North Lot instead of the northern perimeter of the north lot?
68. The DEIS states the applicant proposed a vegetated buffer along the northern boundary of the North lot. Why would this same buffer not be provided to the residential homes bordering the North lot? Would this be efficient in blocking light pollution and the countless number of other disturbances to be expected to impact the community character of the West end of Floral Park?
69. The DEIS must study & consider the impacts on the community character of the West end of the village of Floral Park due to the projects development, use and changes to the north & east lots immediately bordering our residential homes.
70. What law enforcement will patrol the Belmont Park campus?
71. Why would the property owners not coordinate with the VFP police department to ensure safe and secure environment?
72. If the FPFD responds to calls on Belmont Park property, how would this impact the service of the residents of the VFP?
73. The DEIS states that tailgating is prohibited in all parking lots. How will this be enforced? Who will enforce this and what are the ramification of breaking this rule?
74. How does the DEIS define tailgating?
75. How will drainage be impacted with the pavement of the North & East lots?
76. Will the future noise levels of the North & East lot exceed the threshold recommended by NYSDEC? Has road rage & horn honking been included in this study?
77. Will the pavement of the north lot increase Cross Islander Parkway highway noise conditions in the West End of Floral Park?
78. How does the noise level prediction of a concert (NVMC) reflect the noise level prediction of a NYI hockey game where horn honking is excessive?
79. How does the attendance of a 14k seat arena (NVMC) reflect the attendance of a 19k seat arena for noise comparison? What was the number of patrons at the concert event on August 29, 2018 the DEIS studied?
80. Why is there not a no Retail Outlet mall alternative?

81. What prompted the alternative site plan? Why does it not have to go back to the selection committee for review?
82. When the developer states that the current project plan would better maximize economic potential, does that mean for the developers personal profits or the communities economic potential? If the surrounding community prefers the alternative site plan, does this take precedent over the developers "economic potential"?
83. The DEIS states that there a few unavoidable adverse impacts. Has the ESD studied downsizing the project to address these "unavoidable adverse impacts"? For example, removing the outlet mall from the development plans?
84. How is this project justified if, according to the DEIS, "the Proposed Project would not have the potential to induce development"?
85. How is this project justified if, according to the DEIS, "the Proposed Project is not expected to induce additional growth outside of the Project Sites"? Is this is a self contained Project only benefitting the developer?
86. The DEIS provided is so grossly deficient, it is requested it be redone and open for additional review and comment before this project can move any further.

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 Ledecky, 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 only100 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 shear 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 Plainfied Ave and I 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 pubic 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

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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 DEFINTIVE 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 pravide 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 appropriote amount of troffic is assigned to the local street network, including identifying where physical improvements ore 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 <u>less than 90 days</u> 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 fJafter 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 form 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 Retails' 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 Throughway, 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 along 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 McEnery

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 CHIN**A, 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 out 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.

PRIOR SUBMISSIONS AT DEIS HEARINGS

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

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477 Madison Avenue
New York, NY 10022-5802
+1.212.702.5436
mmurphy@bdlaw.com

March 19, 2019

Via Email (belmontoutreach@esd.ny.gov)
Michael Avolio
Empire State Development
633 Third Avenue
New York, NY 10017

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

Dear Mr. Avolio:

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

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

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

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

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

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

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

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

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

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

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

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

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

* Figure from NYRA's Master Plan.

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

The timeline for these events is disconcerting:

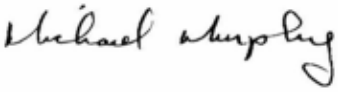
> **November 2016**: NYRA sends a "Master Plan" update to the State.
>
> **June 2017**: Eight months later the FOB adopts a resolution stating that FOB desires to "explore opportunities to develop" the Belmont parcels and requests ESD to issue an RFP – on behalf of FOB – for that purpose. *See **Exhibit 2.***
>
> **July 2017:** One month later ESD issues the Belmont Park Redevelopment RFP.
>
> **December 2017**: ESD selects the NYAP proposal which mirrors the non-NYRA specific elements of the NYRA Master Plan.

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

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

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

Sincerely,



Michael Murphy

Encs.

cc:

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

Exhibit 1

Date : 11/17/2016 4:29:29 PM
From : "Christopher Kay"
To : "Joseph Rabito" , "Timothy Taylor (budget.ny.gov)" , "Robert Williams" , "Katharine Neer"
Subject : Belmont Park
Attachment : DRAFT111416 - Belmont Park Master Plan Update.pdf;Economic Summary Belmont Park Redevelopment 11.2016.pdf;

Good afternoon:

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

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

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

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

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

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

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

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

Best regards,

Chris

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

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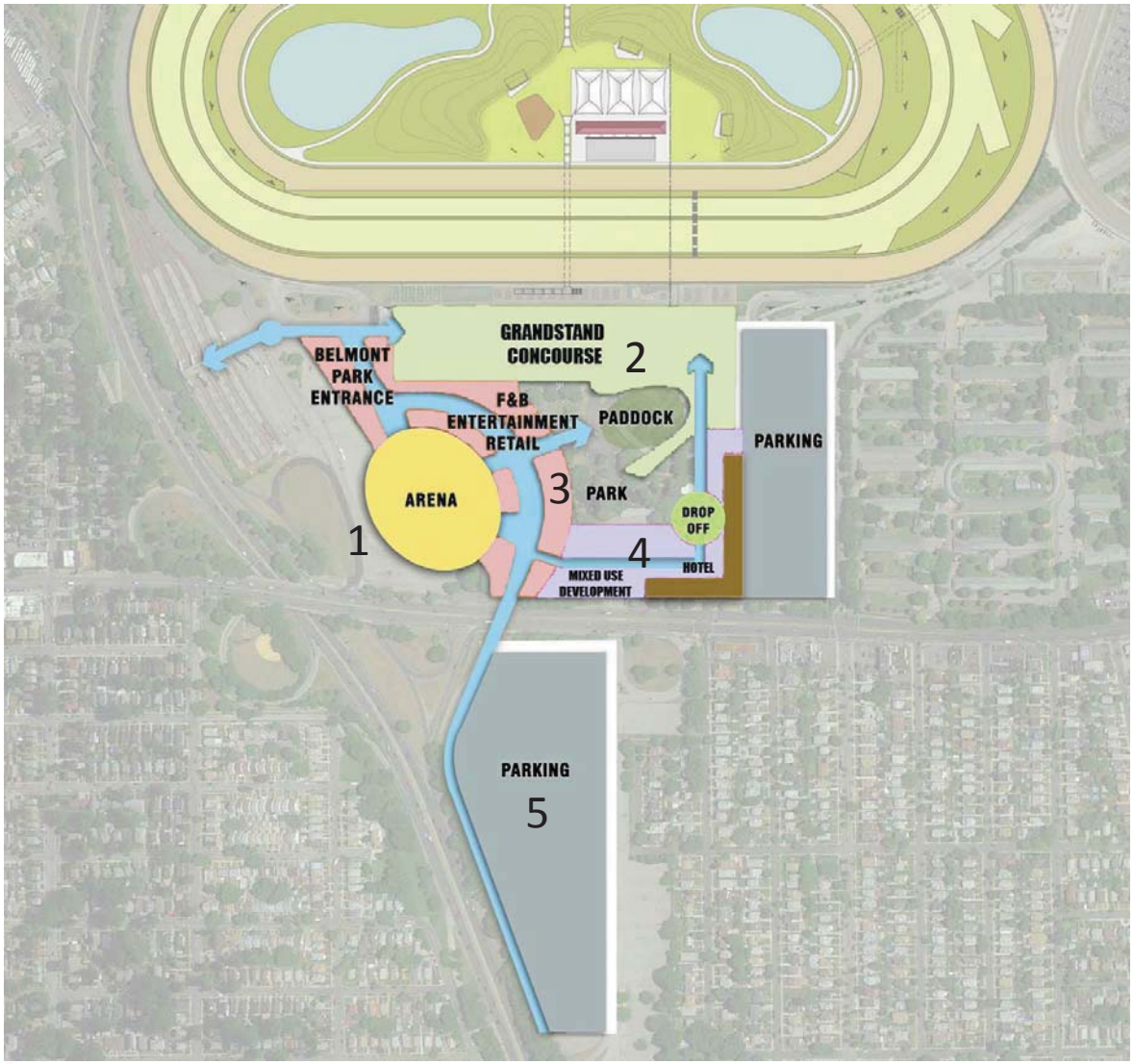
Belmont Park Master Plan

November 14, 2016

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

DEVELOPMENT STRATEGY FOR BELMONT PARK



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

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

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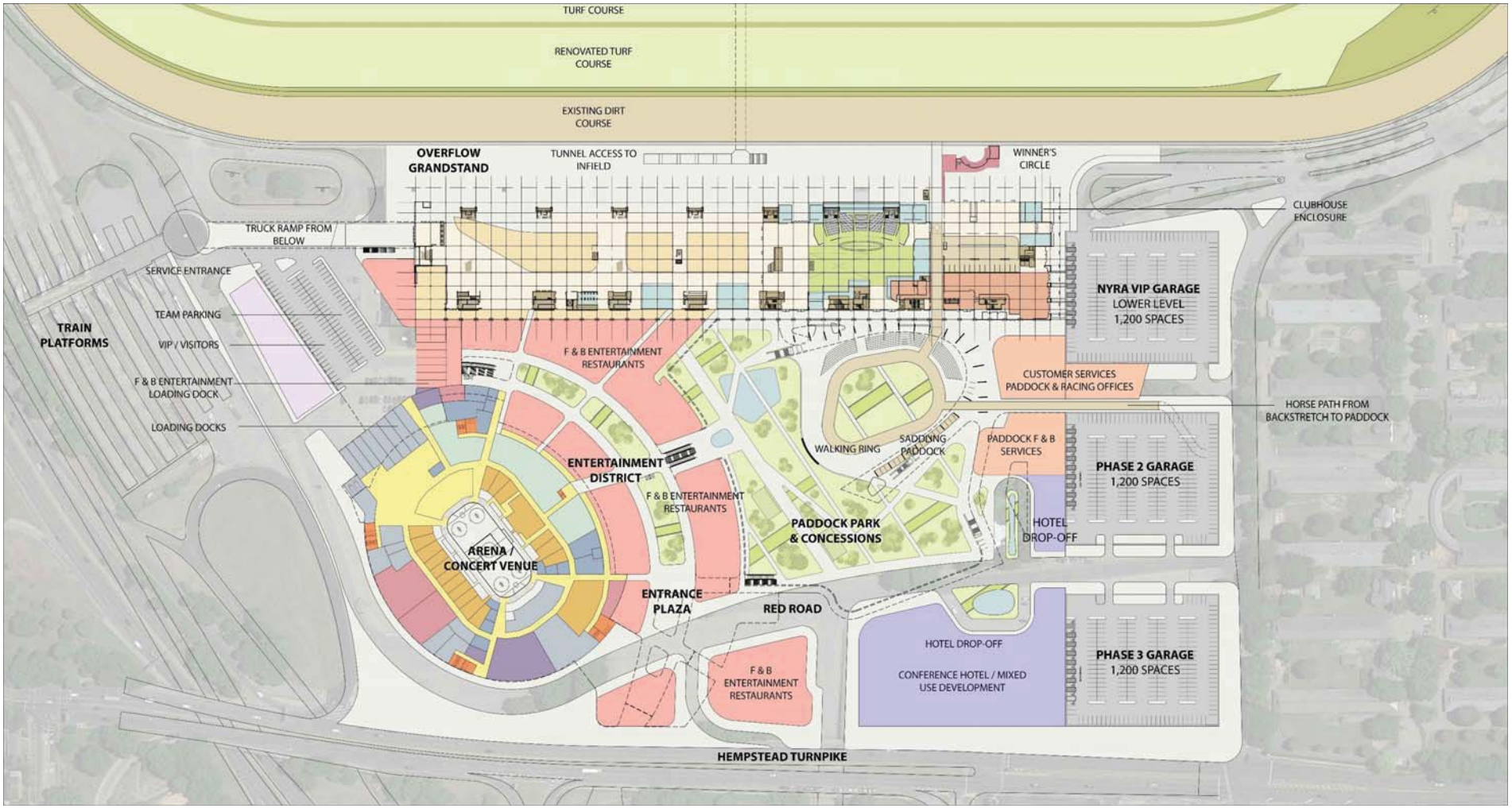
MASTER PLAN: EVENT LEVEL



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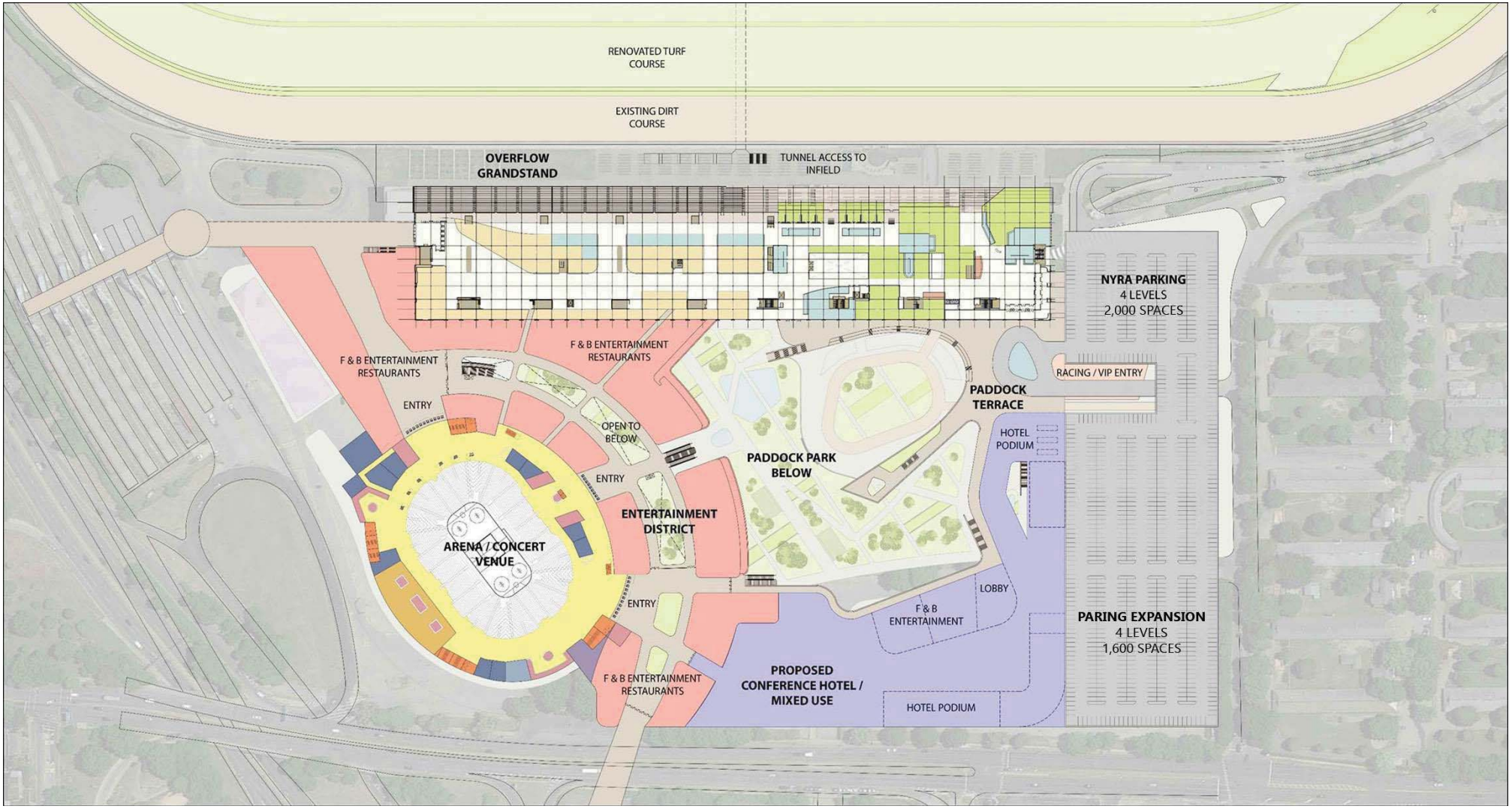
MASTER PLAN: CONCOURSE LEVEL



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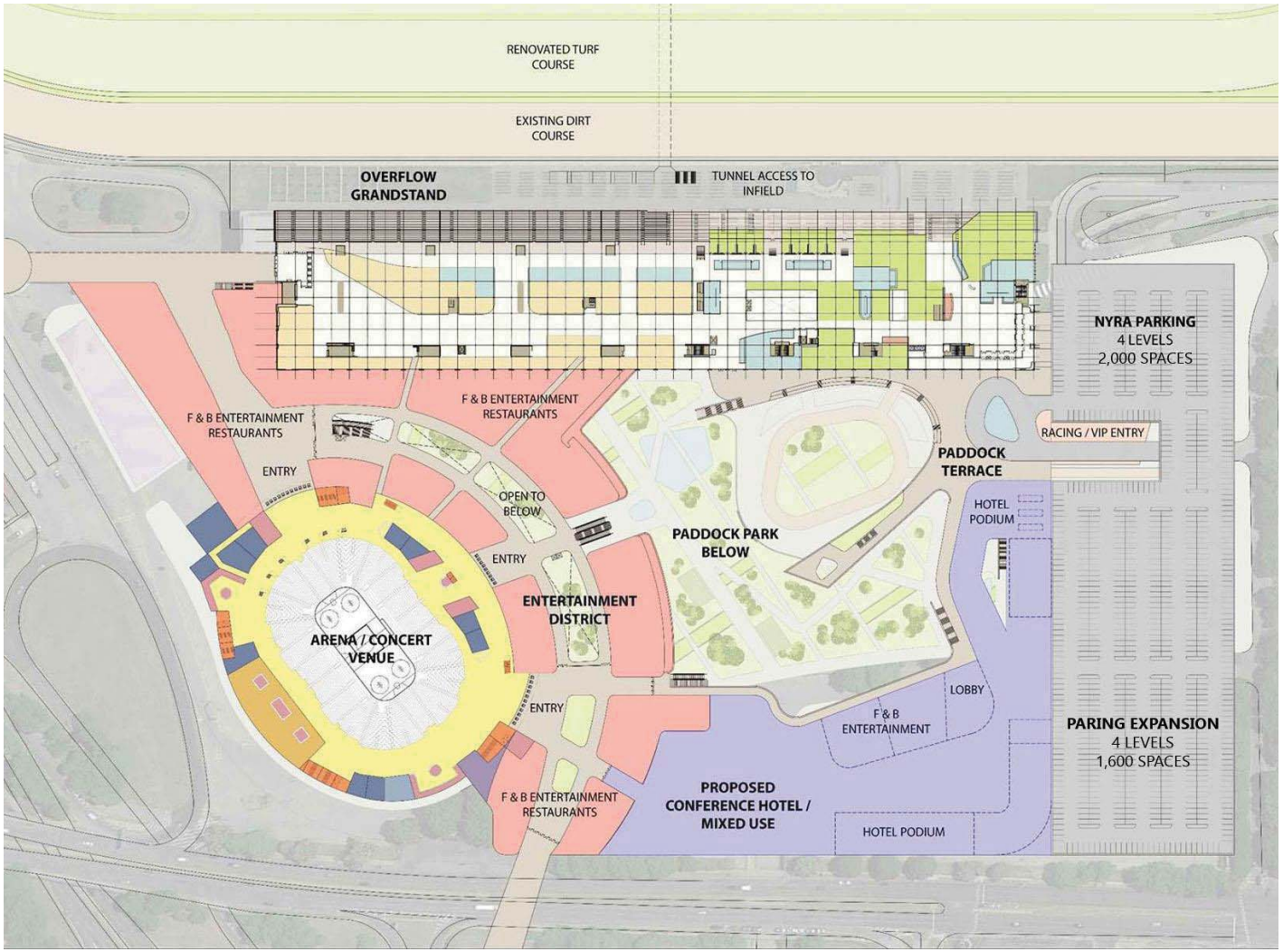
DEVELOPMENT STATISTICS



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

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

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

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

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

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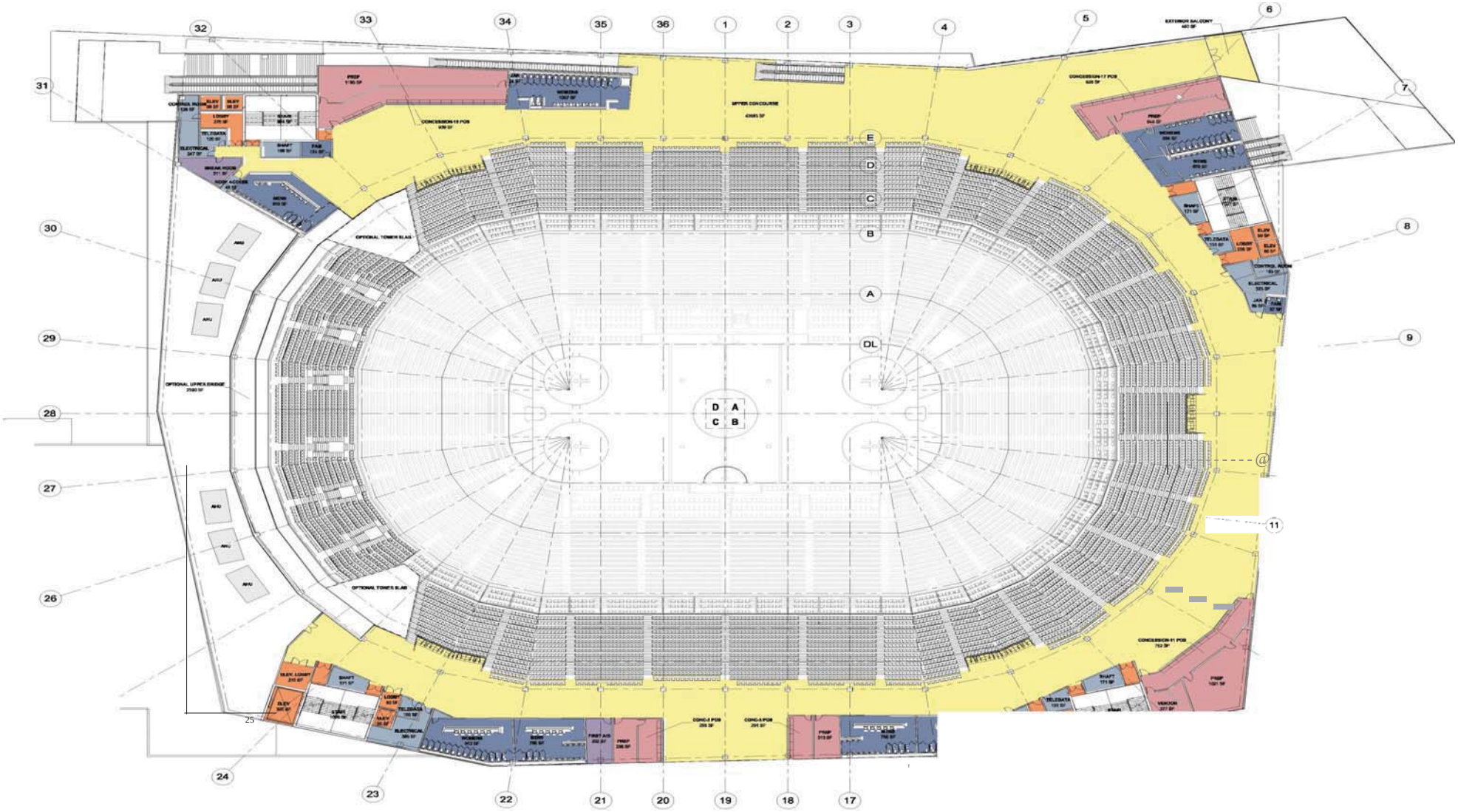
CONCERT VENUE - ARENA

SEATING CAPACITY FOR HOCKEY: 17,200
SEATING CAPACITY FOR CONCERTS: 18,800
SIZE: 658,910 square feet
FEATURES:

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



UPPER CONCOURSE PLAN - HOCKEY

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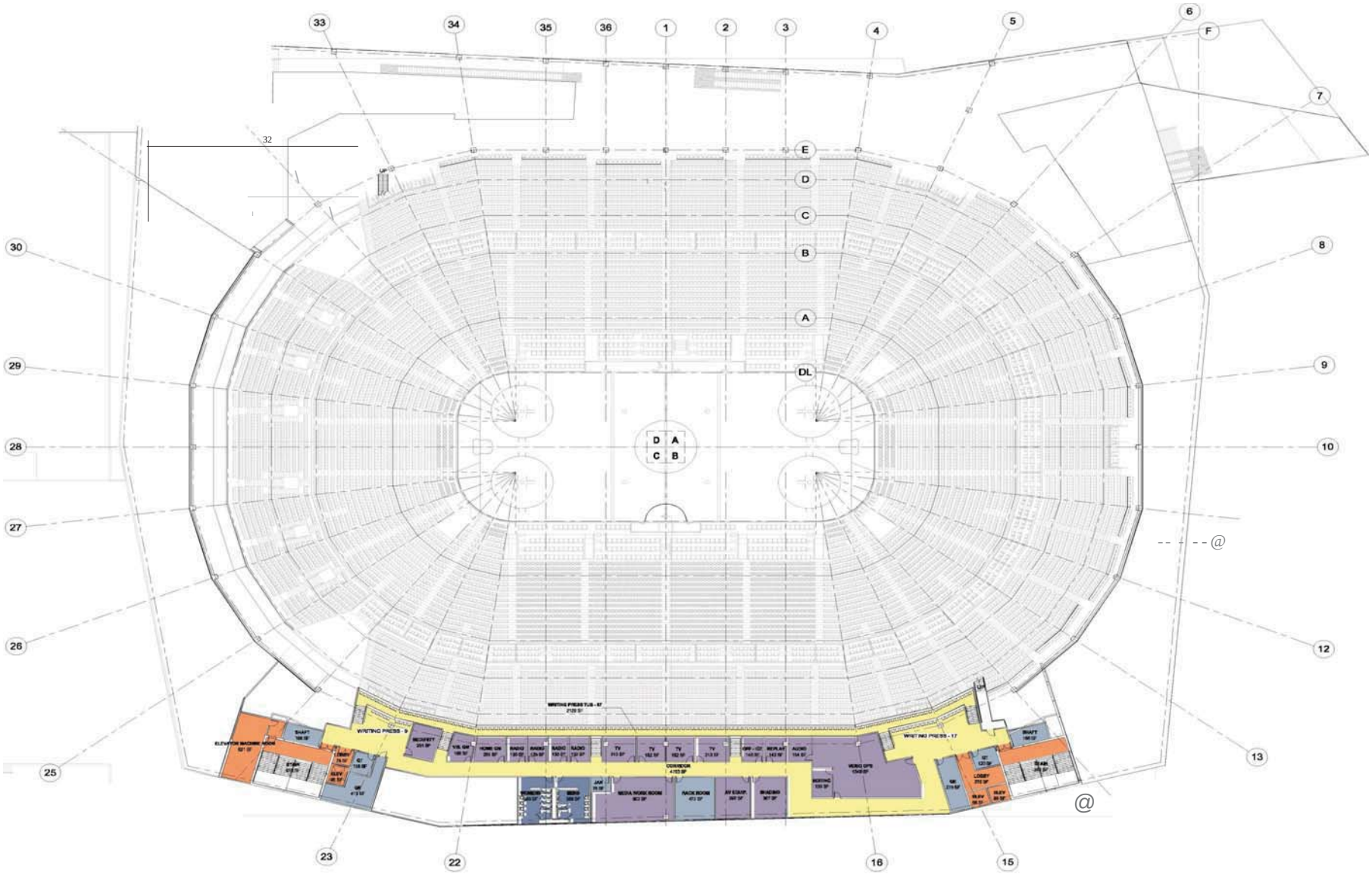

PRESS LEVEL PLAN - HOCKEY

SEATING CAPACITIES

SEATING CAPACITIES

17,200 HOCKEY TOTAL SEATING CAPACITY

15,800 END STAGE 180° TOTAL SEATING CAPACITY

16,750 END STAGE 220° TOTAL SEATING CAPACITY

16,900 END STAGE 240° TOTAL SEATING CAPACITY

17,500 END STAGE 270° TOTAL SEATING CAPACITY

18,550 END STAGE 360° TOTAL SEATING CAPACITY

18,800 CENTER STAGE TOTAL SEATING CAPACITY

17,700 BASKETBALL TOTAL SEATING CAPACITY

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

CENTER STAGE BOWL RENDERING - 18,800 SEATING CAPACITY

BASKETBALL BOWL RENDERING - 17,700 SEATING CAPACITY

SITE PLAN & EXTERIOR CONCEPT

MAIN ENTRY PERSPECTIVE

NORTH ENTRY PERSPECTIVE

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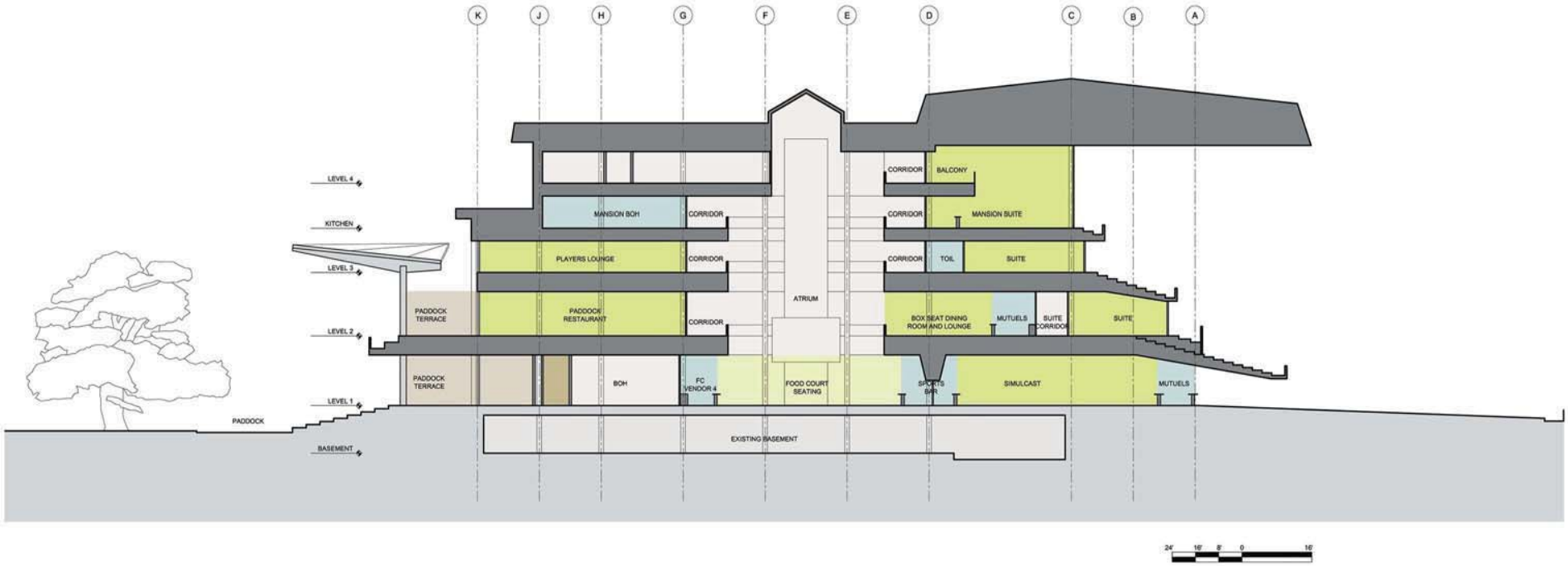
RENOVATED BUILDING AND RACECOURSE

SEATING CAPACITY FOR HORSE RACING: 90,000
RENOVATED AREA: 455,000 square feet
FEATURES:

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

PADDOCK

RACE TRACK



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

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LEVEL 1

TRACK LEVEL AND PADDOCK PLAN

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

LEVEL 1

PRECEDENTS

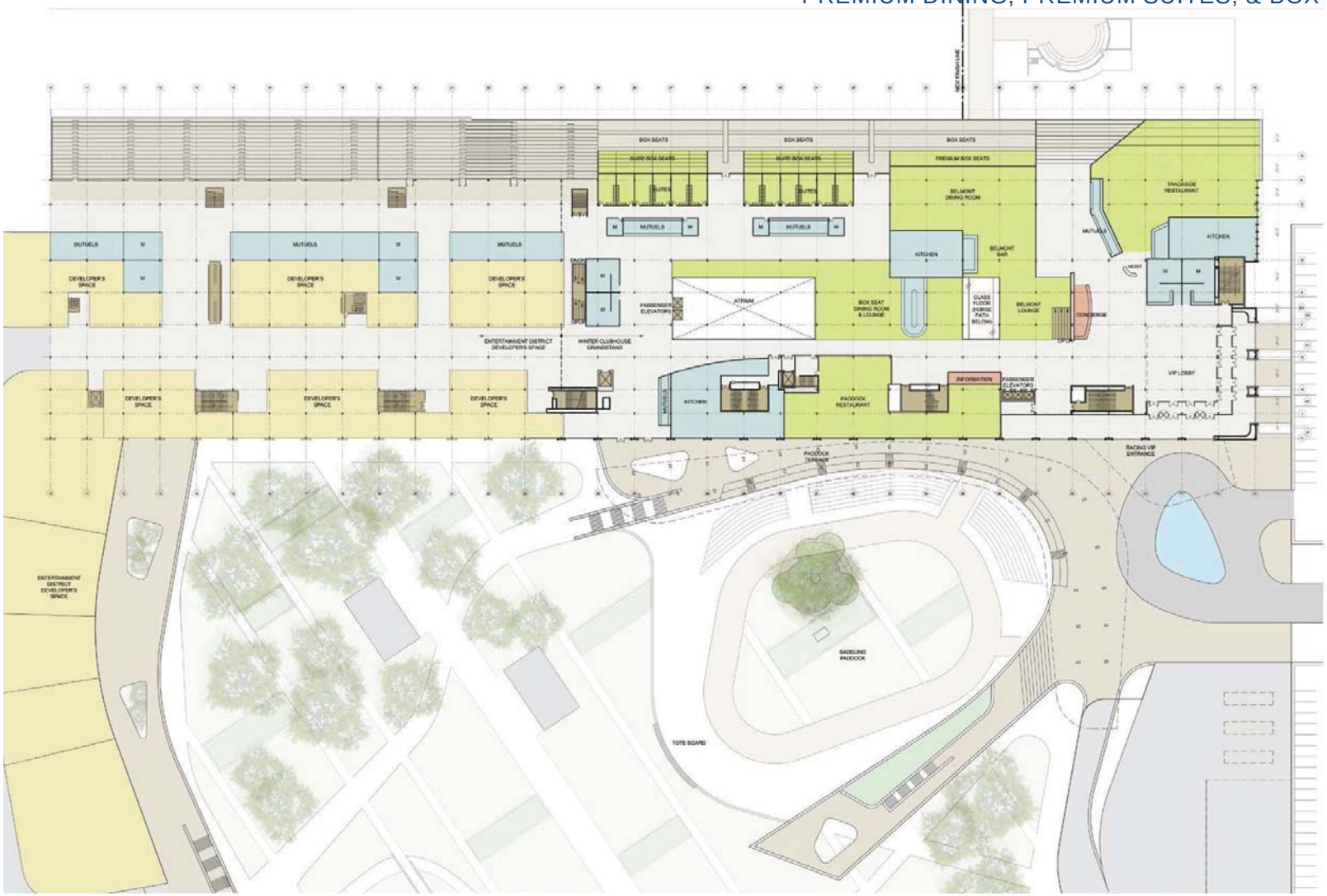
SPORTS BARS

FOOD COURTS

SIMULCAST

LEVEL 2

PREMIUM DINING, PREMIUM SUITES, & BOX SEATS



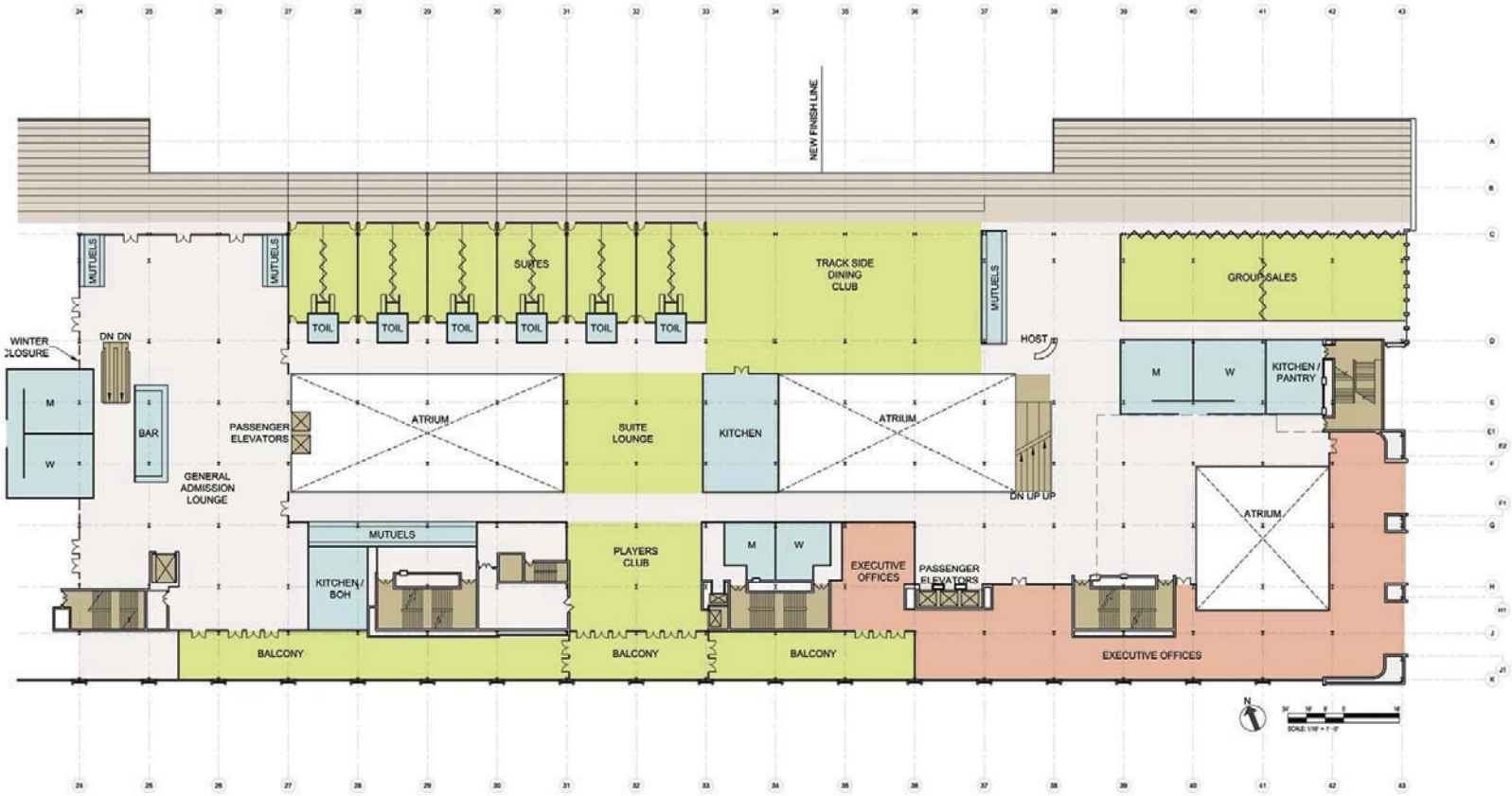
The second level features restaurants oriented towards the track and also towards the paddock, as well as a new patio surrounding the paddock. A total of 12 luxury boxes are included. Luxury boxes have proven to be very successful at the Los Angeles track.

LEVEL 2

PRECEDENTS

LEVEL 3

CLUBHOUSE, TRACKSIDE CLUB DINING, & GENERAL ADMISSION

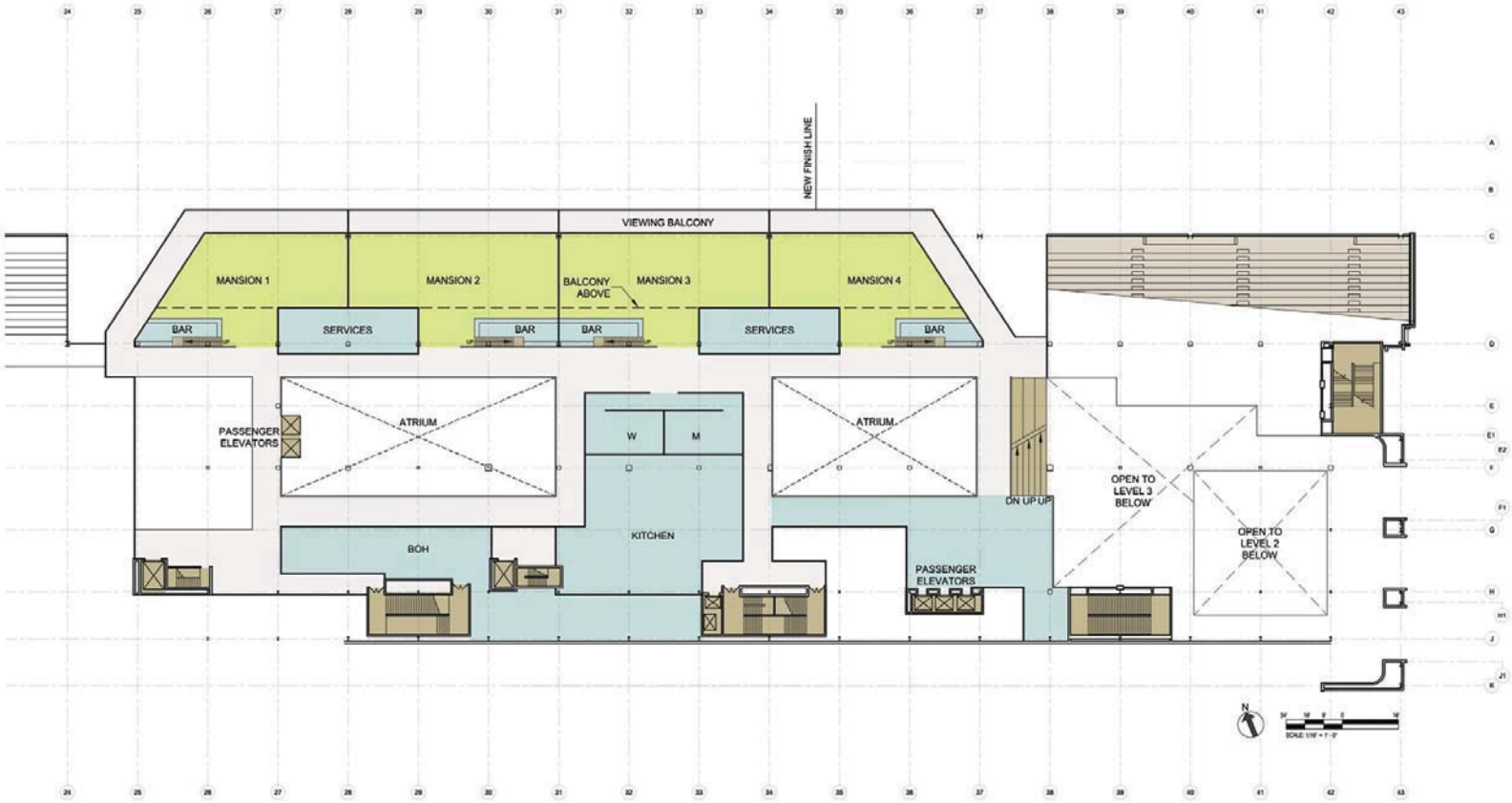


The third level features a restaurant for group sales, luxury boxes that could be rented on a daily basis, a special area for the most dedicated horse players (the Players Club) overlooking the Paddock, as well as a great viewing area for General Admission guests.

LEVEL 3

PRECEDENTS

SUITES LEVEL



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

LEVEL 4

PRECEDENTS

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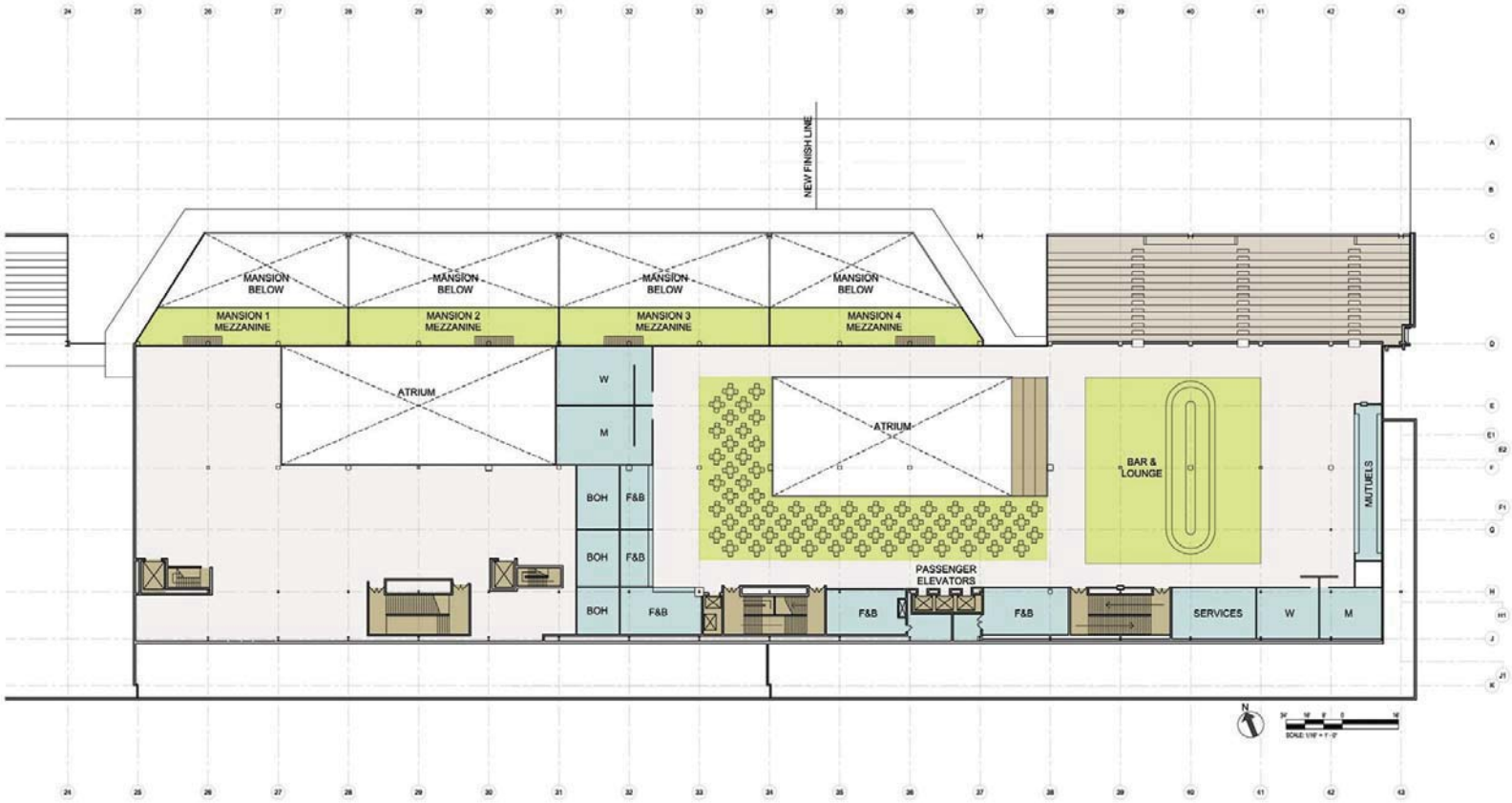
SUITES LEVEL

MEZZANINE LEVEL FOR SUITES



CLUBHOUSE

TRACKSIDE VIEW

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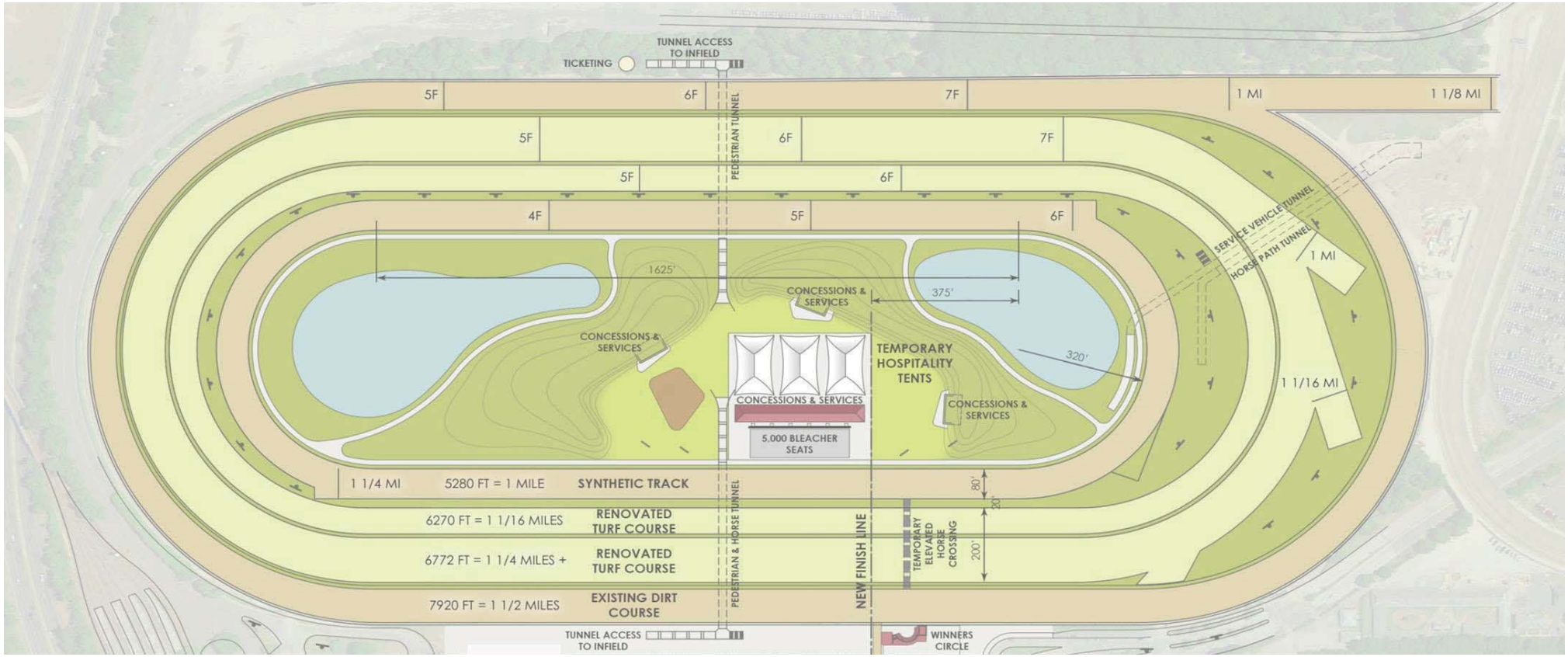
RACECOURSE PLAN



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

BELMONT PARK AT NIGHT
TRACKSIDE VIEW NIGHT RENDERING

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

BELMONT RACETRACK LIGHTING CRITERIA

Traditional Metal Halide (High Intensity Discharge) Sports Lighting:

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

State of the Art LED Lighting Solution

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

BELMONT RACETRACK LIGHTING COMPARISON

ENERGY SAVINGS:

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

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

POTENTIAL UTILITY COMPANY INCENTIVES MAY BE AVAILABLE

TOTAL ESTIMATED LED CONSTRUCTION COST:

- LED Fixtures: $6,700,000

TOTAL ESTIMATED METAL HALIDE CONSTRUCTION COST:

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

ESTIMATED METAL HALIDE LAMP CHANGE COST:

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

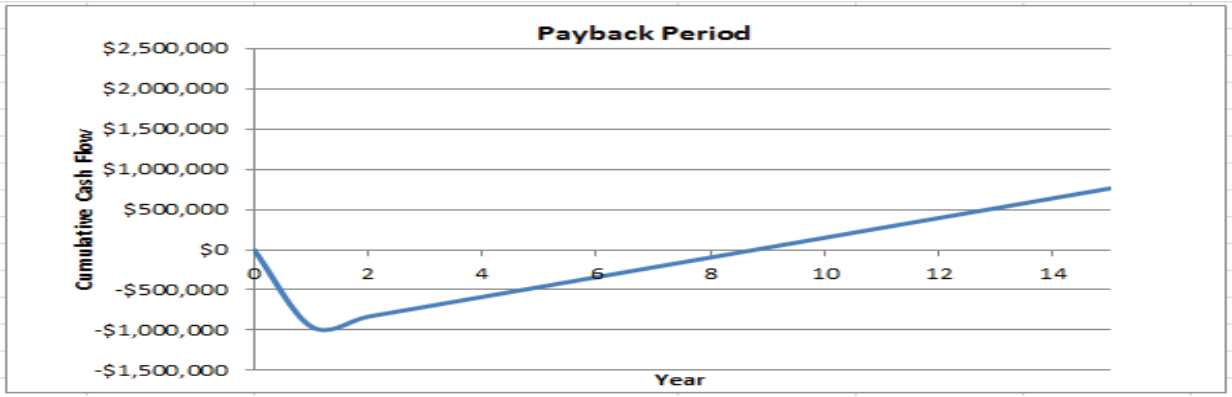
Change Cost = $437,500

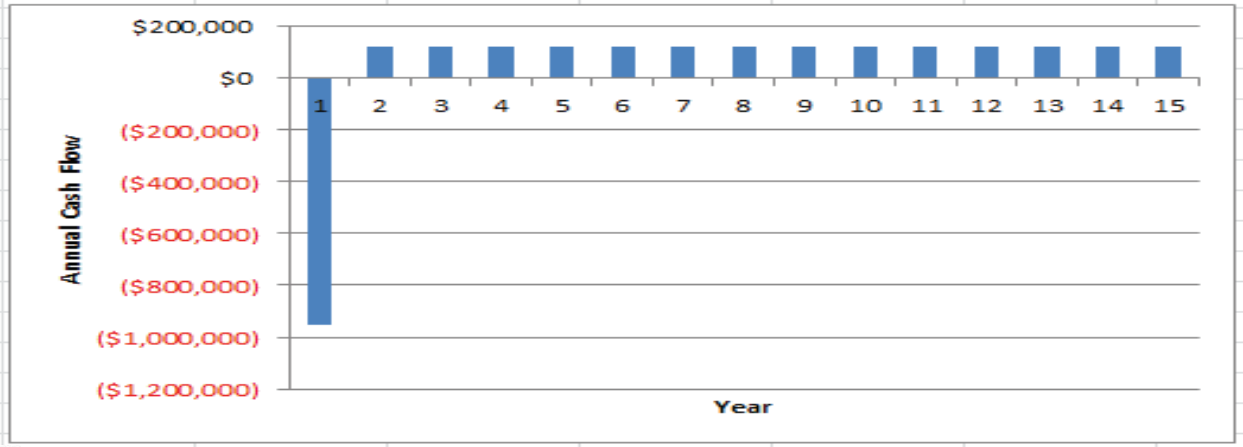
BELMONT RACETRACK LIGHTING COMPARISON

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

**Notes:

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





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THE ENTERTAINMENT DISTRICT

FEATURES:

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

THE ENTRANCE TO BELMONT PARK BY TRAIN

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

THE ENTRANCE TO BELMONT PARK BY TRAIN

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

THE ENTRANCE TO BELMONT PARK BY TRAIN

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

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ENTERTAINMENT DISTRICT

View of Entertainment District

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

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THE ENTRANCE TO THE ENTERTAINMENT DISTRICT FROM PARKING STRUCTURE

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

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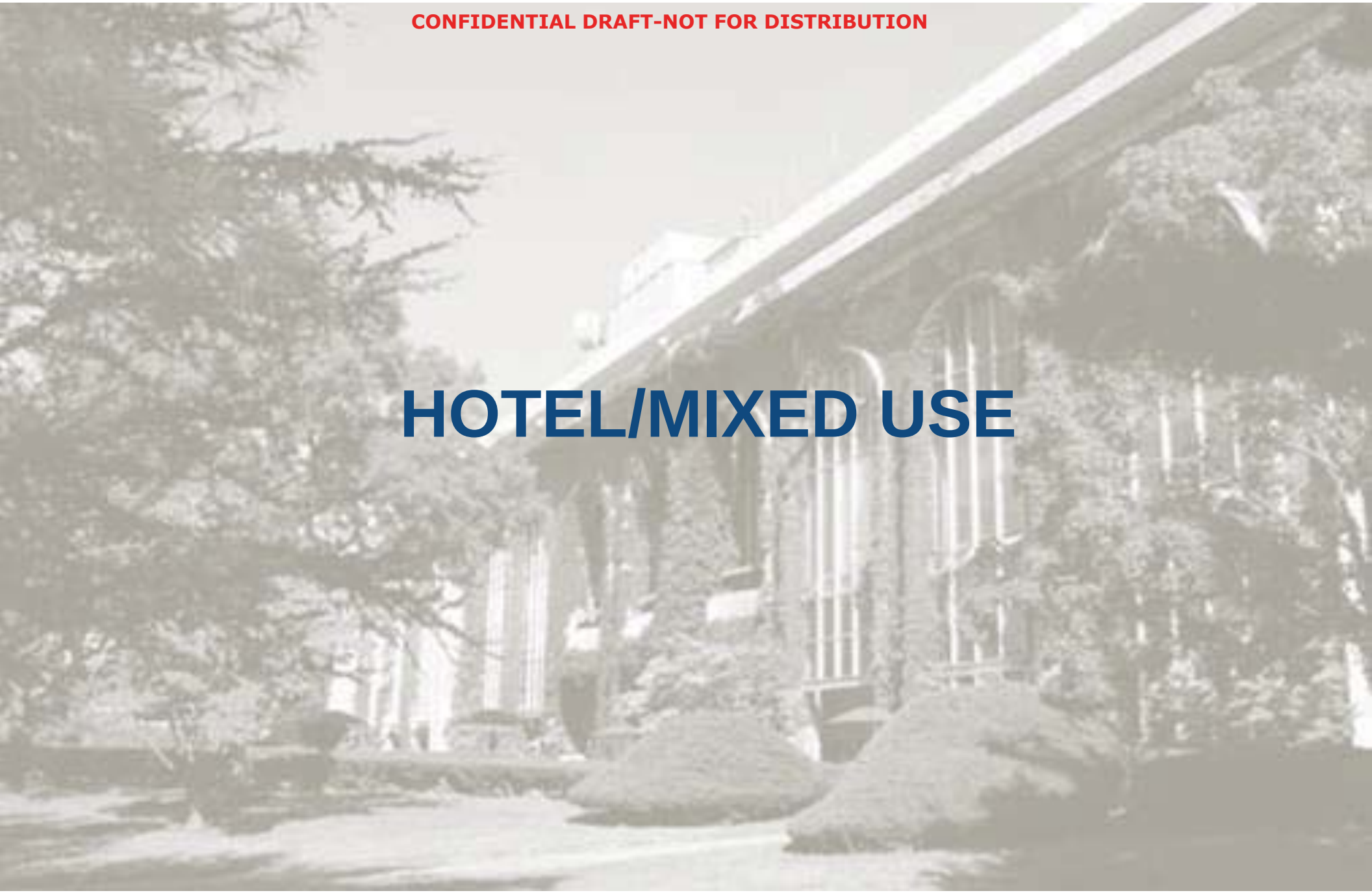
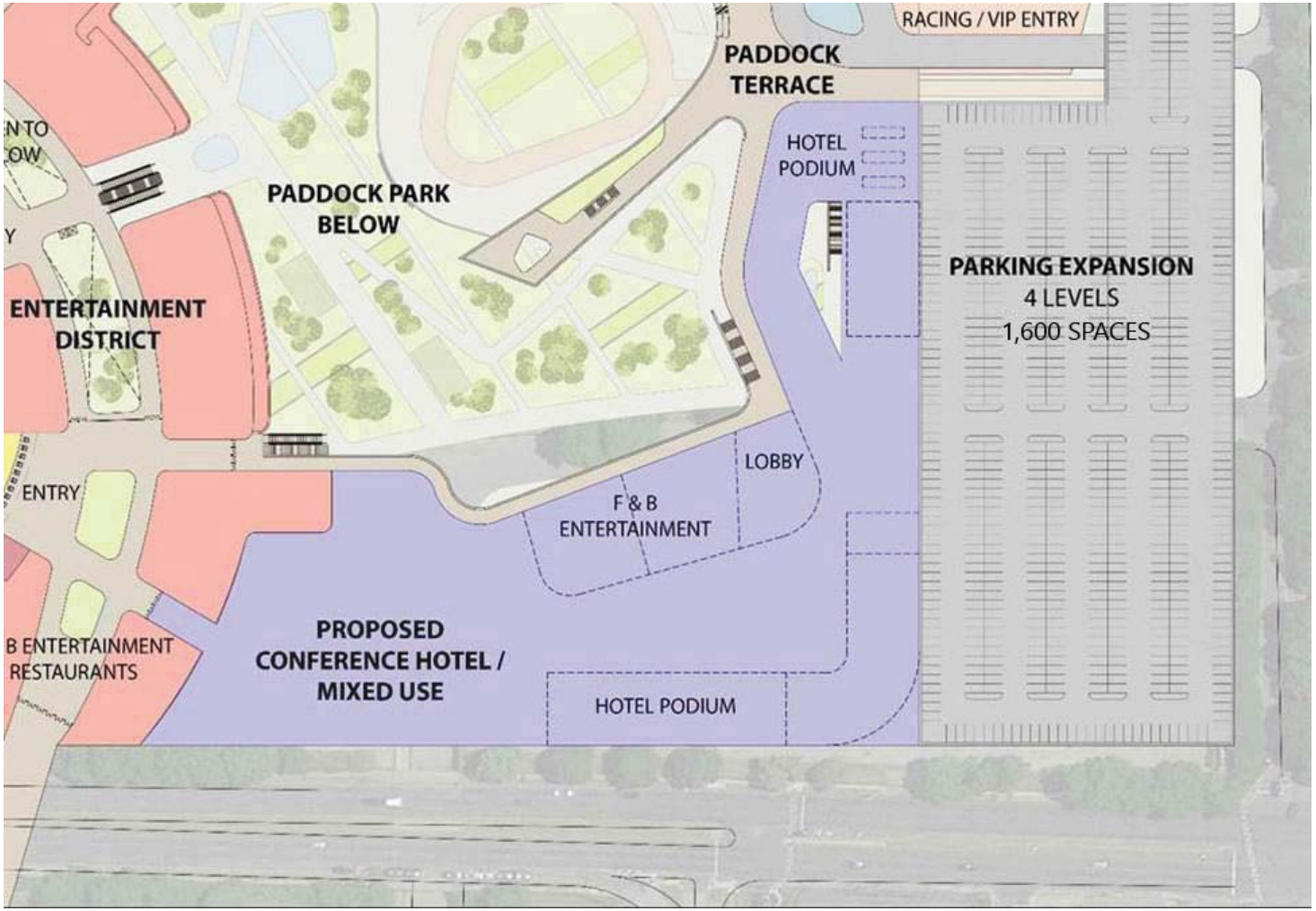


HOTEL/MIXED USE

HOTEL / MIXED USE



Hotel Complex and Convention Space

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

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

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

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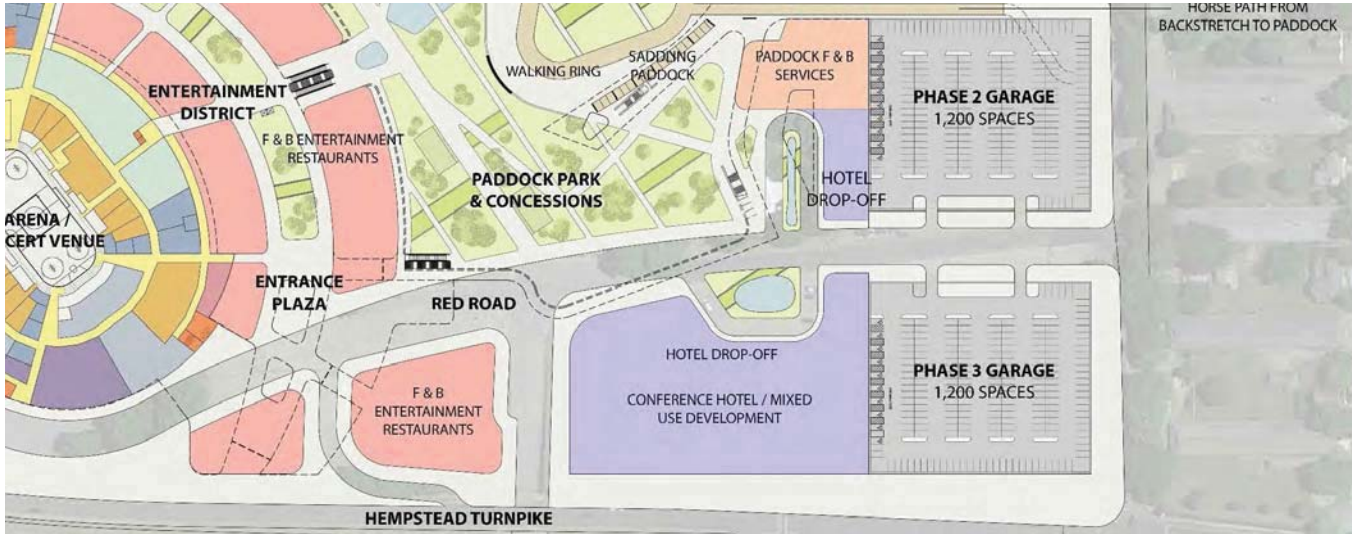
HOTEL & MIXED USE DEVELOPMENT



Level One

Concourse Level

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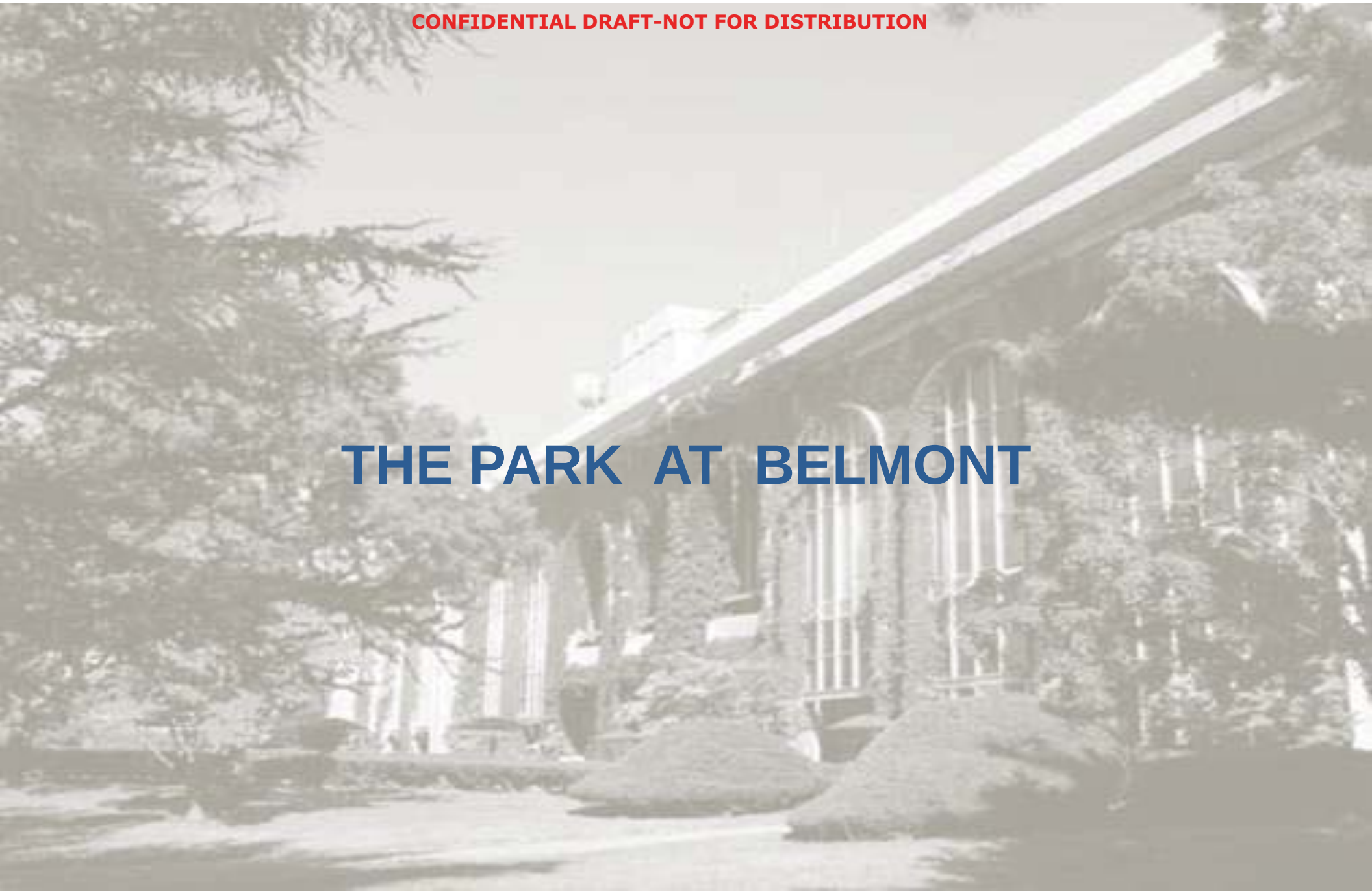
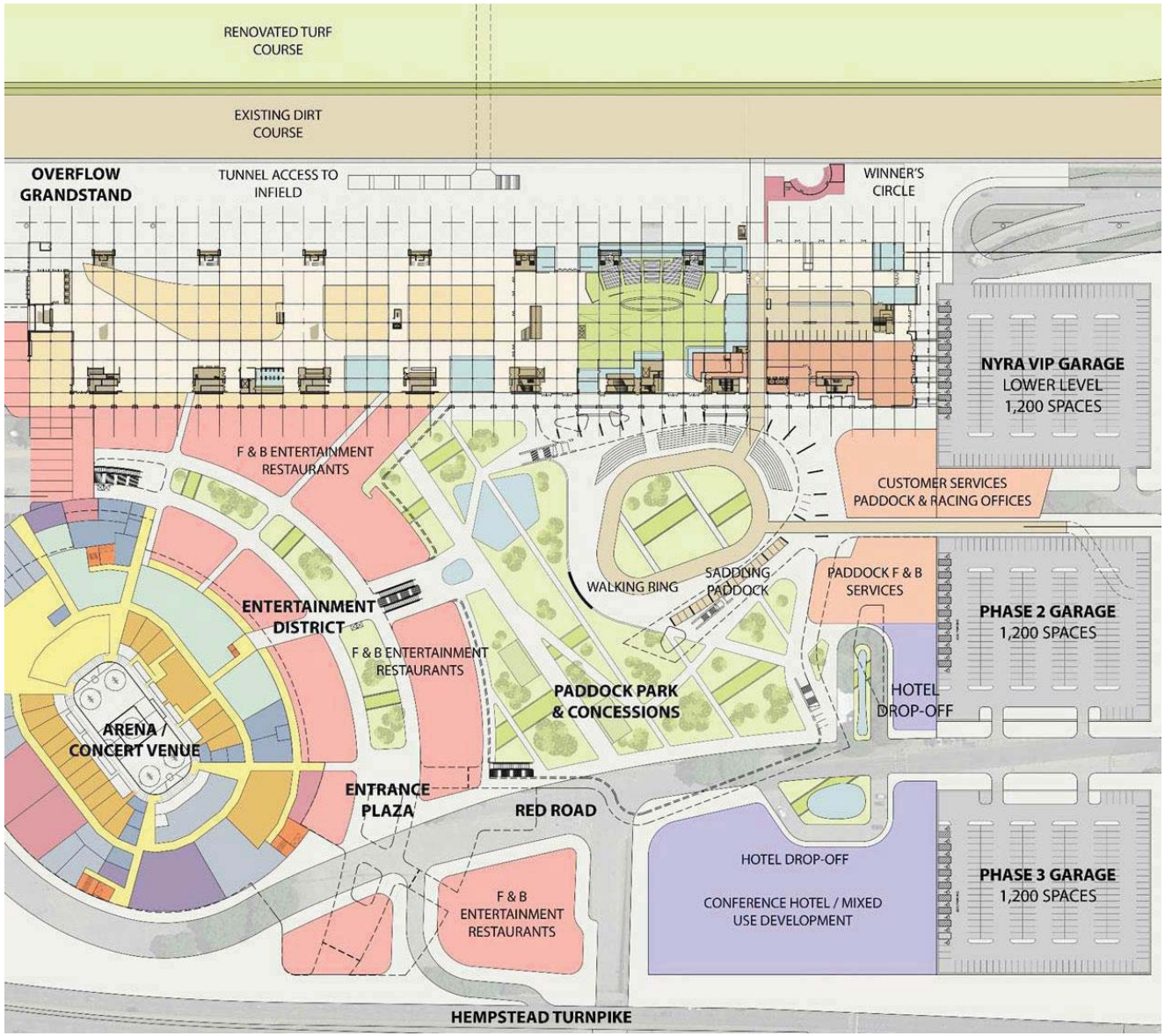


THE PARK AT BELMONT

PARK AND PADDOCK SITE PLAN



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

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

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

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

PARK AND PADDOCK SITE PLAN
PARK PRECEDENTS

BRYANT PARK (9.6 Acres)

MADISON SQUARE PARK (6.23 Acres)

UNION SQUARE PARK (6.51 Acres)

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STRUCTURED PARKING

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

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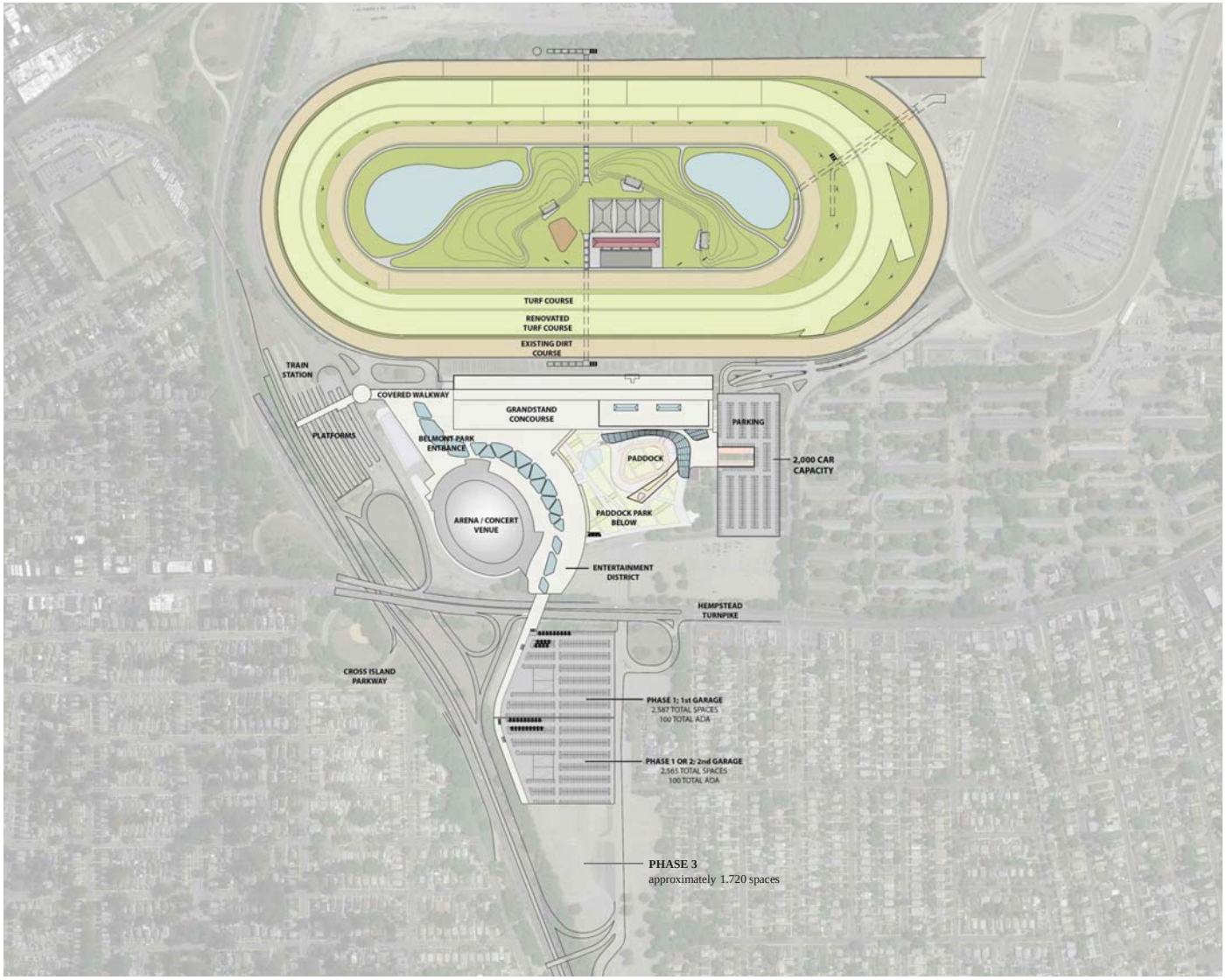
STRUCTURED PARKING



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

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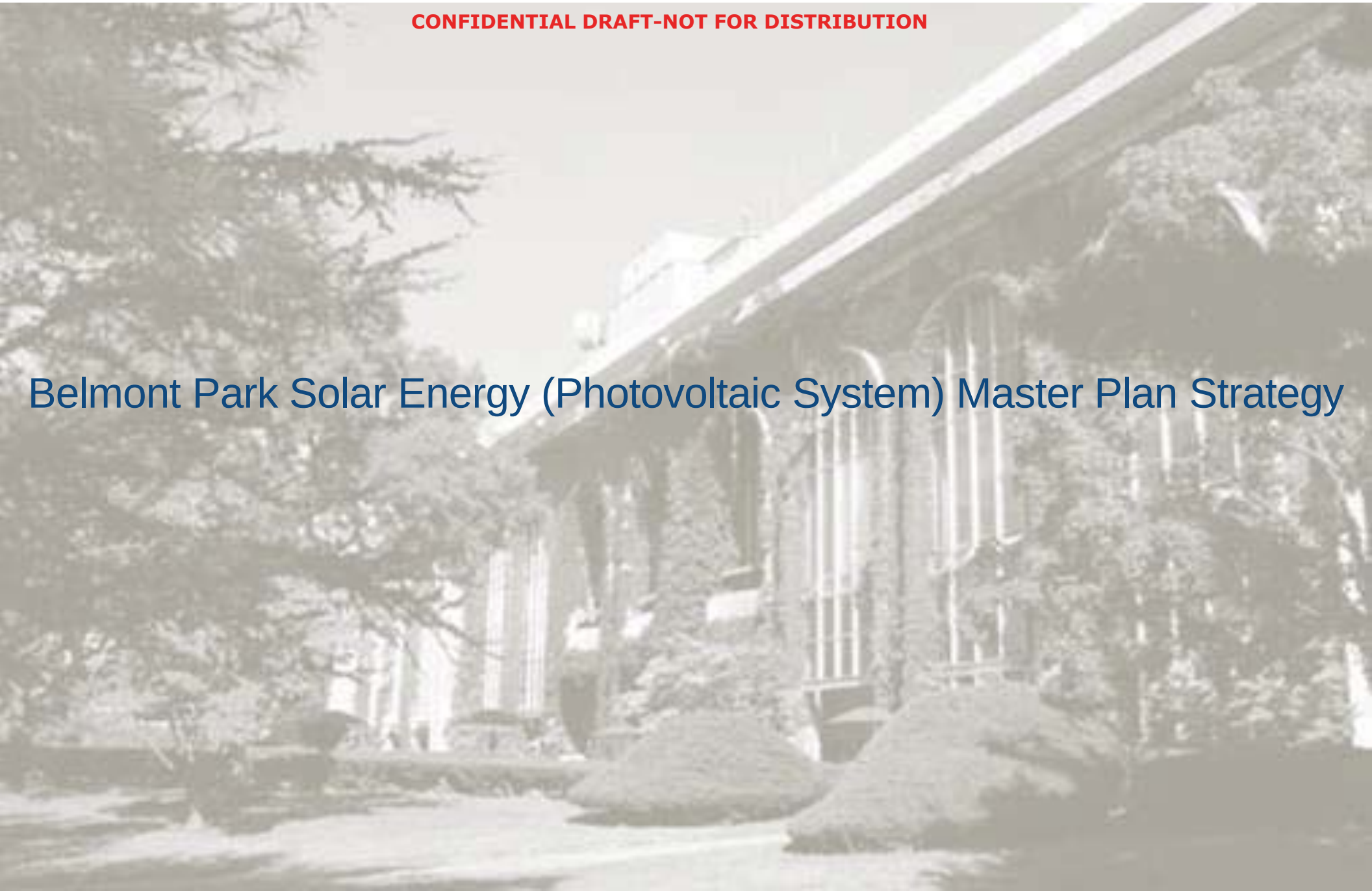
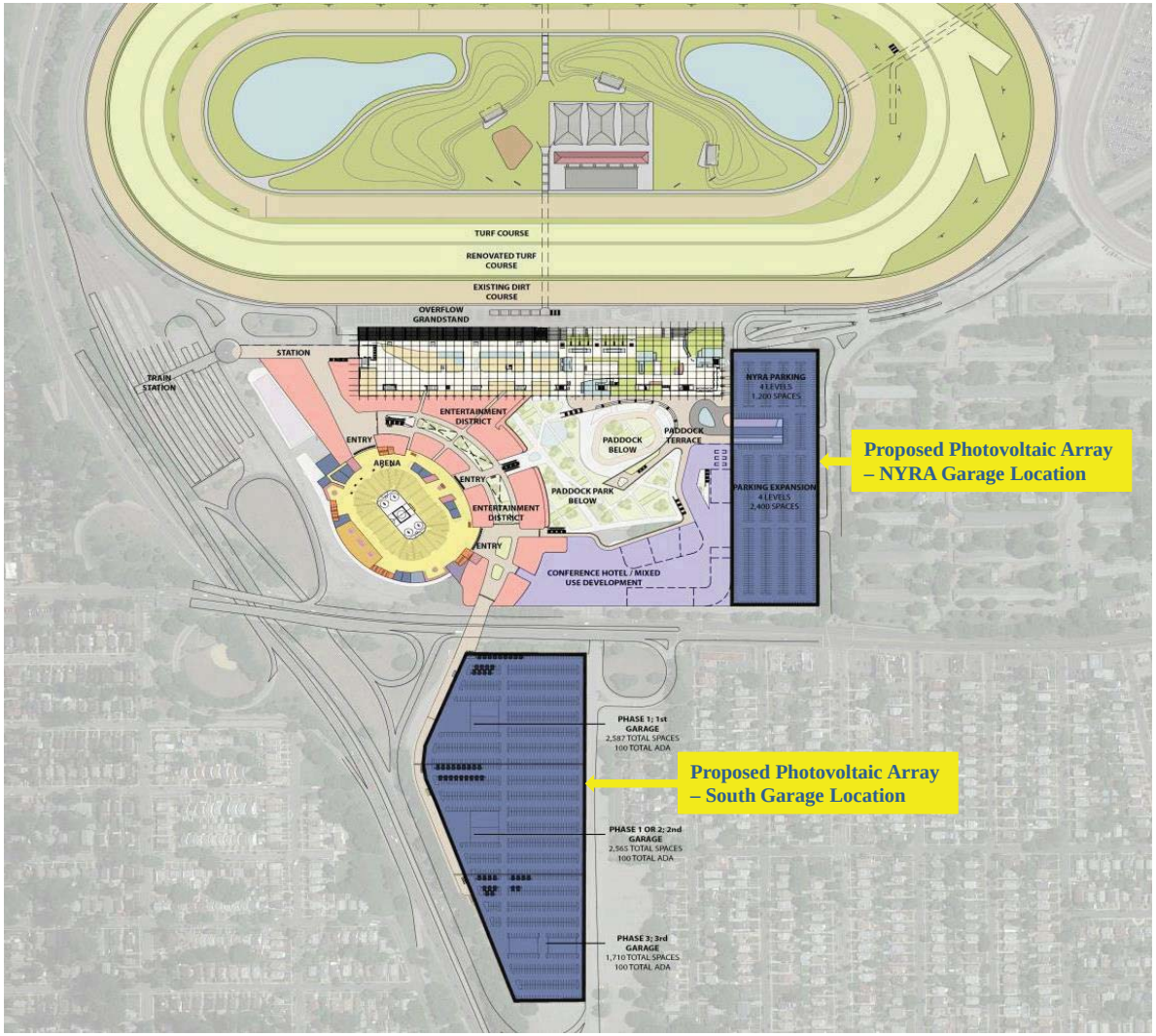


Belmont Park Solar Energy (Photovoltaic System) Master Plan Strategy

SOLAR ENERGY CONCEPT DESIGN STRATEGY – **OVERALL CAMPUS**

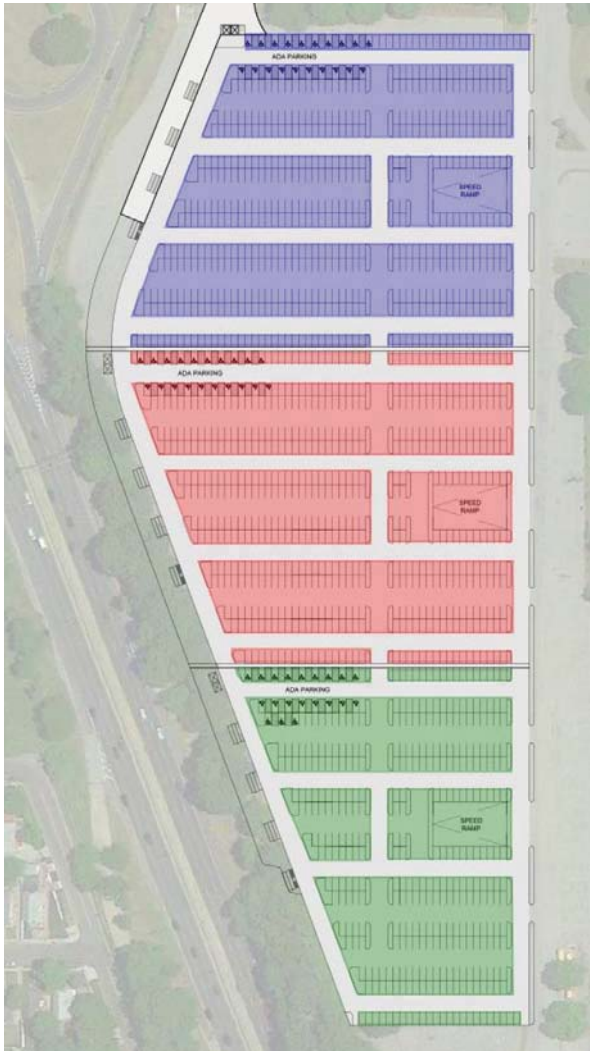


Campus Solar Energy Strategy

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

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

PHOTOVOLTAIC SYSTEM SPECIFICATION AND COST BENEFIT ANALYSIS



Phase 1 Lot

Array Area: 146,632 sf

Quantity of PV Modules: 8,127

PV Rating: 2.5MW *

*With 310W PV Module

Phase 2 Lot

Array Area: 147,900 sf

Quantity of PV Modules: 8,197

PV Rating: 2.5MW*

*With 310W PV Module

Phase 3 Lot

Array Area: 112,341 sf

Quantity of PV Modules: 6,226

PV Rating: 2.0 MW*

*With 310W PV Module

South Parking Garage Site

Full Build Specification

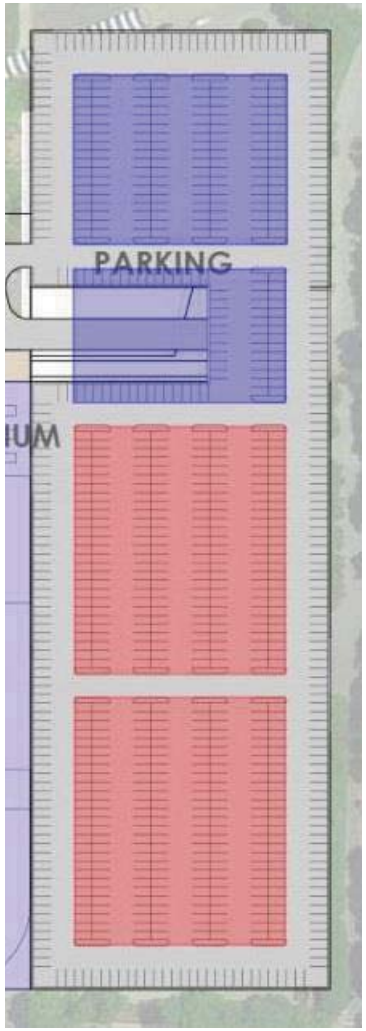
1. Mounting Configuration: Parking Canopy
2. Basis of Design PV Module: Solarworld Sunmodule Plus 310W MONO
3. Total Array Area: 406,873 sf
4. Total Quantity of PV Modules: 22,550
5. Total PV Rating: 7.00MW
6. System Life Expectancy: 20 - 25 years

Cost Benefit Analysis – Full Build

1. Net Annual Electric Utility Cost Savings: $1,327,580
2. System Cost: $20,820,000

   Note: *System Cost is inclusive of PV System and structural support above the parking garage.*
3. System Cost after 30% Federal Tax Credit: $14,574,000
4. Simple Payback Period: 10 years

PHOTOVOLTAIC SYSTEM SPECIFICATION AND COST BENEFIT ANALYSIS



NYRA Lot

Array Area: 61,564 sf

Quantity of PV Modules: 3,420

PV Rating: 1.0MW *

*With 310W PV Module

NYRA Lot Expansion

Array Area: 101,322 sf

Quantity of PV Modules: 5,629

PV Rating: 1.7MW*

*With 310W PV Module

NYRA Parking Garage Site

Full Build Specification

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

Cost Benefit Analysis – Full Build

1. Net Annual Electric Utility Cost Savings: $535,623
2. System Cost: $8,400,000

   Note: *System Cost is inclusive of PV System and structural support above the parking garage.*
3. System Cost after 30% Federal Tax Credit: $5,880,000
4. *System Cost is inclusive of PV System and structural support above the parking garage.
5. Simple Payback Period: 10 years

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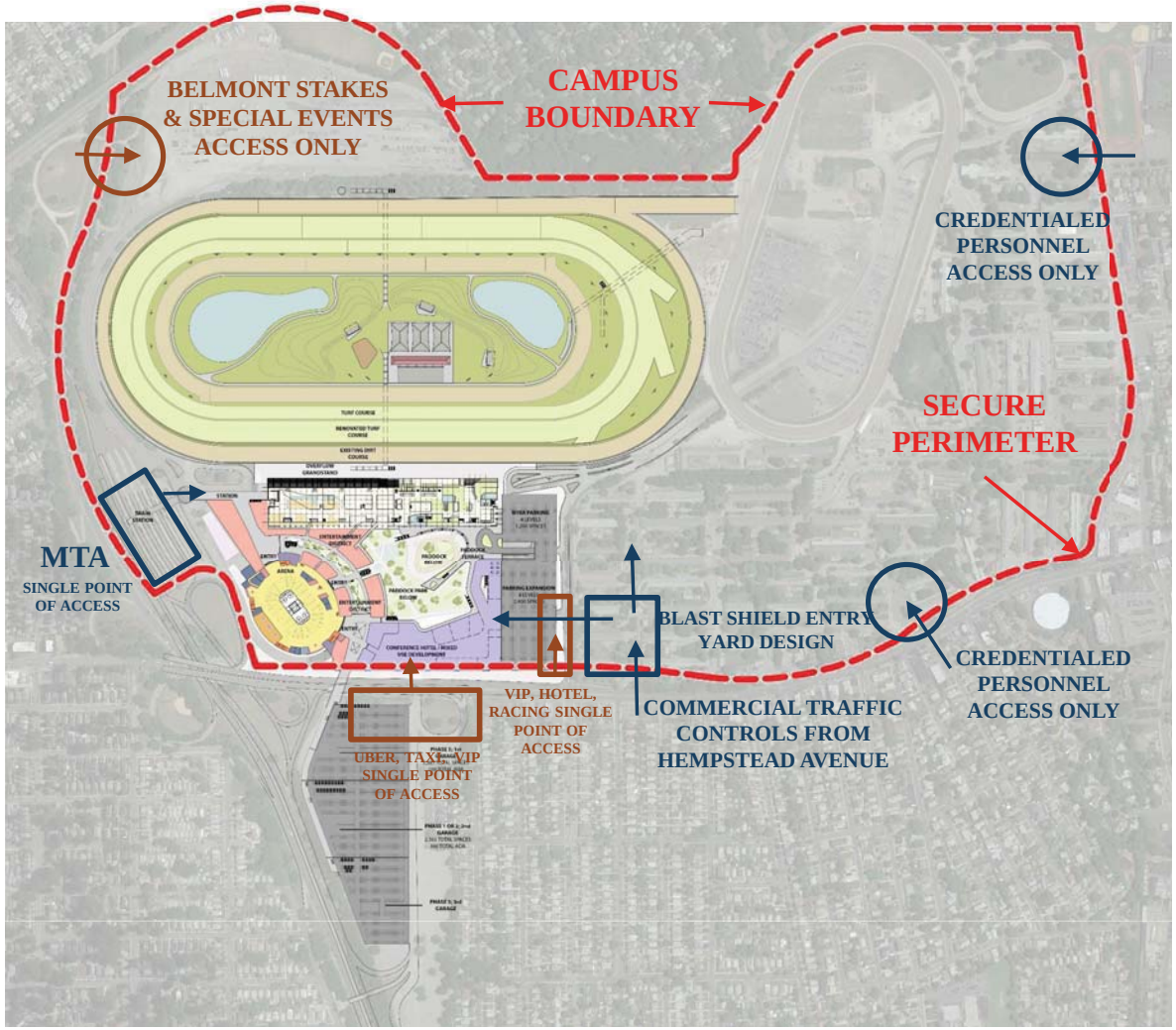
PUBLIC SAFETY MASTER PLAN STRATEGY

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

PUBLIC SAFETY MASTER PLAN – **OVERALL CAMPUS**

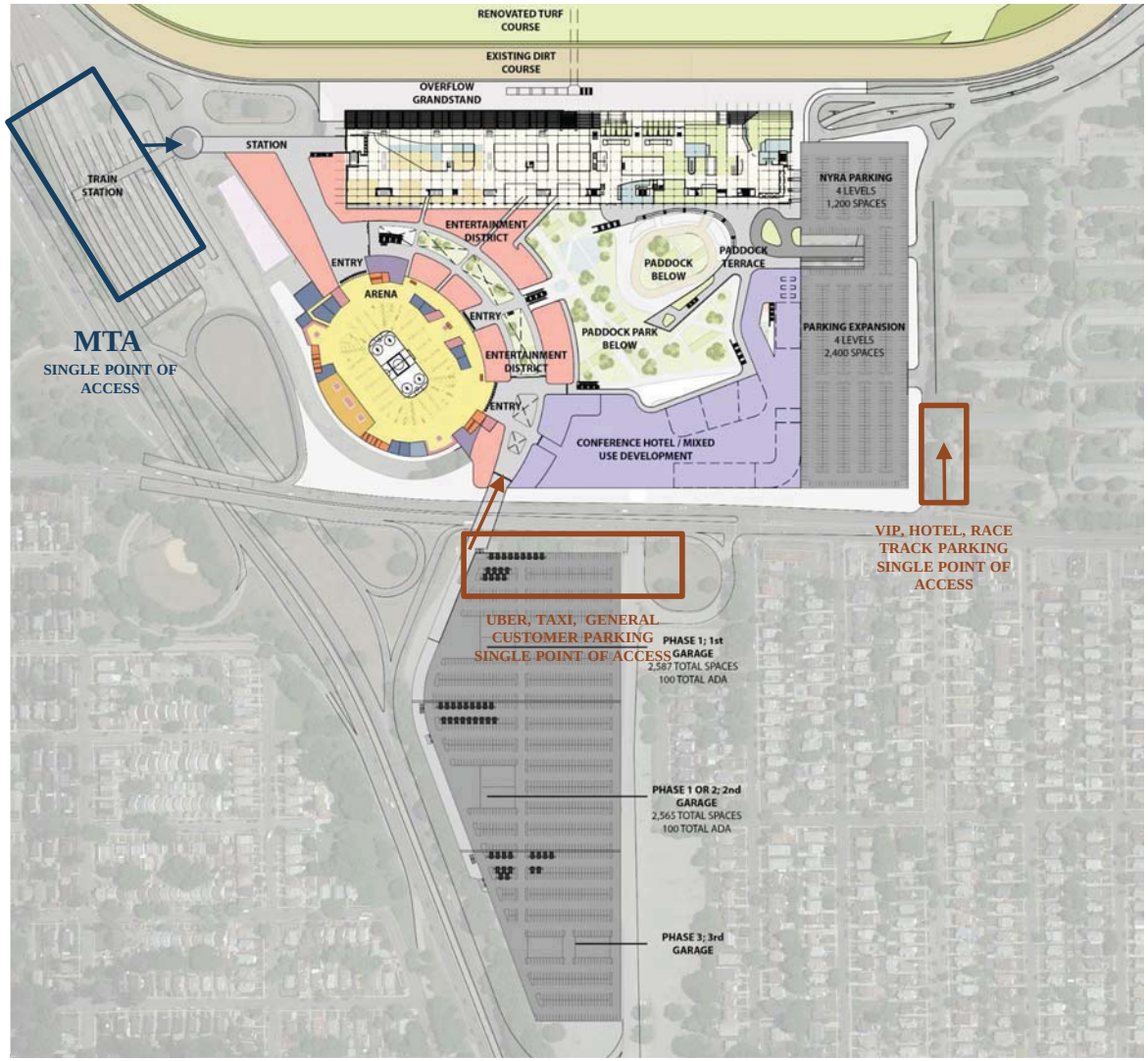


Campus Wide Strategy-Emphasis on Security

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

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

PUBLIC SAFETY MASTER PLAN – **PUBLIC VENUES**

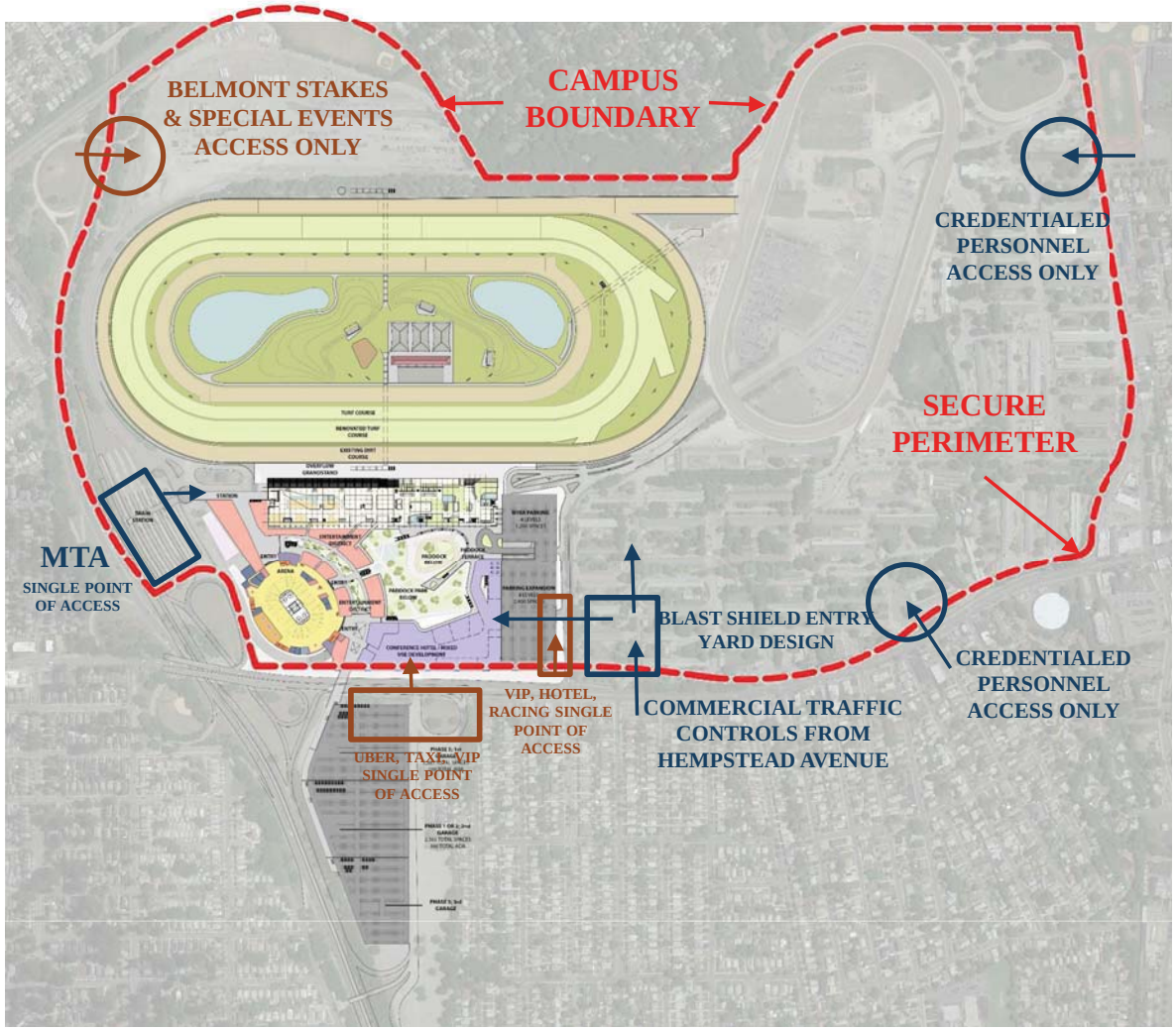


Public Venues Strategy

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

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

PUBLIC SAFETY MASTER PLAN – **INCIDENT RESPONSE**



Incident Response Strategy

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

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

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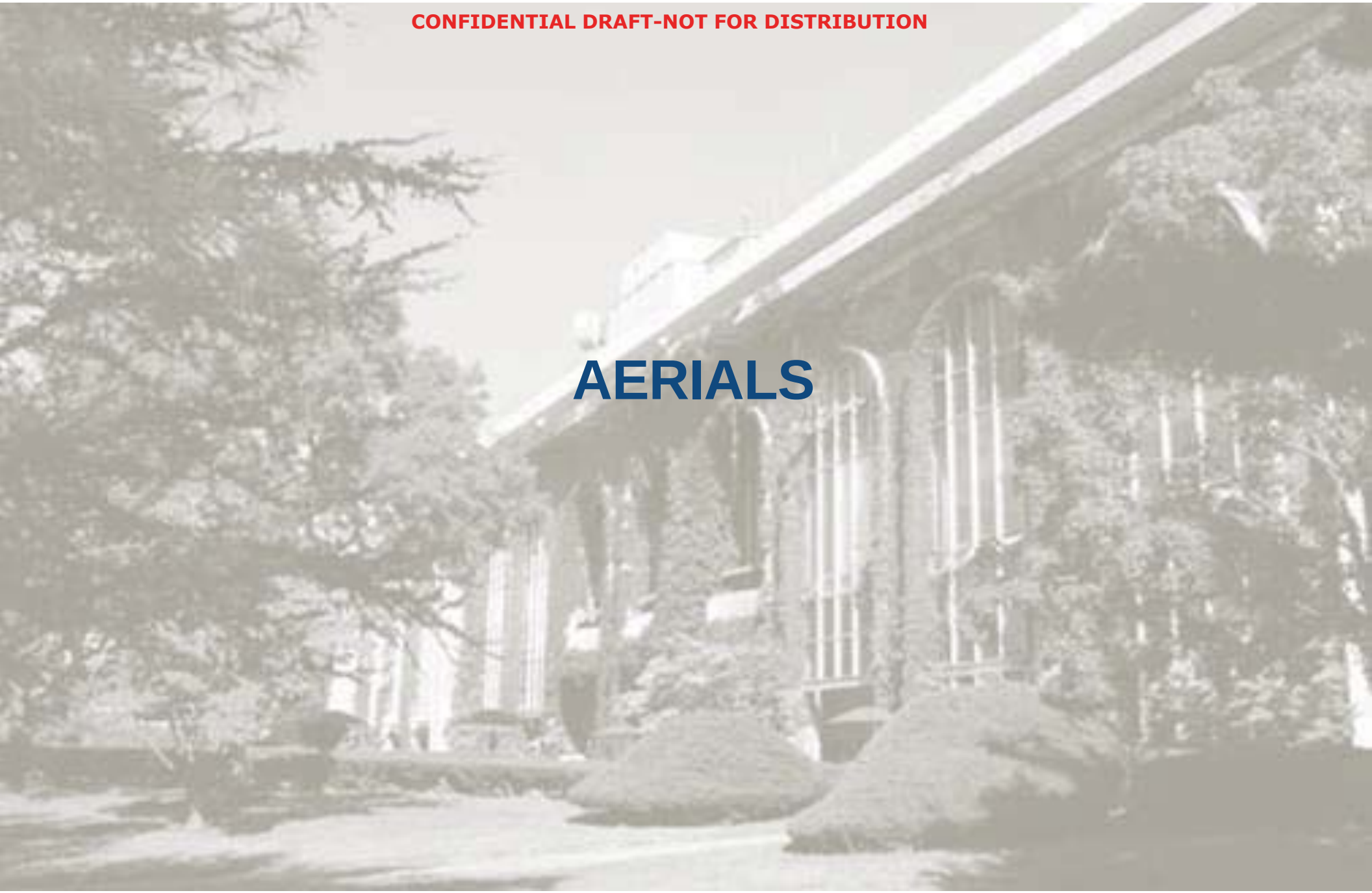
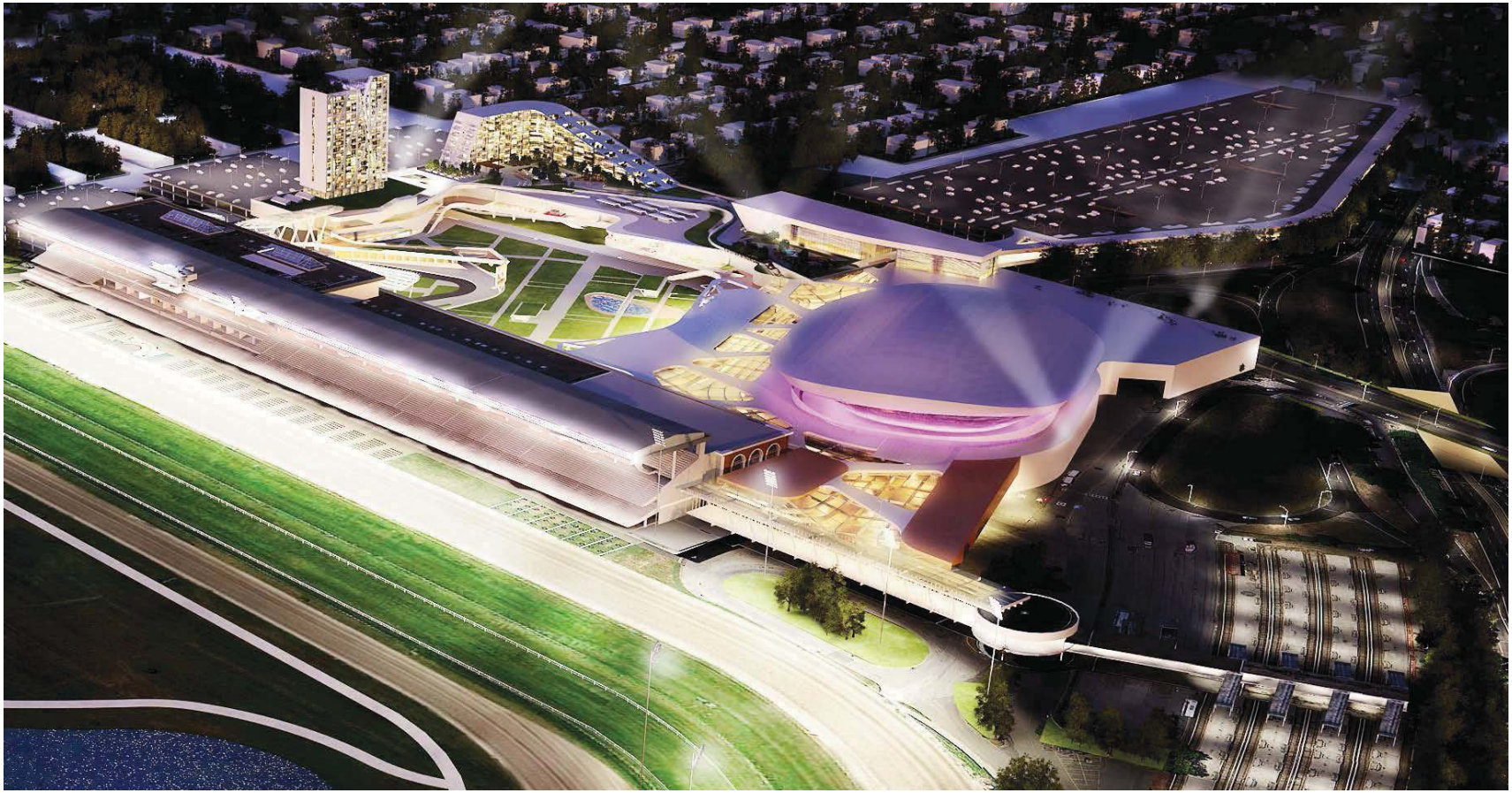


AERIALS

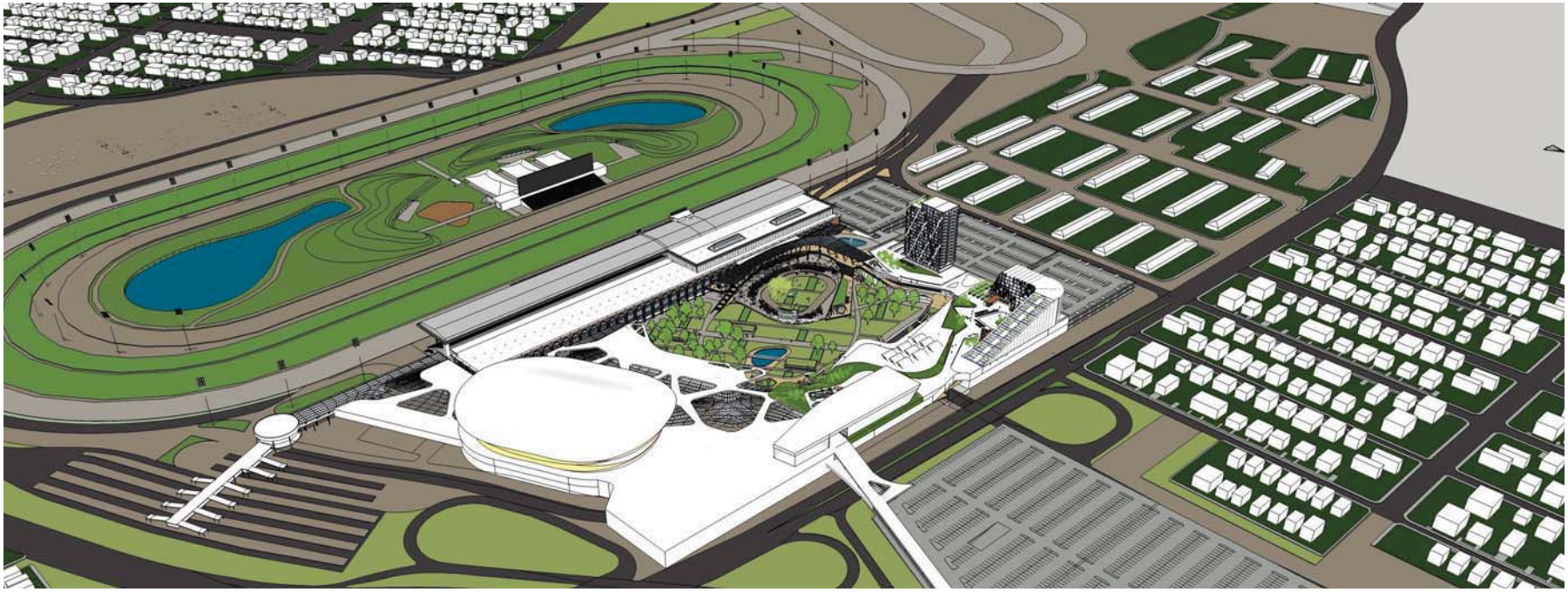
BELMONT PARK DEVELOPMENT

AT NIGHT



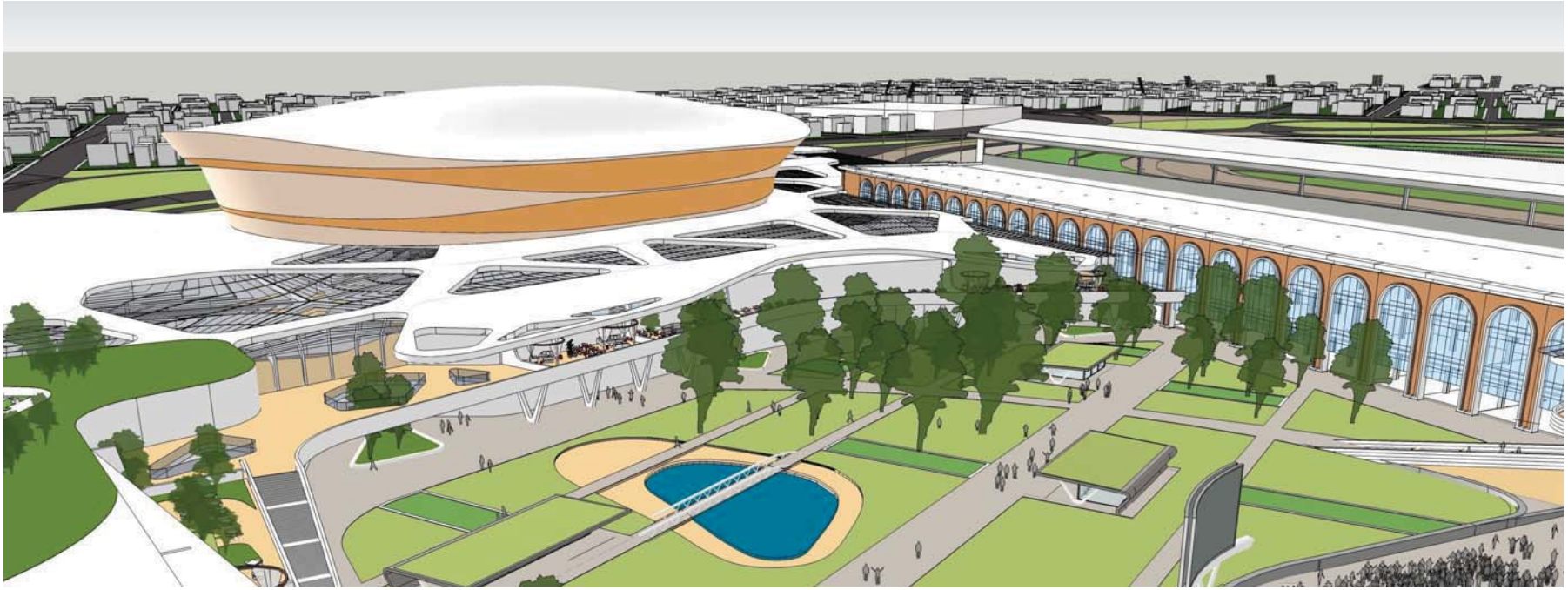
BELMONT PARK DEVELOPMENT

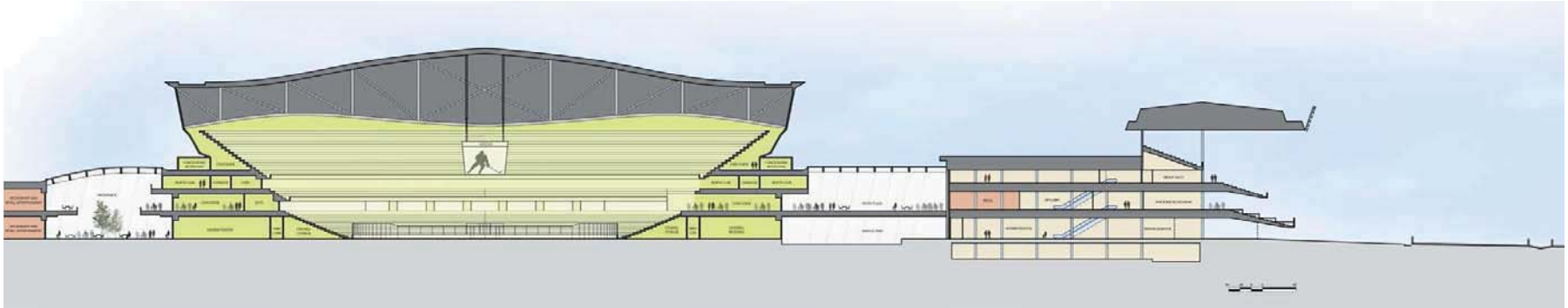
EAST-WEST



BELMONT PARK DEVELOPMENT

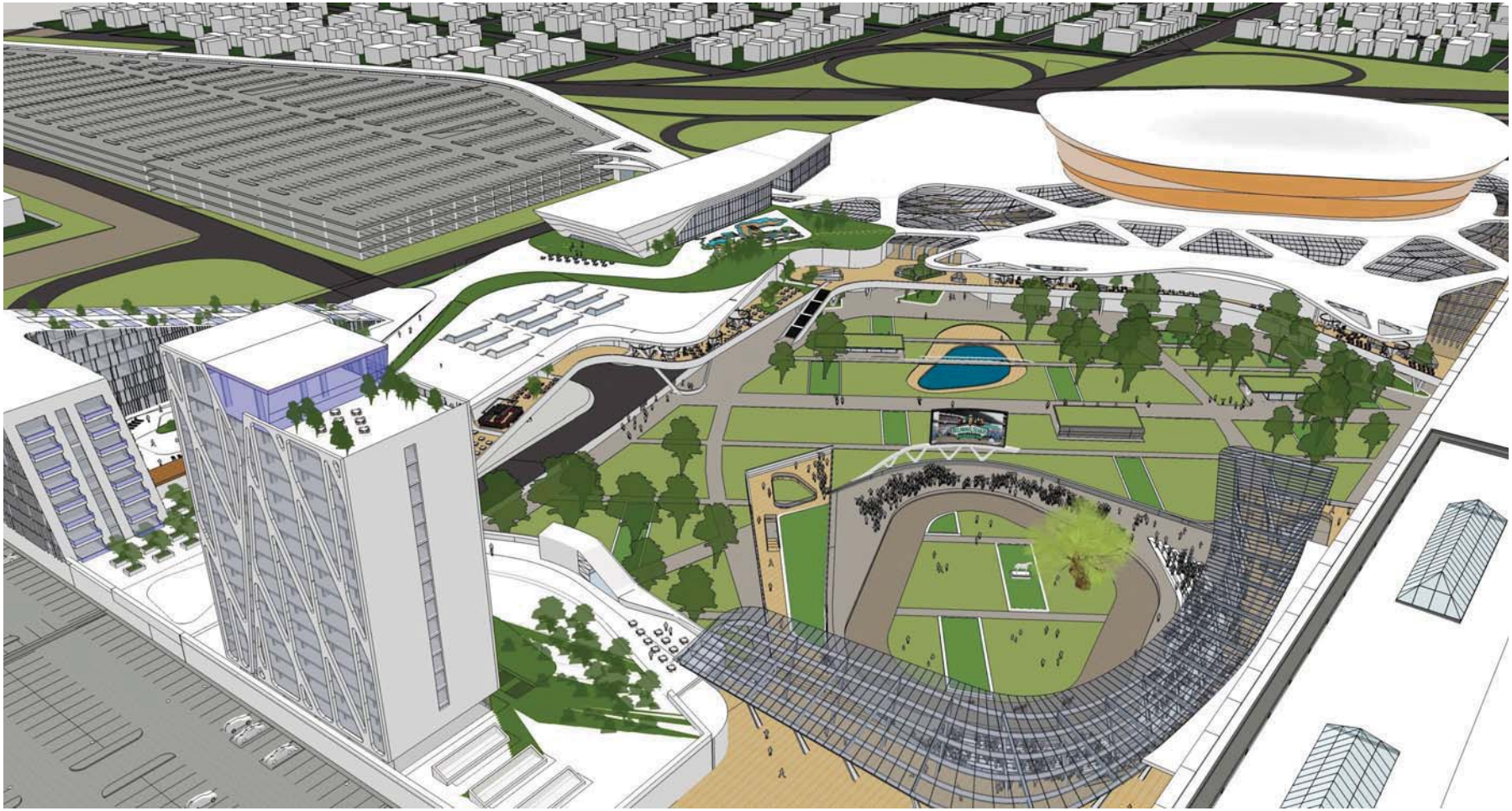
NORTH-SOUTH





BELMONT PARK DEVELOPMENT

PADDOCK-SIDE VIEW



Belmont Park Sports and Entertainment District

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

A. a state-of-the-art concert and hockey Arena for New York Islanders games, other athletic events, concerts and conventions. The Arena would have a capacity of approximately 17,200 for hockey and 18,800 for concerts. The facility would be approximately 659,000 square feet.

B. a renovated Belmont Park building and racecourse, which would include night racing and differentiated experiences for fans of all demographic groups. Belmont would have a capacity of 90,000 for its biggest races. The facility exceeds 1,000,000 square feet (455,000 on Clubhouse side).

C. an Entertainment District that offers a large and unique collection of restaurants, clubs, and entertainment-oriented venues which collectively tie the two sporting venues together, and a district that embraces the public upon their arrival to (and exit from) Belmont Park by either train or car;

D. a Paddock and new park area that provides an enhanced opportunity for more racing fans to view the horses prior to the races and watch the races on massive digital video boards, and an approximate 6-acre park;

E. likely two Hotel towers, as well as almost 400,000 square feet of programmable space (including meeting/convention space); and

F. 2 multi-deck Parking Structures that are (a) environmentally responsive (their roofs are solar panels that generate significant electrical power); (b) conveniently located to serve the arena and the racetrack; and (c) potential “Park and Ride" facilities for the new East Side Access MTA line that will connect Long Island to Grand Central Station.

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

A. *Integrated Venue Technology*. Sporting and entertainment venues will be designed to accommodate fans utilization of high-tech smart phones and similar devices. The Arena is being built in such a way as to have a larger lower bowl to create a variety of enhancements to the experience of people attending concerts and athletic events. NYRA is currently developing technology (to be launched in 2017) to help everyone use their smart phone as the equivalent of a remote control for the entire sports and gaming experience at the Racetrack.

B. *Security.* Since all of the programming will be in the area north of Hempstead Turnpike, we are able to create state-of-the-art security at this facility unlike any other major sports venue in the country. Several significant security elements being designed into this project are (a) limited vehicular and train access points; (b) abundant space that can be utilized for security purposes on the track and adjacent properties; and (c) off-site security measures prior to entry on the property–at Penn Station and Grand Central.

C. *Transportation Concepts*. We are using the MTA experience at other sporting venues, including Yankee Stadium and MetLife Stadium, to “right size” the parking garages. The parking structures will also ultimately be able to serve as facilities where Long Island residents can park their cars and take the trains from Belmont Park to either Grand Central Station (and thereby fulfill the MTA's belief that the East Side access line will generate 20% new riders) or Penn Station (in lieu of those people traveling to Jamaica). The construction of the parking garages is designed to

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

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

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

A. Currently, the owners of the Islanders project that the arena will cost approximately $705 million. The owners will invest $235 million, and borrow $470 million. However, the owners wish to work with the State of New York to determine the most attractive financing program for this construction, in an effort to reduce the financing costs for the Islanders. There is no request for the government to pay any of the construction costs for the Arena. The Islanders' commitment to this project compares favorably with recent new arena transactions across the country. For example, in Sacramento the government has committed to pay $255 million of the projected $556 million construction.

B. *Racetrack.* The renovation of this 1968 facility is inextricably intertwined with the construction of the new Arena, Entertainment District and Hotels. The Racetrack's guest enhancements will compliment those offered at the Arena. The projected cost for adding the lights, the necessary enhancements to the dirt, turf and synthetic racetracks and the renovations to the building are estimated to be approximately $435-450 million. The funds to support a construction bond would come from three sources: (a) the monetization of the remaining term of NYRA's lease at Aqueduct upon NYRA's departure; (b) the utilization of a substantial portion of the capital VLT stream remaining to be paid to NYRA until 2033 arising out of the prior sale of its land to the State and other consideration; and (c) some portion of the rents generated from the Islanders, hotelier, entertainment district and/or other on-site developers during NYRA's lease term of this property. There is no request for the government to pay any of the construction costs for the renovations to the Racetrack.

C. *Entertainment District.* There would be an RFP issued to various interested parties to develop an entertainment district at their cost, with the understanding that the developer will subsequently make lease payments to the State and NYRA.

D. *Hotel*: There would be an RFP issued to various interested parties to develop a hotel(s) at their cost, with the understanding that the developer will subsequently make lease payments to the State and NYRA. The hotel developer may also be required to provide structured parking.

E. *Parking Structures*: We propose the construction of two parking structures, one which is located north of Hempstead Turnpike adjacent to the west end of the renovated Racetrack, and a second structure south of Hempstead Turnpike, adjacent to the south entrance to the new Arena. Immediately adjacent to each parking garage would be surface parking lots, which can serve as the site for additional structured parking, if needed, in the future.

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

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

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

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

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

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

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

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

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

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

Exhibit 2

Franchise Oversight Board

RESOLUTION NO. 17-05

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

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

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

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

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

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

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

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

VOTES:

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

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

Robert Williams
Chair
Franchise Oversight Board
July 28, 2017

Michael G. Murphy
15th Floor
477 Madison Avenue
New York, NY 10022-5802
+1.212.702.5436
mmurphy@bdlaw.com

April 3, 2019

Via Email (belmontoutreach@esd.ny.gov)
Michael Avolio
Empire State Development
633 Third Avenue
New York, NY 10017

Re: **Belmont Park Redevelopment Project: Second Set of Supplemental Comments – Natural Gas Supply**

Dear Mr. Avolio:

This firm represents the Incorporated Village of Floral Park ("Floral Park" or "Village") in relation to the proposed Belmont Park Redevelopment Project. On March 1, 2019, we submitted an extensive set of comments on behalf of the Village concerning the New York Arena Partners' ("NYAP") proposal to develop portions of the Belmont Park property. Empire State Development ("ESD") had established March 1st as the deadline for comments on the project pursuant to the State Environmental Quality Review Act ("SEQRA") and Urban Development Corporation Act ("UDC Act"). On March 19, we submitted a set of supplemental comments based on the receipt of information after the March 1st deadline in response to Freedom of Information Law requests submitted to the Franchise Oversight Board ("FOB") over five months earlier. This second supplemental submission is being made because a recent Newsday article (discussed below) contradicts certain information in the draft environmental impact statement ("DEIS"), therefore requiring ESD to update and release in draft form certain sections of the DEIS for further public comment and review.

Chapter 3 of the DEIS addresses the proposed project's impacts on community facilities and utilities. In relation to required natural gas supply, the DEIS states that natural gas would be provided by National Grid, and concludes: "During preliminary discussions, National Grid indicated that there are no capacity concerns for natural gas service regarding the proposed redevelopment." DEIS at 3-25. The discussion then goes on to describe these preliminary discussions.

The March 27, 2019 edition of Newsday tells a different story. An article entitled, *Grid steps up pressure to get state approval of undersea pipeline*, explains that "National Grid will begin

notifying the dozens of midsize companies that apply for new natural-gas service that it won't be able to supply them with firm gas service if a new undersea pipeline fails to win state approval." https://www.newsday.com/news/region-state/grid-pipeline-project-1.28996040. The article goes on: "The latest letters this week will include a footnote that tells customers their future service is 'contingent on the successful and timely approval and permitting' of the Northeast Supply Enhancement Project, a $1 billion pipeline to bring an additional 400 million cubic feet of natural gas per day to the region." However, a prior set of letters had already gone out:

> National Grid announced in February that it had put 35 large customers on notice about a potential moratorium on new gas service, **informing them of its inability to supply "firm" gas service to planned projects such as the redevelopment of Belmont Park.**

This information is not disclosed or discussed in the DEIS, and contradicts the conclusion that "there are no capacity concerns" in relation to natural gas supply for the NYAP project. Moreover, based on the current posture of the NYS Department of Environmental Conservation, the prospect of a water quality certification approval of the National Grid project seems bleak, at best. Indeed, the article states that if National Grid "fails to get the state permit by May 15, it will be forced to declare a moratorium on **all new gas hookups for Long Island and New York City**."

The discussion in the DEIS is no longer valid. NYAP's ability to secure a natural gas hookup for its project is seriously in doubt, or at the very least, even if it can secure a hook up, it now faces the prospect of natural gas supply constraints or interruptions. SEQRA requires a supplemental EIS when, among other things, there is "newly discovered information" or "a change in circumstances related to the project." 6 NYCRR 617.9(a)(7). The pertinent sections of the DEIS must be updated with new analysis, and re-issued in draft form for public comment and review.

Sincerely,

Michael Murphy

cc:

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

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Chairman

Albert J Jaegers III
Secretary

Heather D. Crosley
Attorney to the Board

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February 28, 2019

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

Section 6266(3) of the Urban Development Corporation Act permits a municipal Planning Board to recommend approval, disapproval, or modification of a general project plan adopted by the Empire State Development Corporation.

The Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project") that has been put forward by the Empire State Development Corporation has components that could significantly impact the hamlet of Elmont, the hamlet of Bellerose Terrace, the Village of Bellerose, the Village of Floral Park and adjacent communities.

The jurisdiction of the Town of Hempstead Planning Board is limited to the hamlets within the Town of Hempstead. The Nassau County Planning Commission, by contrast, has jurisdiction over all communities within the County of Nassau, inclusive of the Towns, Village and Hamlets contained therein. Given the scope and breadth of the Project and its potential impact on communities outside of the limited jurisdiction of the Town of Hempstead Planning Board, we are referring review of the Project to the Nassau County Planning Commission. It should be noted that such review by the Nassau County Planning Commission has been previously requested by Town of Hempstead Councilman Edward Ambrosino, County Legislator Vincent Muscarella and Presiding Officer of the County Legislature, Richard Nicolello.

Nothing herein should be construed as an approval of the Project.

Please make this letter part of the official record.

Yours truly,

David P. Weiss, Chairman

Planning Board
Town of Hempstead

cc: Supervisor Laura Gillen
Councilwoman Dorothy Goosby
Councilman Edward Ambrosino
Councilman Bruce Blakeman
Councilwoman Erin King Sweeney
Councilman Anthony D'Esposito
Councilman Dennis Dunne
Legislator Richard Nicolello
Legislator Vincent Muscarella

From: Optimum <3girlhaug>
Sent: Sunday, February 24, 2019 10:29 AM
To: esd.sm.BelmontOutreach
Subject: Belmont arena

We need this arena in our area. It will be a beautiful place for everyone to enjoy. The sooner it gets built the better for everyone. I fully support it. John H
Sent from my iPhone

From: Ricky Abarno
Sent: Sunday, February 24, 2019 9:54 AM
To: esd.sm.BelmontOutreach
Subject: Let's go Islanders

I am in support of the Belmont Arena.

Ricky Abarno

December 16, 2018 at 2:50 PM

Last week I had the opportunity to meet with the Empire State Development Corp. and a group of local Elmont community leaders in regards to the belmont park stadium planned for completion at the end of 2021/beginning of 2022. This afternoon I met independently with a small group of concerned security, police, fire and emergency management professionals (active & retired) in regard to the lack of a viable threat assessment which was not done as a part of the environmental impact study. During the construction of the new World Trade Center / Freedom Tower, then former NYC Police Commissioner Ray Kelly made sure to convene a group of top security, intelligence, and law enforcement professionals, demanded, and was afforded a seat at the table to ensure that in the event of a terror attack or large scale incident, the tragedy that occurred on 9/11 would never happen again. I eagerly await the response of the developer and our local government representatives to make sure that all of our security concerns, in addition to a proper funding source is allocated for the safety and security of this site and our community prior to any development at Belmont Park. – Carl Achille

From: Vasili
Sent: Monday, February 25, 2019 3:02 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Support for project

Let's not be as foolish as we were 5 years ago? Time to develop the area and stop being the "Land of NO"

From: Nicholas Albanese
Sent: Monday, February 25, 2019 1:44 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont arena

I am a lifelong Nassau resident and taxpayer. I wholeheartedly support the new arena at Belmont Park. The New York Islanders are an essential part of the community and a cultural institution we can't afford to lose again. The are also an economic engine that, when properly primed, can drive a great deal of revenue for the area.

We've endured many years of poor ownership that has made success impossible for the Islanders. But the new owners seem committed to rebuilding this team and if this continues they will be one of the hottest tickets in town. More importantly, the Islanders are one of the few institutions that draw the diverse lot of Long Island residents together.

As the years go on I see fewer and fewer reasons why Long Island is a good place to raise a family. Please let us keep one of the few bright spots we have!

Yours,
Nicholas Albanese, Esq.

From: Jessica Alfonsi
Sent: Tuesday, January 29, 2019 12:06 PM
To: esd.sm.BelmontOutreach
Subject: DEIS Comment

I have the same concern as Ms. Esposito discussed in the attached letter. Thank you.

-Jessica Alfonsi

CITIZENS CAMPAIGN FOR THE ENVIRONMENT
www.citizenscampaign.org

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203-821-7050

Empowering Communities, Advocating Solutions.

January 11, 2019

NYS Urban Development Corporation
d/b/a Empire State Development (ESD)
633 Third Avenue New York, NY 10017

Re: BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT Draft Environmental Impact Statement (DEIS) Project Location

Citizens Campaign for the Environment (CCE) is an 80,000-member non-profit, non-partisan advocacy organization that works to protect public health and the environment. CCE has been working to protect water quality across NY & CT since our inception in 1985.

Protecting water quality and the proper management of our aquifer on Long Island is a high priority for our organization. The Belmont Park Redevelopment Project is large enough that it merits concern over potential impacts associated with water use, water withdrawal, and sewage disposal. CCE has found that the information provided in the Draft Environmental Impact Study is critically insufficient to allow any meaningful assessment of this project's potential impact on water use, aquifer levels or plume migration. Western Nassau County is an already environmentally stressed, overdeveloped area. New projects of regional significance need to be evaluated for water withdrawal impacts and the resulting long term sustainability of the aquifer.

The Belmont Park Redevelopment Project is a proposed 43 acre project within the unincorporated hamlet of Elmont, Town of Hempstead in Nassau County. The purpose of the project as stated in the Draft Environmental Impact Statement is to maximize economic benefit to the State while minimizing significant adverse environmental impacts. CCE believes that long term economic progress can only be achieved when proper concern, care and planning to protect water resources are incorporated into the planning process. Based on the Draft Environmental Impact Statement, more information on some key aspects of the environmental impact of the project must be included to show the developers are adequately addressing water protection.

1. **Water Withdrawal** - The Draft Environmental Impact Statement (DEIS) of the Belmont Park Redevelopment Civic and Land Use Improvement Project should asses the amount of water the project

will need on a yearly basis. This amount should include water for irrigation purposes since irrigation can be a significant part of any project's water withdrawal needs. The Executive Summary of the DEIS states "The Proposed Project would increase water demand and is expected to have an average daily water demand of 135,925 gallons per day (gpd), excluding irrigation." However, there is no justification for this withdrawal rate in the DEIS. Also, withdrawal rates need to include water used for irrigation. Irrigation is typically a large portion of water used in these types of development proposals. There is no justification to exclude this water need since water for irrigation will be coming from the same aquifer system as water for potable use. The DEIS also uses the same number (135,925 gpd) when identifying the quantity of waste water generated by this proposal. When considering the Belmont Park development proposal includes restaurants, entertainment venues and office buildings it seems highly improbable that the amount of waste water generated will equal the water withdrawal. That scenario would seem to dismiss any water used for consumptive use.

2. **Wastewater –** The DEIS claims that the Bay Park Sewage Treatment Plant discharges into the ocean and is under mandatory nitrogen removal to comply with a TMDL. This is simply wrong. The Bay Park STP currently discharges into the Western Bays, a sub region of the South Shore Estuary Reserve. Treated effluent from the Bay Park STP in the process of being rerouted to Cedar Creek STP's ocean outfall pipe, however, this will takes years to complete. No TMDL exist for the Bay Park STP outfall pipe. The Bay Park STP is being updated to included two types of denitrofication technology. This will reduce the nitrogen loading from approximately 35-37 ppm to 14 ppm depending on the time of year, however, there is NO mandatory amount of N removal.

3. **Impact to Aquifer** - Nassau County needs a clearer understanding of how projects of regional significance, such as the Belmont Park Redevelopment project, will impact the aquifer system. The NYS DEC has placed water caps (limits) on many water suppliers in Nassau County due to groundwater mining. Ground water mining occurs when more water is withdrawn from the aquifer system than the rain is able to replace naturally. The over development of Nassau County contributes significantly to groundwater mining. As has been observed, precipitation greatly impacts water levels in the aquifer system. The DEIS needs to demonstrate further analysis on how this proposed development would impact the water level of the aquifer in times of low precipitation, such as 2016, where precipitation hit a historically low 11.25 inches below average. Climate trends predict a downward trend of precipitation on Long Island in the coming years. The Long Island Commission of Aquifer Protection has analyzed Magothy Aquifer wells and the data shows that they are currently well below historical median values. Any major development project needs to address that trend in planning for the amount of water that will be withdrawn from the aquifer and its impacts on the health of the aquifer.

4. **Water Use and Conservation** – A project of this size should include information on methods being used to reduce overall water usage. Buildings in the new development should strive to be Leadership in

Energy and Environmental Design (LEED) certified. The DEIS makes mention that the development will try to achieve LEED standards but does not expand on what this means for water reduction and conservation. *Clear commitments on water reduction should be outlined before the project is able to move forward.* Water use strategies should be included in the DEIS, for both indoor and outdoor water usage. Outdoors, irrigation is one of the biggest usages of our water resources here on Long Island. This project should aim to include landscaping that uses little to no irrigation. Where irrigation is necessary, smart controllers, drip irrigation, and moisture sensors should be employed and included in the proposed project outline. Indoors, the project should mandate the use of WaterSense fixtures that reduce water usage, as outlined in the LEED green building rating systems.

4. **Potential Plume Migration –** There are several groundwater plumes surrounding the Belmont Park Redevelopment proposal. The DEIS should assess if the increases water withdrawal will impact the directional flow of any of the migration pathways of those plumes. It is significant to assess if the plumes would shift course which may in fact, hinder remediation efforts underway.

5. **Storwater Runoff -** The DEIS says the project will create an overall increase in pervious surfaces using green infrastructure and low impact design to protect ground and surface water resources. CCE recommends that the Final EIS continue to focus on mitigating stormwater runoff and further detail how this project can maximize groundwater recharge.

   The US Geological Survey is currently conducting a $6 million comprehensive groundwater sustainability study for Long Island. Decreases in groundwater levels, saltwater intrusion, and groundwater contamination have led to concerns about the future availability of drinking water on Long Island, especially in western Nassau County. The USGS has reported that test wells on the north and south shore of Nassau County reveal increasing salt water intrusion in the Lloyd Aquifer, Long Island's deepest and most pristine aquifer. Large scale development and loss of pervious surfaces hinder the recharge of our aquifers and threaten our sole-source aquifer. It is crucial that projects like the Belmont Park Redevelopment Project do all they can to prevent the further loss of pervious surfaces and allow for the recharge of our aquifers while also preventing stormwater runoff from pollution nearby water resources.

   The DEIS mentions using natural plantings and pervious surfaces as well designing on-site drainage systems including catch basins, drywells, trench drains, and infiltration for stormwater mitigation. CCE recommends the FEIS expand this section to include how these on-site drainage systems will reduce nitrogen, pesticides, fertilizers, and other common pollutants which degrade local water quality. To combat threats to water quantity, CCE also recommends the DEIS quantify how this project plans to increase groundwater recharge and decrease pervious surface as compared to the existing infrastructure.

6. **Renewable Energy -** This project will need an electrical substation as well as underground distribution and transmission lines to accommodate the additional energy demand of the proposed project, which the DEIS states will be approximately 158,000 metric tons of carbon dioxide equivalent (CO2e) emissions per year. The DEIS states the applicant is considering how to offset this additional energy use, and adhere to the Town's Climate Smart Communities Pledge to reduce community energy use, as well as seeking NYS LEED certification. While this is a good start, CCE recommends that additional renewable energy options are explored to offset the proposed project's increased energy needs.

   In recent years, Long Island has successfully reduced energy demand overall by embracing energy efficiency and renewable energy. PSEG stated energy demand is stable and recommends that Long Island move away from fossil fuels and towards renewable energy as the more cost-effective option. However, the DEIS cites reliance on natural gas as one of the ways this project will meet greenhouse gas emission reduction goals. CCE recommends this language is removed and the applicant instead explore solar energy as way to meet increased energy demand. In addition to access to public transportation, CCE also recommends that the applicant consider electric vehicle charging stations as a means to encourage further reductions in emissions from transportation. Long Islanders have worked to reduce our energy demand and are committed to curbing our greenhouse gas emissions. This project should make that same commitment.

Conclusion

The scope, size and large cost of the Belmont Park Redevelopment Civic and Land Use Improvement Project warrants a fully developed and comprehensive Environmental Impact Statement. The current draft is insufficient to determine potential impacts to the aquifer, drinking water, and other water resources. A project of this size also should be utilizing more significant strategies to reduce greenhouse gas emissions.

Thank you for considering our comments.

Adrienne Esposito
Executive Director
Citizens Campaign for the Environment

From: Jessica Alfonsi
Sent: Wednesday, January 30, 2019 9:45 AM
To: esd.sm.BelmontOutreach
Subject: Belmont DEIS Comment - Noise

Helicopter and airplane noise, which is significant in Floral Park, was not part of the study as it relates to Cumulative Impacts and Noise. Helicopters regularly fly along the LIRR tracks, especially in warmer months and fly quite low. In addition, airplane noise is currently a big problem, specifically planes landing into runway 22L at JFK. The DEIS states noise levels above 70 dBA are "considered noisy". The decibel levels of the planes landing into runway 22L are regularly above 80 decibels and on some days planes land every minute and a half or so beginning prior to 5am and going late into the night. See attached screenshot examples of recent morning & evening decibel levels over 80 from the Port Authority WebTrak Guide.The noise receptor locations you recorded are about a mile closer to JFK than the Port Authority Noise Monitor in Floral Park so is it safe to assume the planes' decibel levels are actually higher for residents on Poppy Place, Crocus Avenue & the Belmont Park dormitories?

In addition, we're told the construction work of runways 13L and 13R at JFK scheduled to begin in April will cause approximately 33% more airplane noise with one less runway in use. See attached correspondence from the Mayors of the Villages of Valley Stream, Malverne, Lynbrook, East Rockaway & Floral Park voicing their concerns. I insist that the cumulative effects of the noise of planes and helicopters be included in a new study before the FEIS is issued.

Thank you,

Jessica Alfonsi

October 26, 2018

The Port Authority of NY & NJ
4 World Trade Center – 150 Greenwich Street, 18th Floor
New York, NY 10007

Attn: Kathryn Lamond

The proposed construction work of runways 13L and 13R at JFK airport that is scheduled to begin next April will undoubtedly have a negative, potentially disruptive impact upon the tens of thousands of residents of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park.

As Mayors of these respective Villages, we have serious concerns about the level of noise that will be produced by the planned re-assignment of air traffic, with the predicted increased number and frequency of flights over these communities.

We seek clarification of the following:

- ✓ What if any, safety enhancements will result from the proposed work?
- ✓ What if any alternative flight patterns have been considered to direct traffic over the ocean and less populated land areas?
- ✓ What consideration has been given to diverting air traffic to nearby airports like LaGuardia and Newark?
- ✓ What if any positive outcome can we expect in the future, once the work is completed, ie. Less overnight takeoffs and landings?
- ✓ What is a realistic timeline for completion of this work?

On behalf of the residents of the Villages of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park, we expect and deserve full accountability on the part of the FAA and the Port Authority of New York & New Jersey with assurances that our stated concerns and questions be given due attention and consideration.

Respectfully submitted,

Mayor Edwin A. Fare
Inc. Village of Valley Stream

Mayor Alan C. Beach
Inc. Village of Lynbrook

Mayor Patricia Ann Norris-McDonald
Inc. Village of Malverne

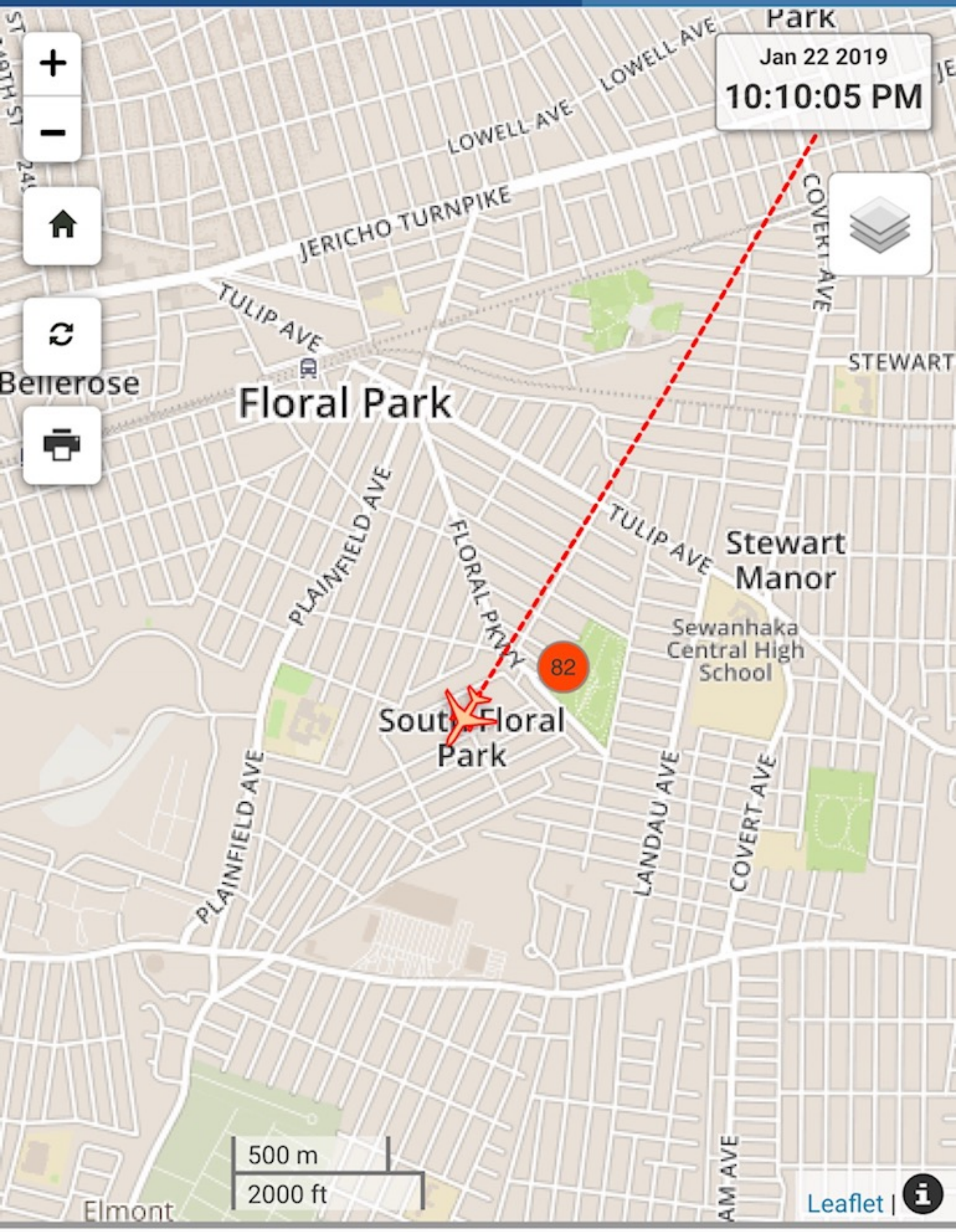
Mayor Dominick A. Longobardi
Inc. Village of Floral Park

Mayor Bruno F. Romano
Inc. Village of East Rockaway

Verizon 10:45 PM 52%

webtrak.emsbk.com

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY



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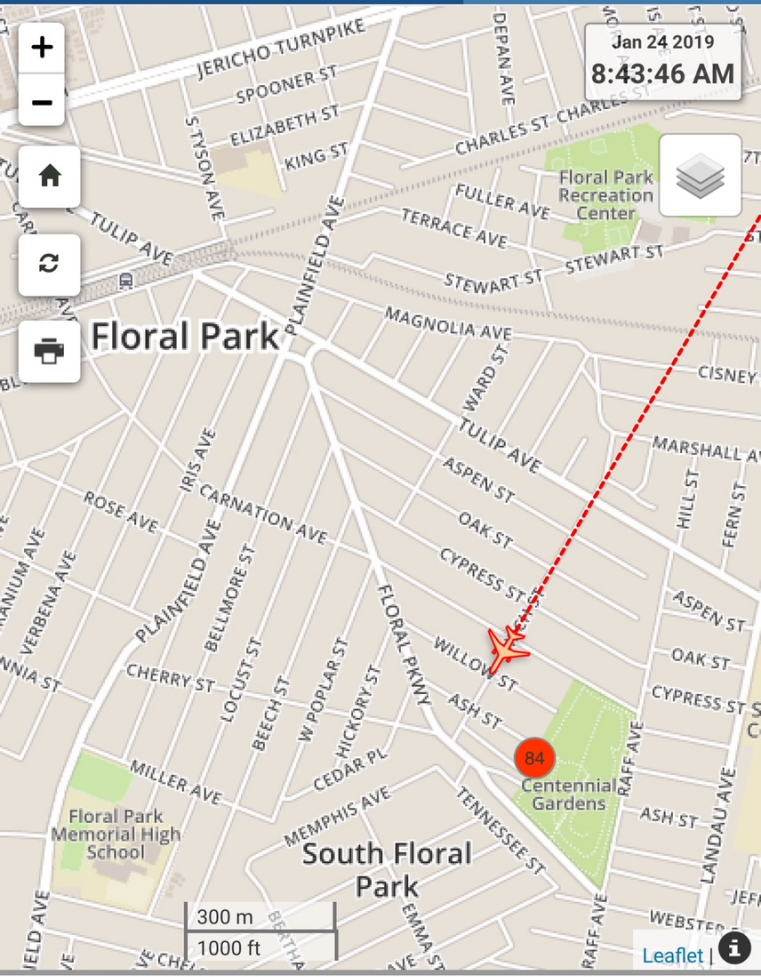

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From: Jessica Alfonsi
Sent: Wednesday, January 30, 2019 10:06 AM
To: esd.sm.BelmontOutreach
Subject: Belmont DEIS Comment - Arena impact

The DEIS did not include studies of other communities where arenas and stadiums were developed and the impact those projects ultimately had on those neighborhoods. I insist this be included in a new study prior to the FEIS being issued.

From: Jessica Alfonsi
Sent: Sunday, February 24, 2019 5:00 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Re: Belmont DEIS Comment - Arena impact

A follow-up to my comment below....

The DEIS does not provide research to support the developers' claim that sports arenas are economic engines. The review must include studies of other communities where arenas and stadiums were developed and the impact those projects ultimately had on those neighborhoods. Econ Journal Watch did a 20 year study on the economic impacts of stadiums, arenas and sports franchises and consistently found no substantial evidence of increased jobs, incomes, or tax revenues for a community associated with any of these things.

-----Original Message-----
From: Jessica Alfonsi
To: belmontoutreach <belmontoutreach@esd.ny.gov>
Sent: Wed, Jan 30, 2019 10:06 am
Subject: Belmont DEIS Comment - Arena impact

The DEIS did not include studies of other communities where arenas and stadiums were developed and the impact those projects ultimately had on those neighborhoods. I insist this be included in a new study prior to the FEIS being issued.

From: Jessica Alfonsi
Sent: Tuesday, February 26, 2019 9:02 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Islander Honk

Hello. The attached article is of great concern to me. How will the Islander Honk be handled in terms of noise? Since the lots are now directly bordering homes and schools will honking in the lots be prohibited? And how will it be enforced if so? Also, how will the prohibited tailgating be enforced?

Thank you,

Jessica Alfonsi

SPORTS / HOCKEY / ISLANDERS

The Horn Identity: Islanders fans bond through parking-lot tradition at Coliseum

Fans tailgate before the Islanders' home opener against the Carolina Hurricanes at Nassau Coliseum on Saturday, Oct. 11, 2014. Photo Credit: Jim McIsaac

By JIM BAUMBACH
jim.baumbach@newsday.com @jimbaumbach
Updated April 18, 2015 5:33 PM

At the end of the day, all Islanders fans really want to do is honk.

In a tradition that might be as old as the Islanders, fans celebrate each victory at Nassau Coliseum by honking their car horns to the beat of the "Let's go, Is-land-ers!" chant. The sound of that rhythmic beating is as predictable as the traffic jam leaving the parking lot.

But with the Islanders headed to Brooklyn next season, their fans realize it's going to be nearly impossible to take this postgame honking ritual with them.

Sure, some still may drive to Barclays Center, but the majority of fans surely will arrive by train.

So the Islanders' playoff run, already serving as a goodbye of sorts to their Long Island roots, also represents the end of one of the more unique postgame parking-lot celebrations in professional sports. And Islanders fans are not happy about it.

ADVERTISING

"To me, it's just one more thing we're losing," said Brad Shafran, 39, of East Meadow. "I know it sounds minor. It's honking the horn. But it's something that's been done for so many years, and it represents the euphoria of leaving the game."

Blair MacGregor, 31, of Ringwood, New Jersey, added: "It's going to change. I don't think you're going to see as much of it. There are a couple of blocks

around the arena. Who knows? Maybe there will be a few folks who do it. But it's definitely not going to be the same."

So these Islanders fans are resolute about enjoying the final days -- if not weeks -- of this quirky tradition that was born by way of their, well, quirky home arena.

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Honking to their own beat

The Coliseum parking lot is not easy to exit, especially when thousands try to leave at the same time. Already riding the adrenaline high of a win, Islanders fans wind up stuck in their idling cars with nothing to do while they inch toward the exit. Well, except honk their horns to the beat of their team's rally cry.

It's the most joyous traffic jam you'll ever see.

"That definitely is the sign of a New York Islanders fan," former Islanders great Bobby Nystrom said. "They definitely have that beep down. I love hearing it, actually. You know that it was a good night."

Fans love hearing it, too.

John Kingston, 58, of Carle Place, has been a fan since Day 1. He remembers watching the Islanders win their first Stanley Cup on a TV about as close to the Coliseum as one can get without being inside it -- at the Salty Dog, a one-time popular sports hangout on Hempstead Turnpike.

After the victory, Kingston said he and a buddy celebrated around the Coliseum before embarking on their 10-minute drive home. And of course they honked all the way home.

Well, at least he tried to.

"I absolutely remember driving home in my 1974 Plymouth Duster and honking so much that at a certain point, I had drained the battery so much that

it just wouldn't honk anymore," Kingston said. "I'm sitting there banging on the horn -- this little push thing in the middle of the steering wheel before the days of air bags -- and I couldn't get another sound out of the car."

Steve Pothos, 49, of Medford, said the postgame honking during those Stanley Cup years "did not stop all the way toward the Meadowbrook Parkway." Which makes sense: winning and honking go hand-in- hand for Islanders fans.

Pothos remembers one time when a war of words between a Rangers fan and Islanders fan through the car windows led to a drink being thrown. But instead of a fight breaking out, Pothos said the sound of the surrounding cars honking in unison drowned out the trash talk, silenced the Rangers fan and, in a weird way, deflated the situation. "Must have seemed like an eternity for them," he said.

'It's like a little secret signal'

The honking doesn't just happen in the parking lot after games. Gina Frescott, 30, of Farmingdale, said she'll do the honk on her way to games when she spots another Islanders fan. And now that it's warm enough for fans to tailgate, it's common to hear random honks in the parking lot before games.

"It's like a little secret signal that you're part of the club, so to speak," said David Korn, 50, of Jersey City. He said he's done the Islanders honk as far away as south Jersey and Connecticut when he's happened to pass a car with an Islanders insignia on it somewhere.

But although the tradition is sure to live on in that form, it won't be the same without the postgame parking lot renditions.

Like many Islanders fans, Shafran roots for the team because his dad did. And now he's passing it on to his sons.

Shafran said his oldest son, Maxton, will "unofficially" attend his 98th game at the Coliseum Sunday when the Islanders host Game 3 of their first-round series. Not bad for a 5-year-old. And if there's one thing young Max really likes, it's the postgame honking.

"Win or lose, as soon as I turn onto Hempstead Turnpike after the game, he asks for the Islanders honk," he said, "and I oblige."

No, Shafran doesn't like that the Islanders are moving. Why would he? He lives five minutes from the Coliseum, close enough that he can bring his 2-year-old son Brody to the game and have his wife pick him up after the second period.

He'll still root for them, and he hopes his sons continue to as well. But it's not going to be the same. They're going to miss the Islanders, and they're going to miss all that honking, too.

"If I pass the Coliseum, I honk the horn. I do it," he said. "It could be a Saturday morning and the Islanders could be on the West Coast, it doesn't matter. As long as I pass that building, we do it. It's not just because they won a hockey game. It's what we do."

With Robert Cassidy

By JIM BAUMBACH

jim.baumbach@newsday.com @jimbaumbach

Jim Baumbach is an award-winning investigative and enterprise reporter in the sports department at Newsday, where he has worked since 1998. He also is the student newspaper adviser at St. John's University.

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 12:03 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Natural Gas / Pipeline concerns

National Grid's response in the DEIS says "Supplying firm service (365 days) for this Project is contingent on the successful and timely approval and permitting of the NESE Pipeline Project". How can you therefore determine there would be "no significant adverse impact to the natural gas supply"? **What alternative energy solutions are proposed?** Will they be used only during certain peak winter days or all year long? This needs to be decided upon PRIOR to moving forward.

I have the same concerns that The Action Network states...

The Williams energy company is proposing to build a 23-mile long pipeline that will carry fracked natural gas (methane) under New York harbor. The pipeline would run along the coast of Staten Island then cross the harbor south of Brooklyn to join existing pipelines four miles off the Rockaways. There are many reasons to oppose this pipeline.

THE PIPELINE IS BOTH UNNECESSARY AND EXPENSIVE. National Grid would be buying this gas. However, a pipeline to Brooklyn just completed in 2015 doubled their available gas. Yet over the next 10 years the demand for natural gas should fall as New York switches to renewables, as we see with the success of the new offshore wind project slated for the nearby area to service the same customers. Plus, the estimated cost of this pipeline is nearly a billion dollars, a cost National Grid customers would have to pick up.

CONSTRUCTION WILL HARM BOTH HUMAN AND MARINE LIFE. To lay this pipeline, Williams must excavate a giant trench across New York harbor. The harbor seabed is contaminated by toxins like PCBs, dioxin, lead, and arsenic. These toxins will be churned up into the water and washed ashore by the tides, contaminating marine life and the shoreline. Williams says that construction will take a full year and at points may run 24 hours/day, 7 days/week. Turbulence, vibrations, and noise will take their toll on marine life. Whales, seals, turtles and birds risk having their migratory patterns disrupted.

WILLIAMS HAS A POOR SAFETY RECORD. Natural gas is primarily methane, a highly flammable and explosive gas. Williams has a poor safety record in the management of its pipelines, compressor stations, and processing plants. In the last ten years, Williams pipelines and compressor stations have exploded and/or caught fire ten times. In addition, incidents at other Williams facilities have killed six people and injured dozens. These accidents have released methane into the atmosphere, leveled buildings, and contaminated groundwater. The Pipeline and Hazardous Materials Safety Administration has repeatedly levied civil penalties against Williams for neglecting safety procedures.

THIS PIPELINE IS INCOMPATIBLE WITH FIGHTING CLIMATE CHANGE. While natural gas is often touted as less dangerous to the climate than coal and petroleum, it is in fact just as dangerous. Its primary component is methane, and methane in the first twenty years after its release is 86 times more potent a green house gas than carbon dioxide. Even in the absence of accidents, the routine fracking, processing, and transportation of natural gas releases substantial amounts of methane into the atmosphere. New York City's "80x50" program commits us to reducing greenhouse gas emissions by 40% by 2030. And New York State's Clean Energy Standard commits the state to getting 50% of its electricity from renewable sources by 2030. We will need less fracked gas, not more, to accomplish this.

Is this statement true? If so, how can you say this will not cause significant adverse impact?

Thank you,

Jessica Alfonsi

Manhattan
Brooklyn
Queens
Hook Creek Wildlife Sanctuary
Jamaica Bay Wildlife Refuge
Dubos Point Wildlife Sanctuary
NY Harbor
William T. Davis Wildlife Refuge
Coney Island
the Rockaways
Staten Island
Existing pipeline
Proposed pipeline

From: Jessica Alfonsi <>
Sent: Thursday, February 28, 2019 12:16 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont RFP

The Belmont RFP was for two parcels, Site A & B totaling 43 acres. In the DEIS, under the paragraph heading "Other Directly Affected Areas" the developer now has the project utilizing the North and East lots of Belmont Park for "additional parking through a shared parking agreement with the FOB & NYRA". However in the RFP's Addendum#4 (link below) you say that is not "anticipated":

https://esd.ny.gov/sites/default/files/rfp/Belmont_Addendum_4_QA.pdf

Question# 62:

Page 13 of the RFP states the need for "parking calculations." Will the North Lot (north of the track) and its existing roads be utilized in any way for traffic flow or parking to accommodate developments of either Parcel A or Parcel B? Are there plans to light the parking lots and roads?

Answer:

It is not anticipated that the North Lot will be used to accommodate parking for development projects on Site A, Site B or Alternative Site A. NYRA plans to continue to use the North Lot for parking, but no paving or additional work is currently contemplated.

So how was this a fair & competitive bidding process when in your response to questions submitted by prospective respondents to the RFP, you told them the North & East lots could not be used? If they had known "co-shared parking" was an option, perhaps they would have designed something different? This should be put out to bid again. It was not done fairly or likely legally.

Thank you,

Jessica Alfonsi

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 2:56 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Visual Effects

The DEIS illustrated “potential visual effects” showing only 7 vantage points with barely any detail (gray box in distance representing hotel) while they included 110 photos of *existing* conditions. There is nothing showing the arena, mall, public spaces, parking lots or other areas. Please provide visual renderings of these items as well as additional detail on the hotel.

Thank you.

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 1:40 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Horses

There was no mention in the DEIS how this development will affect the horses at Belmont. The FEIS must include how this will affect their mental health as well as overall health. How will they handle the "significant adverse construction noise impacts" the DEIS proves? And all the added activity on the Belmont Park campus including additional people/ vehicles, fumes, construction dust, additional lighting and possible explosions?

Parking in the East Lot will be adjacent their training track. Horses are prey animals. Their main defense and first instinct is to run fast and far, on long relatively fragile legs. So, at the first sign of "danger" which can be something harmless, they spook. Will the activities be coordinated?

Please include the horses in the Final impact study.

Thank you.

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 12:34 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment

Shouldn't the fans be told before the project is approved, what a logistically inconvenient layout the new proposal is? Originally the design selected by ESD had the parking lot on Site B just over a pedestrian bridge from the arena. Appropriately-located, nearby parking. Now with the addition of the mega-mall, the parking lots will be a minimum 20 minute walk from the arena and fans will be bused to and from their cars. Tailgating will be prohibited which is HUGE for Islander fans. In light of this now massive scope, your DEIS sites “unmitigated significant adverse traffic impacts” to buses, local roads and highways. And I read the LIRR station at Belmont will not be fully-functional and that before and after each event, they will only offer 2 trains to and from Jamaica station only. The majority of fans are coming from the East so to take the train. Do you really expect fans will be fine having to overshoot the Belmont stop to Jamaica and circle back possibly adding an hour plus onto their commute just by having to time their train's arrival into Jamaica to coincide with one of the only 2 trains being offered? And how will 8250 parking spots enough for daily visitors of 47k?? Will each car conceivably hold 6 people? The parking lots' far distance, coupled crippling traffic, no train service from the East, and prohibited tailgating will not make happy fans. We want development there but one that will be successful! You’re simply looking at an aerial view and saying, "sure this fits"!

Thank you.

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 6:42 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: North Lot Buffer - DEIS Comment

In your "Response to Comments on the Draft Scope" document on page A-43 your response to Comment 131 is:

"The Project Description chapter of the DEIS will describe the proposed improvements to the North Lot, including buffer(s) along the perimeter of the North Lot."

The only "buffer" mentioned in the DEIS is "dense vegetation" and a chain link fence. Is that the only buffer you propose in between the North Lot and our elementary school & homes? Do you feel that is secure enough and will "buffer" the additional noise, lighting, activity etc? I've attached photos FROM the North & East lots for your further study.

Thank you!

From: Jessica Alfonsi
Sent: Thursday, February 28, 2019 6:34 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Re: DEIS Comment - Visual Effects

In addition to my comment below, I reference in your Response to Comments on the Draft Scope, the answer to comment 113. ESD writes "As noted in the Draft and Final Scope, the DEIS will assess the Proposed Project's potential visual effects. The potential impacts of the Proposed Project will be illustrated with renderings and photo-simulations that will reflect the height and dimensions of the Proposed Project. I don't see this in the DEIS. Thank you.

From: Jessica Alfonsi
Sent: Friday, March 01, 2019 11:46 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS - Community Benefit

One of the RFP's Development Objectives was to "Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park". The DEIS also mentions the proposed project would be "compatible with the surrounding area". So where exactly is the community benefit and will it be compatible? Here are some details from the doc that contract those objectives....

"These entertainment amenities are not expected to be used on a sufficiently regular basis by local residents"

"The Proposed Project's luxury outlet retail component would not serve to meet the day-to-day consumer needs of local residents"

"This retail center product would not attract shoppers making regular everyday purchases, but rather those making special excursions to purchase high-value items. Based on Value Retail's existing outlet center in the United Kingdom, a substantial percentage of customers (around 30 percent) could be national and international tourists."

"Because the types of brands carried in luxury outlet retail spaces tend to concentrate high-value items that are purchased infrequently—even in high-income communities—it is unlikely that this component of the Proposed Project would become a frequent destination for local shoppers."

"While the proposed hotel may be utilized by guests of residents within the local community, and the hotel's event space may be utilized by local residents, a majority of customers are expected to be out-of-area visitors to Belmont Park Racetrack and Grandstand, the arena, and destination shoppers visiting the luxury outlets."

The DEIS states the 10,000sf of community space they will maintain will *"be located within a number of proposed structures (e.g., the office building, hotel, arena, and retail buildings)".* So is it safe to assume the "community space" is the offic**lobby**, hotel **lobby**, arena **lobby** and **stores?**

“The increase in the intensity and frequency of use at the Project Sites on a year-round basis would increase traffic and pedestrian activity and noise in the area. However, the volumes associated with the year-round events and other use of the property (e.g., hotel, office, retail) would be substantially less than on Belmont Stakes day.” CAN YOU GUARANTEE THAT?

“Although increased pedestrian and vehicular activity due to increased activity can have adverse community character effects, with the Proposed Project such effects are not predicted to occur on residential streets within neighborhoods, and generally would be limited to periods before and after major arena events.” Some revealing wordsmithing there. How do you draw this conclusion when all secondary roads sure to be used are one lane each way (Plainfield Ave, Tulip, Covert, New Hyde Park Road, Carnation Ave, Elmont Road). And Plainfield Ave just north of Hempstead Tpke doesn't even have a shoulder so if a car is stalled, traffic stops.

“Up to approximately 5 acres of the total Backyard area would be substantially changed or replaced with new plazas including the manmade water feature; children’s play area, betting tent, and picnic area. The removal of these areas would place additional strain on the existing recreational spaces within Belmont Park. Moreover, it is anticipated that certain activities currently held on the Site A parking lot may not be able to continue in the future with the Proposed Project, such as amusement park and food truck activities that occur on certain days of the year, although it is possible that these events could continue in the North or South Lots, outside of the racing periods.” Belmont Park must stay park-like, not just become a parking lot and RETAIL SPACE and CONFERENCE SPACE and OFFICE SPACE. The communities want green space, community space and OPEN SPACE.

Again, where exactly is the community benefit and compatibility?

Thank you.

From: Jessica Alfonsi
Sent: Friday, March 01, 2019 4:27 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Pesticides

Exactly what pesticides will be used at the site and what are the quantities and uses? It's listed in the full Environmental Assessment Form that they are being used and I don't see it in the DEIS.

Thank you.

From: Jessica Alfonsi
Sent: Friday, March 01, 2019 4:23 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Water & Sewage

Is it a coincidence that the average daily water demand and the sewage flow are both 135,925 gpd with peaks at 2,600 gpm or are these numbers incorrect?

From: Jessica Alfonsi
Sent: Friday, March 01, 2019 4:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Helipad Comment - DEIS

The DEIS fails to mention how the developer plans to use the Helipad located on the Belmont property. Please include in the FEIS how it will service the project development and future needs? Where is it located exactly and how many flights are anticipated per event and at what times exactly?

From: Jessica Alfonsi
Sent: Friday, March 01, 2019 4:11 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: DEIS Comment - Reduced Scope

SEQRA requires that an EIS "evaluate all reasonable alternatives". A smaller project would surely be a "reasonable alternative" that must be considered. Especially when the DEIS states “the proposed project would result in a significant adverse impact to local roads, highways, and NICE/MTA bus routes”. There was no support of the mall at the recent hearings. In fact all communities seem adamantly opposed to it. Please study an alternative without the mall. The arena has community support, the mall does not. ESD must be willing to compromise for the surrounding community's benefit. NYAP's project that ESD selected was not appropriately-sized. Why did the conditionally designated project in Dec 2017 increase in such size? I realize the retail square footage hasn't technically changed but residents were simply looking at YOUR rendering that seemed to fit nicely there. The larger scope is too large and the infrastructure doesn't support it.

A smaller scaled alternative must be properly analyzed. The Urban Development Corporation Act mandates ESD to “work closely, consult and cooperate with local elected officials and community leaders at the earliest practicable time. The [ESD] shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects.”

Despite ESD's boasting of a "robust community engagement process", ESD hasn’t taken resident comments into consideration and reduced the proposed scope in any way. In fact, they’ve done the OPPOSITE and increased the scope by adding the North & East lots to the project and reducing the parking under the retail space from two levels to one. They also added “a 1,250sf bus pavilion to the east lot with a lounge area, kitchen and restrooms for the bus drivers”. And all that despite numerous public hearings and the Community Advisory Committee “meetings”. The Belmont Community Advisory Committee that ESD put together is not a collaborative committee nor primarily comprised of “community members”. The actual process is that ESD calls a meeting when they have an announcement (i.e. day before the DEIS was released).

In Response to Comments on the Draft Scope, ESD wrote “ESD has met with the Mayor of Floral Park and continues to meet with the Village leadership in furtherance of Project development”. This is not true. In reality, the only “collaborative” two-way conversation was the initial meeting where ESD & Mr. Ledecky were toured around Floral Park and Belmont back in 2017. Since then as of the January hearings, Floral Park town officials and the school board have only communicated with ESD through former Senator Phillips, who was advocating on behalf of Floral Park.

In Response to Comments on the Draft Scope, ESD wrote “In accordance with SEQRA, the findings statement, adopted after the completion of the Final EIS (FEIS), will consider the relevant significant adverse environmental impacts, and mitigation thereof, presented in the FEIS; it will weigh and balance those impacts with social, economic, and other essential considerations. Mitigation measures are recommended where practicable and feasible to reduce or avoid impacts.” **Does SEQRA require mitigated significant adverse environmental effects?**

The DEIS concludes **“significant adverse impacts cannot be fully mitigated while still allowing the Proposed Project to meet the State’s development objectives for the Project Sites.”** One of the DEVELOPMENT OBJECTIVES is to Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park. Isn't that important?

They also write in the DEIS “To eliminate all unmitigated significant adverse impacts, the project would have to be reduced in size or modified to a point where it would not meet the state’s development objectives for the sites. Accordingly, there is no viable “unmitigated impact alternative”. **Why is this project “all or nothing”?** Eliminate the mall!!!

That being said the DEIS also mentions ESD will consider a “No Unmitigated Impact Alternative” which is “an alternative program that would avoid or reduce impacts that cannot be fully mitigated.” That alternative is eliminate the retail mall and renovate the train station. Please I ask you to “consider” and study this alternative.

It also says, “with Site B developed primarily with parking and open space uses (WHICH WE ASKED FOR), this alternative would not generate comparable levels of vibrancy and economic activity south of Hempstead Tpke”. That’s ok with us and is called a compromise. Don't let the mall take down this whole project.

Aqueduct is a better location for the mall and there are better options for the south lot if you insist on developint there. 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.

February 26, 2019

Howard Zemsky
Empire State Development
95 Perry Street, Suite 500
Buffalo, NY 14203-3030

Dear Commissioner Zemsky,

I agree Amazon pulling out was a HUGE blow to NY and sympathize for the position you are in right now. In the last ESD Board Meeting you asked if anyone had any insight into why Amazon failed. Well I think I do as I'm involved in a similar situation with the Belmont re-development project.

Governor Cuomo and Mayor DiBlasio's first mistake was not obtaining community (& local official) support **PRIOR** to submitting their bid. They also should have made every effort to educate the public on the Amazon tax incentives and how it nets out in our favor. Amazon should not have been the ones handing out flyers touting the benefits of them coming to LIC. The community's elected officials & local leaders should have been on board FIRST and subsequently the ones educating the public. This was the classic "three men in a room" deal.

Similar to the Amazon neighborhood flyers being badly received, the Islanders President of Business Operations was boo'd off the stage at the public hearings in January. Because he wasn't listening. During the three days/nights of hearings hundreds of speakers (and many more spectators) voiced these main topics of concern:

1) The *increased* scope which came out AFTER the original hearings/ Q&A sessions so folks were angry they were obviously being ignored
2) Use of the North & East parking lots which ESD/NYAP pledged would not be used - again we were ignored
3) The luxury mall "not expected to serve needs of the local community" as the DEIS cites – not ONE person over the course of the hearings stood up in support of that mall. Not a one...
4) Lack of a fully-functioning train station – this station is a MUST
5) "Unmitigated significant adverse traffic impacts" to buses, local roads and highways. How can traffic be "unmitigated"? Just reduce the scope!

Mr. Browne from Sterling Group also got up at the hearing and said "there's been no change" and technically the square footage numbers for the retail haven't changed *however* residents can't comprehend those numbers. They were simply looking at ESD's rendering that seemed to work there (attached). They interpreted it as an arena & hotel with some complimentary shops and restaurants, nearby appropriately-located parking and a full-time train. **Instead of working together to come to a mutually-beneficial arrangement, NYAP & ESD just wanted to win the "argument".**

Just like Amazon, the state is ramming this project down our throats and it's WAY too big for our area. We know, we live there! Floral Park has 15K people and not one wants this project as proposed. Elmont has double that amount, half of which don't speak English. The Belmont RFP was for only 43 acres. We urge you to reduce the scope to only the RFP area and upgrade the LIRR station. Don't let the mega-mall take down this whole project.

I ask you and the Board to urge ESD/NYAP to collaborate with the community going forward. Thank you.

Sincerely,

Jessica Alfonsi
917-553-5534

NEW YORK STATE OF OPPORTUNITY. | Empire State Development

PROPOSED SITE PLAN

Empire State Development
633 Third Avenue, New York, NY 10017
(212) 803-3100 | www.esd.ny.gov

NEW YORK STATE OF OPPORTUNITY. | Empire State Development

TO: Howard Zemsky, President

FROM: Holly Leicht, EVP, Real Estate Development & Planning

DATE: December 19, 2017

SUBJECT: Belmont Park Redevelopment - Conditional Designation of New York Arena Partners ("NYAP") as Developer

---

After a thorough review and evaluation process, the Belmont Park Redevelopment Selection Committee has conditionally designated the New York Arena Partners ("NYAP") to redevelop up to 43 acres of property owned by the Franchise Oversight Board ("FOB") at Belmont Park, located at 2150 Hempstead Turnpike Elmont, NY 11003, on two parking lots identified as Site A and Site B (collectively, the "Sites").

NYAP proposes to build a mixed-use entertainment complex that will include an approximately 60,000-square foot, 18,000-seat multi-use arena that will be home to the New York Islanders; a 435,000-square foot retail, dining and entertainment village; a 193,000-square foot hotel; and 10,000 square feet of offices and parking (see Proposed Site Plan attached). The proposed project and any contractual documentation remain subject to all public approval processes as required by law, including but not limited to review by the ESD Directors.

I. Background

The Sites are located entirely within the Town of Hempstead in Nassau County. Site A is located north of Hempstead Turnpike on approximately 15 acres. It is adjacent to the western end of the Belmont Park clubhouse and is bordered to the west by the Belmont Park spur of the Long Island Railroad, with five tracks and four platforms. Site B is located south of Hempstead Turnpike and contains a total of approximately 28 acres. Portions of Site A and all of Site B are surface parking lots which are primarily used once a year for the Belmont Stakes.

II. Selection Process

On July 31, 2017, Empire State Development (ESD) issued a Request for Proposals (the "RFP") seeking proposals to redevelop up to 43 acres of land. Respondents had to submit a Base Plan that called for the development of 36 acres on Site A and Site B, which are two parking lots located north and south of Hempstead Turnpike that are used once a year for the Belmont Stakes. Respondents were also allowed to submit proposals that included an additional 7 acres

of land adjacent to Site A, referred to as an Alternative Plan. The conditionally designated proposal constitutes NYAP's Alternative Plan.

Interested parties and Local Elected Officials (LEOs) were offered a site tour of the Sites on August 16 and 17. On September 28, 2017, three proposals were received in response to the RFP, and on October 26, 2017, the three teams were invited to in-person presentations and a question-and-answer session held at ESD. On December 4, 2017, one of the respondents notified ESD to withdraw their submission.

ESD sent draft term sheets to the respondents on November 21, 2017. The deadline for respondents to submit counter-offers was December 4, 2017. Meetings were held on December 8, 2017 with the remaining two respondents to discuss the term sheets. ESD sent revised terms sheets to the respondents on December 12, 2017, and best and final offers ("BAFO Term Sheets") were due to ESD on December 18, 2017.

To review the proposals, ESD formed five Technical Committees: 1) Real Estate and Economic Impacts, 2) Finance, 3) Environmental Review, Planning and Design, 4) Community Benefits, and 5) Procurement and Diversity Practices, totaling 12 ESD staff members and outside environmental consultants. A four-person Selection Committee was formed to evaluate and score the proposals, comprising two staff members from the ESD Real Estate and Planning Department, a member of ESD Contract Administration, and a staff member from the Real Estate Services group at the Office of General Services (OGS). Both the Technical Committees and the Selection Committee prepared questions for each team to respond to in writing and helped draft the term sheets that were sent to each team to complete.

On a parallel track, ESD engaged in a robust community engagement process. Local Elected Officials held a community listening session on July 10, 2017 to solicit public input to inform the RFP before it was finalized and released. ESD briefed all Local Elected Officials on the three proposals on November 28, 2017, as well as the Long Island REDC Executive Committee on December 7, 2017. The State Local Elected Officials held a second community listening session at Elmont High School on December 10, 2017, where both respondents presented their proposals and answered written questions from the public over the course of two hours. Approximately 180 people attended, and there was extensive press coverage. The LEOs provided an email address to which the public could submit additional comments, and over 120 comments were submitted and shared with the Selection Committee.

After reviewing all of the materials submitted and having the opportunity to ask each team additional questions, the Selection Committee scored the proposals on a scale from 1 to 10 (with 1 being the lowest and 10 being the highest) on the following criteria, which were listed on page 15 of the RFP:

A. Development Experience and Financial Strength (10%)
- Respondent's ability to meet Qualifying Organization requirements
- Respondent's capacity as demonstrated by the entities represented in the consortium, if relevant or development team is assembled
- Respondent's financial strength as indicated by the materials provided in the submission
- Demonstrated understanding of the potential private capital sources available for a project of this type

B. Financial Offer (20%)
- Base Rent

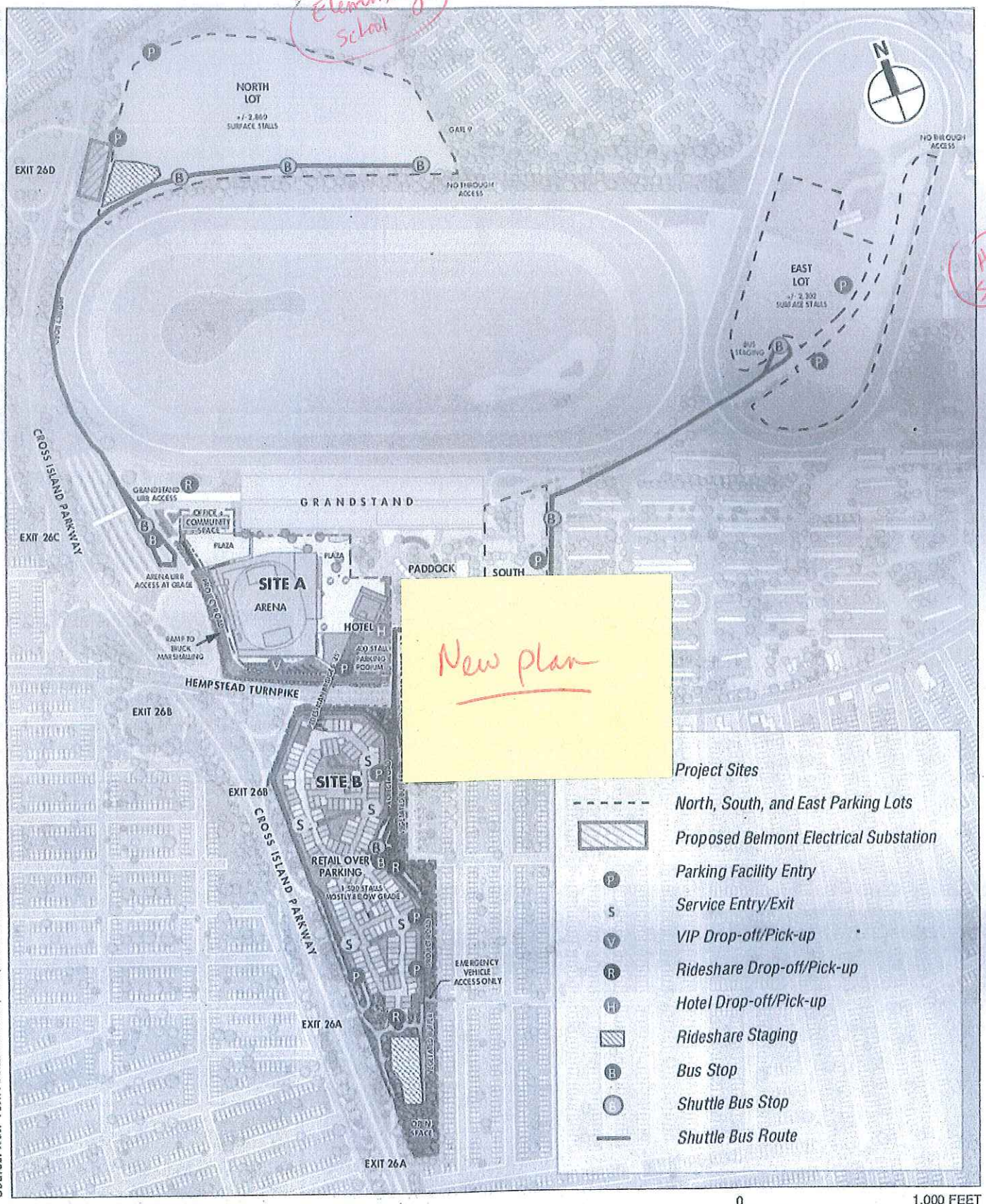
C. Overall Project (30%)
- Extent to which proposed Project strengthens Belmont as a premier destination for entertainment, sports, recreation, retail and hospitality on Long Island
- Overall economic benefits of the Project, including but not limited to local jobs and local economic impacts that supports community revitalization and sustainability

D. Project Design and Timing (30%)
- Proposed Project development and construction plan
- Proposed retail and commercial development strategy
- Innovative technical solutions to enhance design, construction and/or operations

E. Diversity Practices (5%)
- ESD's Office of the Contractor and Supplier Diversity will score each application of Diversity Practices using the attached Diversity Scoring Matrix in Appendix E. Up to five percent (5%) will be awarded based upon the contents of the Diversity Practices Questionnaire in Appendix E, submitted by each Respondent to the RFP.

F. Community Benefit (5%)
- Projected Expenditures, construction costs, annual operating costs and other direct spending that will help spur economic activity, including job creation and any other programs or public benefits the Respondent may undertake or provide on behalf of the community.

Based on this evaluation process, NYAP scored the highest. In the judgment of the Selection Committee, the NYAP proposal would bring economic benefit to the area in a manner consistent with the goals of the RFP.



11.27.18

Source: New York Arena Partners, LLC, Belmont Arena + RD&E Master Plan, July 5, 2018 and VHB.

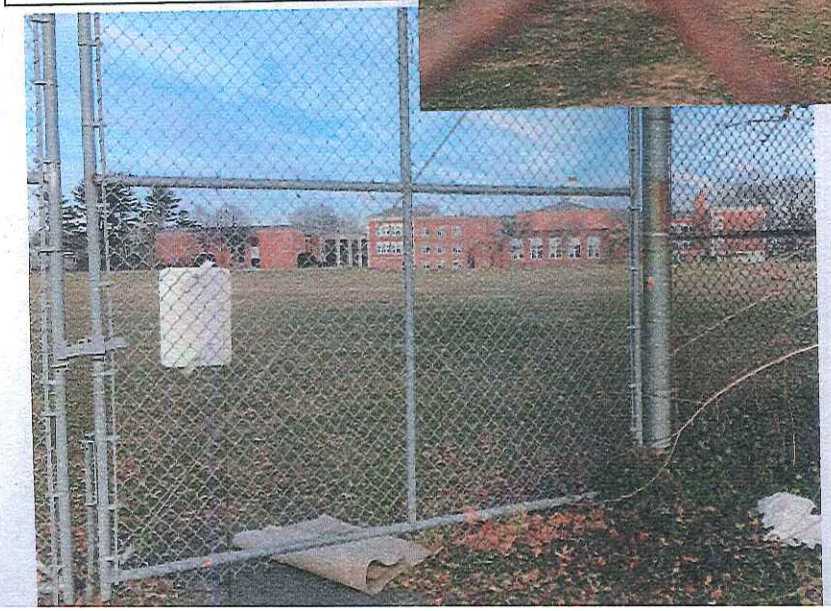
FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Project Site Plan

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 11-6

These are photos taken from the North & East lots which, as you can see, are surrounded by homes and a school yard…



Is the proposed chain-link fence & "vegetation" an appropriate and secure enough buffer???

Belmont Meeting January 2019

My name is Virginia Amato and have been a resident for 57 years. My family has lived here since the 1940's, when my father, his brother and cousins were in WWII. All of my aunts, uncles, cousins and oldest sister attended Sewanhaka. My family built many homes here in Elmont and Floral Park and my father's uncles knocked down trees to make Frederick Ave and built 2 big homes there, where they lived for many years. In fact, the mayor of Floral Park remembers my uncles and said they had built his mother's house.

Long Island is about green space, not tall buildings….and we are the entry way to Long Island. We don't want to depict a land of tall buildings and city life to people…we want our green space…if you want city life, then move there! Mineola just needs the smell of the subway and you can really feel the city life!

My family came out here to have their own homes with backyards for the kids to play in, they didn't want to live in apartment buildings or have multiple families in their homes, they wanted their own, to have room to breathe. Now we have illegal apartments and the town, with all my phone calls and notes through their on-line system, don't do anything about…they don't care…but we, the homeowners do care!

Your project is way too big and will infringe upon its neighbors. People have homes along the south lot, they don't want to hear trucks coming and going and loud concerts in their backyard. The north lot borders an elementary school and our neighbor's backyards in Floral Park, they don't want their children being bothered and their quiet way of life disrupted. There has been talk of building a wall if you go through with this monstrosity of a project.

I don't see why you would want to build retail space. In case you haven't seen the news, Sears, an icon is going out of business. Stores push people to shop on-line, I do not, but most people do, especially the kids, which is why the kids don't have jobs. And the jobs you will create, will only be minimum wage jobs, who needs that when you have taxes (especially with Laura Curran's new assessments), mortgages, utilities, and numerous other expenses to pay. Nobody is hiring the older worker, so how are we supposed to pay bills with minimum wage jobs?

A hotel? Really? Who will stay at this hotel? It will be vacant and will either become a casino (which is King Cuomo's ultimate sneaky plan) or Section 8 housing, which I have seen happen to a lot of the motels around here…we don't need that here…or maybe, another church! (tax evasion at its finest!) Every other building is a church here! We are sick of it! We have more churches here than you can imagine…we must be the holiest town on Long Island! And, again, minimum wage jobs…the real jobs are out of state at the corporate offices.

The Islanders didn't do anything for Uniondale, so what will they do for Elmont? I never saw anybody say they're moving to Uniondale to be closer to their Islanders! And we don't want anyone getting a 10 year tax break to build!

An entertainment complex? We had Argo movie theatre and there was trouble, so it closed. We had Valley Stream theatre and after 30 years, it closed…lots of trouble there, also. The trouble from there migrated down to Lynbrook, which was a big reason Lynbrook didn't want another big

theatre. They actually are waiting for this project so the trouble can come back here and leave them alone!

Now, for the traffic issue, over in Uniondale, they have a much wider turnpike and the coliseum is not surrounded by residential homes but Hofstra, Nassau Community, Eisenhower Park and roadways separating them all. Over here, we have narrow Hempstead Tpke and residential homes and tons of traffic at all hours of the day and night. Over in Uniondale, they have the Meadowbrook Parkway that goes north and south of Long Island. Over here, we have the Belt/Cross Island Parkway that runs from Staten Island to Brooklyn, to Queens, to LI, to Queens all the way up to Westchester, with no shoulder to pull over on if there's a traffic jam for whatever reason…the Meadowbrook has shoulders to pull off onto. The Belt/CI are always busy, what will this do to it now?

As far as your allotment of parking spaces for this project, you have a 19,000 seat arena (curious how big are the seats and the leg room because the ones at the new coliseum are very narrow and short…very uncomfortable), you have 12,000 parking spaces…so where will employees park? And if you open up a full time train station, parking spaces will be filled with late comers from the city, so even less spaces for people going to games and concerts. Isn't anybody thinking???

You never even mentioned what Belmont plans on doing for their renovations. And are you going to ruin the beautiful skyline Belmont has…take a look out the window from the restaurant, you'll see.

Years ago, when Alfano started this project to bring in a casino, I asked many questions, to which I did not receive an answer, he responded with a copy of the project but no answers to my questions, which were, who will get the construction jobs (the only jobs that will pay any real money), the people of Elmont or somebody's cronies; who will get first dibs at the jobs that will be created, Elmont residents, NYRA employees or somebody's cronies; what will you do to control the rodents when you break ground…as we have seen twice now in Levittown, when they broke ground for K-Mart and whatever they put there after K-Mart, rats were all over Levittown and trust me, there are a lot of rodents at Belmont; how will the water department meet the demands of all the activity there, as I lose water pressure when it's hot out and they have to tend to the horses in the summer; are we going to get more police, as you will have more people coming in here and the police can't handle the issues we have now. Parking, as we saw in Uniondale and we already see on Belmont Stakes Day, people park in front of our homes and block our driveways, signs don't mean a thing to them, they know the police are too busy as it is. What will they do with traffic control? As it is now, they encourage u-turns on Hempstead Tpke, they painted arrows going both ways in the center turning lane and there is no opening to turn into at the track, it's a fence! I was very happy to get my traffic light back at the end of my block, however, they put up a "No turn on red" sign, crosswalks on both sides of the light and the light is not timed right so that if the first car is sleeping or texting, nobody can get out of the block as you're lucky if half a compact car can get out.

Please don't put a red light on every corner like Queens did.

Nobody from LI is going to use the RR to go there because they are not going to want to go into Jamaica to come back to LI, they'd rather sit in traffic, can't say that I blame them. I see a disaster with the RR being open for commuters, if they now have a closer train station to go to, they will leave later and rush and do all stupid moves to get a spot and make the train. While it would be nice to have a train station there, the beauty of living in Elmont was that you could leave your car at home, walk down the block to catch a bus and take it to the subway…a much cheaper alternative to the LIRR.

Just because we are Elmont, doesn't mean we are stupid! Stop trying to shove your political agenda on us! I have written to several people the last time we had a meeting and never received one answer!

If you wanted to be constructive, you should have attracted a real company years ago, like Canon…it would have been the perfect location for them, they employ people from all over and have multi-level pay scales and don't actually manufacture here, so no hazardous waste or truck traffic to worry about…and it would leave parking for Belmont Stakes on the weekend!

How are you going to handle parking for Belmont Stakes day? I don't suggest a parking garage here in Elmont, not only an eyesore but dangerous nor do I advise underground parking, unless you're putting a guard in every corner, not safe. I work at Belmont and some of my co-workers said a well-dressed man approached them in their cars one night several years ago and that lot was pitch black! That's very scary.

Why don't you just leave Belmont alone, make a mini-golf, a game farm…something green and take care of our real problems here in Elmont! None of you making the decisions live here so unless you're moving in anytime soon, do us all a favor and stay out of here! If you're only going to have your "feel good" meetings, then don't bother making us waste our time coming out here because that's all you've been doing…is having 'feel good' meetings which I find to be quite insulting!

See, it's the homeowner that cares, the renter does not! I guess that's why the town doesn't crack down on the illegal apartments.

You had quite a few false statements in some of your handouts…the south lot being underutilized on Belmont Stakes Day, possibly true due to the cap they set a few years ago so NYRA raises the parking and admission fees to compensate for the loss of income, thereby causing customers to park on our side streets, blocking our driveways and not obeying parking signs. You said they race 90 days when in fact they race much more at Belmont and simulcast on dark days. The best one was how much taxes Belmont pays, really? We've been footing the bill for that place for a very long time!

I've heard people talk about needing ball fields…when I was a kid, we used the school yards…I don't see anyone using the school yards. Why should we waste money building new fields when we have school yards?

From: Ken Anderson
Sent: Friday, March 01, 2019 1:48 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Project - Lifetime Nassau County Resident

To Whom It May Concern,

I'm writing in response to the pending construction project for development of the Belmont Park location.

My name is Ken Anderson, a 42 year old lifetime Long Island resident. I'm married and a father of two daughters ages 7 and 9. Please accept this as whole-hearted support for the Project from the Anderson household. This project to me represents "opportunity" for Long Island. I firmly believe that this is opportunity for development of an very under-utilized property. It's an opportunity to bring revenue generating businesses to Nassau County and it's residents. It's an opportunity to create job opportunities for the surrounding communities. Not to mention returning our only professional sports team back to the Island it belongs.

This is a Project will be of great benefit to residents like myself (North Bellmore) and well as all my neighbors throughout Nassau County and the remainder of Long Island.

I'm happy to send any additional feedback that you'd like from me. I greatly appreciate your consideration and am excited to see the magnificent facilities that are being planned.

Regards,

Ken Anderson

North Bellmore, NY Resident

From: Angietron912
Sent: Sunday, January 13, 2019 9:22:11 PM
To: esd.sm.BelmontOutreach
Subject:

I am for this project. It will create a lot of jobs and also big time revenues for the towns around it. There's always heavy traffic near retail and sports venues. Just look at yankee stadium or Citi field. There's always heavy traffic to get there and it takes forever to leave the parking lots to get home after the games. People complain about there not being any jobs around and this is what we need to have people employed and working.

...

From: Ben Anna
Sent: Thursday, January 10, 2019 2:34 PM
To: esd.sm.BelmontOutreach
Subject: Belmont redevelopment

Hi,
I have lived in Elmont for more the 25 yrs., I am worried about the redevelopment of the Belmont race track. I am worried about the water, the polution, and the quality of life of my family and neighborhood. I have stated in many of the survey's that have been sent to me, that what this town really needs is a really good hospital, not that small so called hospital that used to be call Franklin Hospital, which is not Bothwell. We also need a better way to commute to the city and not just the N6. And it's really not fair how Floral park has a 4 hour restriction on there roads so no one can use the LIRR station from other towns. IT WOULD BE NICE TO HAVE A LIRR STATION IN ELMONT for only ELMONT residents like how Floral park has done. But instead let ELMONT residents park free and let other towns pay a small monthly fee. I have so many other concerns as well which I have addressed many times but all have fallen on deaf ears. HOPEFULLY THIS WILL NOT BE THE SAME CASE.

GOD BLESS..

From: cupcakecombat
Sent: Thursday, January 10, 2019 12:26 PM
To: esd.sm.BelmontOutreach
Subject: DEIS Comments

To Whom This May Concern:

Long Island communities are in desperate need of an economic resurgence. This has been the du jour topic of the past few years. We have seen many proposed grand schemes for new developments throughout the Island--luxury housing units, high-end retail, and, a new trend, sports stadiums. As a practicing urban planner *and* a life-long resident of Elmont, let me educate you on this matter:

They do not work.

Consider the new Yankee Stadium that was constructed in recent history. The project was faced with inflated costs, many of which were picked up at the taxpayers expense, all while promising "jobs" and "economic development." Of course, this stadium was built in one of the poorest congressional districts in the country. (Think about the new Belmont Arena; Elmont is similarly a relatively low-income minority community!).

The TL;DR of this story is that there were NO benefits to the local community. As quoted in a NY Times article, "In general, stadiums are not engines for economic development...inflating the economic benefits associated with stadiums that typically have only part-time or seasonal employment is missing the point."

Perhaps you could think about the much more drastic examples of the Rio Oympics and World Cup where these developments wreak havoc on the communities in which they are located.

While I am happy to see that many politicians are "upgrading" Elmont via the new Belmont development, I would like to bring to your attention the following:

1. Elmont lacks grocery stores and fresh produce. Just this weekend, ABC Green Farm on Hempstead Turnpike shut its doors. We must travel to other communities to do our shopping.

2. Contingent upon #1, there are an overwhelming amount of fast food restaurants in Elmont.

3. Elmont lacks public open space and recreational facilities.

4. Elmont lacks affordable recreational activities.

5. In Elmont, many of our small businesses fail as we continuously enable large chain stores to develop.

6. Elmont lacks affordable housing.

Elmont is a diverse community with so much potential. Please do not forget that we lack the basic necessities to live healthy and successful lives. While there are many advocating on behalf of the Belmont developers, consider the impacts to our community and let history serve as an example.

Sincerely,

A Concerned Elmont Resident

From: cupcakecombat
Sent: Friday, January 11, 2019 9:21 AM
To: esd.sm.BelmontOutreach
Subject: DEIS Comments

Many residents have questioned why we are building a new arena if we already spent public funds to rehabilitate Nassau Coliseum. An Islanders spokesperson mentioned that Nassau Coliseum does not meet NHL's seating capacity requirements.

After doing some quick research, I came across a New York Post article from 2012 titled, "Islanders to move to Brooklyn in 2015." This is a direct quote from the article:

The new Brooklyn arena holds 17,732 seats for Nets basketball, and arena officials have said it could hold about 14,500 seats for hockey. It would be the smallest arena in the league, but the NHL said it doesn't have a minimum-seating requirement for its arenas.

The NHL's smallest seating capacity for an NHL team is 15,015 at the MTS Center in Winnipeg, Manitoba, home to the Winnipeg Jets.

Nassau Coliseum seats 16,234, but the Islanders averaged 13,191 fans per game last season, ranking second to last in the NHL.

Bettman said the arena officials told him, more hockey seats will eventually be added and bring capacity to more than 15,000.

"It [a smaller arena] is not an issue," Bettman said. "Winnipeg is doing quite well in a building about the same size."

Newsday has been keeping track of attendance at Islanders games, with all of the recent games held at the Coliseum averaging roughly 13,000. Therefore, if the NHL does not have a minimum-seating requirement for its arenas, it appears that Nassau Coliseum DOES has sufficient capacity to support the Islanders fan base (who, to emphasize, rank second to last in the NHL).

It is offensive to place the responsibility of "bringing the Islanders back to Long Island" onto the back of a community that is stifled with poverty and already horrendous traffic. They already have a home, and it is called Nassau Coliseum.

From: Chris Anskat
Sent: Friday, March 01, 2019 10:40 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

My name is Christopher Anskat and I reside in the West End of Floral Park.

I am contacting you today to express my feelings and concerns with the Belmont Arena project.

The project is a mistake and I am against it wholeheartedly. Your group has not taken into consideration the impact that traffic will have in the surrounding residential streets or the impact this will have on our police and fire departments. Furthermore, major concerns exist over proposed power stations, gas lines, and the MTA being non-committal on the new train station. This all points to more problems for the area. There is a perfectly good arena in Nassau County already, we don't need a second one in our backyard.

Take a moment and think how you would feel if this project was proposed in your neighborhood. It might make you realize you would not appreciate your quality of life being decreased, the way you plan to decrease ours.

The middle class residents of Floral Park will continue to fight and show our opposition to this unwanted construction project that attempts to line the pockets of you and your investors. Take a lesson from the canceled Amazon project in Long Island City, local officials and residents will not stand idly by as you try to destroy our community.

Sincerely,
Christopher Anskat

From: brianarmpt
Sent: Saturday, February 16, 2019 6:55 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Build this arena

I am writing to express my full support for this project and to ask you to please allow this arena to be built. An oppurtunity such as this to build a truly transformative project for long island can not be passed up. We have seen the lighthouse project stopped by political games and now most recently amazon has decided to not build in queens due to a few angry locals and city councilman. In the meantime as these projects have been stopped we are seeing continued economic hardships and many young people leaving our area.

This Belmont project has the potential to give our economy a shot in the arm and will provide many jobs. It will also finally give us a real entertainment destination that will be a boon for local businesses in the area. Please do not let this oppurtunity pass such as those mentioned previously.

We have also seen the excitement and pride when "our" Islanders have returned to Nassau to play at the coliseum this season. This project will ensure them a longterm home where they belong. If it is not built there is a real danger of them leaving and with that would leave a hole in the fabric of our community that has binded families and friends for the past 50 years. I trust you will have the forward thinking vision and see how important this project is for our community.

Regards,

Brian Arm

From: Andrea Baggott
Sent: Saturday, February 09, 2019 10:06 AM
To: esd.sm.BelmontOutreach
Subject: Belmont EIS Comment

The draft EIS correctly concluded that traffic congestion on the Cross island Pkwy will have a major negative impact on the surrounding communities.

Further the draft EIS provided no reasonable , proven or realistic method to address this negative impact.

This Traffic congestion will certainly negatively impact emergency responders in the eastern Queens / Western Nassau area.

The Cross Island Parkway is major emergency response route for most eastern Queens communities.

Specific impacts as follows:

1. Transport of patients to Long island Jewish, North Shore and Northwell Valley Stream will be delayed. These are major receiving hospitals for eastern Queens / Western Nassau area

Specific impacted providers : NYC EMS, Northwell EMS and Hatzolah (5 Towns / Far Rockaway) EMS

2. Delay the return of the above emergency units back to assigned/home base after delivery of patient to the above hospitals. This delay will further diminish the availability of first responders in their local communities.

3. In general the Cross Island Parkway is a major north / south route for NYPD / FDNY/ first responders in eastern Queens.

Detailed time related studies must be completed to better understand the impact. Studies must compare historical emergency response time data to projected traffic flow for the above specific emergency units.

Andrea Baggott

From: Dan Baggott
Sent: Tuesday, February 26, 2019 7:50 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment Civic And Land Use Improvement Project DEIS Comments

Empire State Development Corp.

Re: Belmont Park Redevelopment Civic And Land Use Improvement Project DEIS Comments

To Whom It May Concern,

After reviewing the DEIS of the Belmont Park Redevelopment Civic And Land Use Improvement Project, I have two main comments:

- The mitigation proposed does not appear to be adequate for the significant adverse transportation impacts. Solutions such as the proposed TMP are anecdotal and do not provide assurances that proposed traffic can or will be mitigated adequately. Instead of engineered solutions, the mitigation claims that technology will alter the travel behavior of existing and anticipated trips. This claim is overly ambitious and unsubstantiated. Concrete traffic mitigation measures should be identified before this environmental impact statement is approved. In addition, while this project was previously marketed as dependant on reliable and robust LIRR access to mitigate transportation concerns, the DEIS appears to have given up on that notion and anticipates extremely limited transit serving the site.

- Simultaneous, adjacent and intermingled with the proposed action, it has been reported that NYAR is planning its own redevelopment of Belmont Racetrack. While details of this redevelopment are not public, it is clear that these two projects share a common purpose, share a common geographic location, share parking and transportation facilities and have direct, aggregated impacts on one another and the surrounding communities. The separation and lack of transparency regarding the combined environmental impact of these two actions appears to be contrary to the intent of SEQR. The

FEIS should contain the entire Belmont site and should include a master plan of all anticipated uses of the property as a whole, not the segmented action described in the DEIS.

In addition, as the proposed action is being proposed on property owned by the public, there are additional concerns not directly related to the environmental impact that must be addressed. While the proposed action meets the narrow scope of the RFP, it does not satisfy a key expectation one would typically have of a publicly sponsored project - **does the proposed action best meet the needs of the overall community?**

As this is one of the last large developable tracks of land within Western Nassau County, the selection of a developer should be chosen with the public interest in mind. Is a hockey arena and luxury outlet mall the best use of this land? Does a professional hockey arena and luxury outlet mall best align with the needs of the overall community? At this time, it seems clear that the answer to these questions is no.

It has also not been disclosed what the proposed action is costing the public - What is the valuation of the public land being used? What public funds are being used to provide transportation to arena events? What would be the anticipated local revenues if this property was returned to the tax rolls and sold/leased on the open market as opposed to the current proposed lease agreement? While the proposed project meets the requirements of the narrowly limited RFP, there are certainly better alternatives that were not considered through this process.

Thanks,

Daniel Baggott

From: Emb158
Sent: Thursday, January 10, 2019 11:06 AM
To: esd.sm.BelmontOutreach
Subject: Comment on Proposal for Islanders Arena at Belmont Park

It's ridiculous to be building another arena when the Coliseum was recently modified.

I've read that the Coliseum doesn't meet the NHL's standards.

Instead of building another arena, use the money allocated for the new arena

to modify the Coliseum so that it will meet the NHL standards. Get the Islanders back

to the Coliseum where they belong.

Elizabeth Bailey

From: ebailey
Sent: Wednesday, February 13, 2019 4:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Development

As a 30 yr resident of Elmont the development at Belmont Race Track without a full time LIRR station is unacceptable. The traffic generated by this facility will make Hempstead Tpk and surrounding areas gridlock hell for residents and attendees alike. I am in favor of this development but not without a LIRR full time station and other traffic solutions. Please feel free to contact me for comments.

Ed Bailey

From: Christopher Barbarello
Sent: Sunday, February 24, 2019 8:53 AM
To: esd.sm.BelmontOutreach
Subject: Public Comment: Belmont Arena

Long Island sorely needs new development and the jobs that it will bring. The proposed arena, hotel, and retail will help to transform the area into a top Long Island destination and keep Long Island relevant. Not to mention the construction, retail, and other jobs that the project will add to the region. Additionally, the project will help keep the Islanders in Nassau County where they belong.

I am a Massapequa Park resident that fully supports the Belmont project.

From: Scott Barley
Sent: Thursday, January 10, 2019 11:58 AM
To: esd.sm.BelmontOutreach
Subject: New Belmont arena/development

To whom it may concern,

Hello, my name is Scott Barley and I live in Garden City South. I had been hoping to be present at the public hearing tonight at the Elmont Library to personally show my support for the arena project, but will not be able to attend and so I am sending this email instead.

I see this as a tremendous opportunity for Nassau County and it's residents, and fully support the construction of the arena as well as all the surrounding infrastructure and related retail and park land development. Of course, I share the concerns of my neighbors of increased traffic, noise, and congestion that could potentially accompany a project of this size. I too would insist that every measure be taken to minimize the negative impact to the community and the environment during and after the construction. But I pray these concerns will be met and allayed through good planning and management, and that we won't let fear impede what I believe will ultimately be a jewel of a destination, something that residents can be proud of, and an engine of economic growth and long term returns for everyone to share in. I have had the pleasure of meeting and speaking briefly with Mr. Ledecky and I believe we could not possibly find a better group to put our trust and faith in, his concern for Long Island and his intentions to do the right thing by fans and residents alike seems undeniable to me, and I suspect anyone that gets the chance to hear him out and feel his enthusiasm will find him equally as genuine.

Too many times a very vocal but minority NIMBY faction has condemned great ideas to the dustbin out of these fears and resistance to change. What we end up with is stagnation and degradation, when what we deserve for our oh-so-steepest of taxes is innovation and revitalization.

To the developers I plead please hear the voices of the residents and businesses, please work hand in hand with your new neighbors to seize the opportunity to improve the lives of the surrounding community. To the politicians and appointed trustees charged with representing our best interests I plead to please, PLEASE give approval for this development to proceed. It is a great idea, an exceptional plan, and cannot and should not be derailed as I believe it is clear the benefits of this project far outweigh the temporary inconvenience we will feel during the construction phase. Also, while I do understand the difficulty involved in making the Belmont Station into a full time operational station, I do hope the great minds involved will find a way to deliver this important benefit to the nearby residents, we do need and deserve a better solution to our commuting needs, a place to park easily and ride the train, and I trust this will be met in some form in conjunction with this project.

Thank you for taking the time to read and accept my opinions on this matter

Sincerely

Scott Barley

From: FAYE BARTH
Sent: Sunday, February 24, 2019 2:28 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

Good day,

I support the Belmont arena because it will support the local economy with jobs - both during construction and in the arena and other related businesses. F. Barth

From: John Bayat
Sent: Thursday, February 7, 2019 10:21 AM
To: esd.sm.BelmontOutreach
Subject: Cross Island Parkway

I believe access and exit ramps to parking will be addressed in this planning stage. Please take careful thought on how this area will be impacted with rush hour traffic prior to expected game start times between 7 and 8pm. Many commuters will be utilizing this vital access way other than getting to a sports arena. Multiple entrance and exit ramps will be needed to handle the heavy volume of vehicles.

If the Cross Island Parkway can be widened, I see that as a possible solution to the vehicle backup upon entering the arena parking lots. Please do not shortchange this very important analysis of access and exit pathways.

I know that the LIRR train station will probably be extended to handle more train cars. this will come at a cost but I believe if handled with clear estimation of the possible train commuters including the racetrack, (Belmont Stakes), this will be a viable way of entry to the new arena and racetrack.

Good luck with your analysis and planning for the arena.

John Bayat

-----Original Message-----
From: Lewis Bazakos
Sent: Thursday, January 10, 2019 10:20 AM
To: esd.sm.BelmontOutreach
Subject: Belmont site

I am very very concerned with the traffic situation that will occur on the Cross Island Parkway due to construction and ultimately events!!! Traffic on the CIP is already problematic especially with the ongoing increase of drivers on LI over the last decade!! That will only get worse. This is a very poorly thought out project and I oppose it !!! Lew B Business owner in North Valley Stream.

From: Andrew Becker
Sent: Sunday, February 24, 2019 3:57 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Construction Project

To Whom it May Concern,

My name is Andrew Becker and I am a proud Long Islander. I am reaching out to you, in order to express my long standing support for the construction of a world class professional hockey arena in Belmont New York. As a native of Nassau County, I have grown up a New York Islanders fan my entire life. After their departure from the Nassau Veterans Memorial Coliseum, the community and myself were left in shock at local politicians' neglect for just how important this professional sports team is to Long Island. Not only does it give fans a sense of home pride, and an outlet for relaxation, but it has a tremendous economic impact as well. With the recent developments regarding Amazon's withdrawal from Long Island City, it is my opinion that New York can not suffer another economic defeat. Thousands of jobs and state revenue are both on the line with this project, and with it, so is our valuable sense of community. Long Island has waited to long for a permanent home for its New York Islanders hockey team. That is why, with prominent visions of an outstanding, world class facility in mind, I am writing to you in hopes of completing this long over do process. The Islanders are here to stay, and with that, please consider my message during and after the proposed Belmont Stadium's environmental review. Thank you so much!

Sincerely,

Andrew Becker

From: Alexander Becker
Sent: Sunday, February 24, 2019 11:29 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Project

To Whom It May concern,

My name is Alexander Becker and I was born and raised on Long Island. I am writing to you today to voice my 100% support of the Belmont Park Project. Although I am an Islanders fan, this is only part of the reason that I am writing to you.

This project has the ability to transform the region in a positive way and will bring benefits to the community in multiple circumstances. I encourage ESD to push forward with this project as I understand that concerns have been raised from the Elmont and Floral Park communities to stop construction from proceeding. While I am appreciative of their participation, their conclusions are incorrect and this project will create high paying jobs and opportunities. Furthermore, concerns of traffic and transportation can be mitigated. The one are that I am in agreement with the community however is that there is a need for a full time, East-West LIRR station to be created. Has ESD looked at the option of placing a station on the Main Line? I would also encourage ESD to look at ripping up the spur of track that leads to the current LIRR station and pave a road to create a trolly service from a new Belmont main line station to the arena/shopping village. Have costs been looked at for how much this would cost? Would the developer be open to partially or fully funding this? Would a private/ public funding agreement be viable and if so would it require a vote by the public?

In conclusion, I very much encourage ESD to complete the environmental review at its earliest possible opportunity and allow for construction for this project to commence. This is an opportunity for Long Island that cannot be wasted!

Sincerely,

Alexander Becker

From: Don Becker <don.becker@gmail.com>
Sent: Wednesday, February 27, 2019 7:12 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Development

Thank you for this opportunity to give my feedback on the proposed development at Belmont Park. As a resident of a neighboring village, let me make this perfectly clear at the start: I am wholeheartedly in favor of this project. The proposal sites have laid vacant for far too long, and the success of this project can have a positive impact not just for the surrounding communities, but for the region as a whole, and I hope that in light of this we can see all sides come to the table and help this project realize its full potential.

While I feel the prospect of 10,000 construction jobs for the next three years and approximately 3,000 permanent jobs on the property is cause for excitement, I know that there are some who are looking down their noses at the fact that many of these permanent jobs will be in retail and service industries. But for many of my friends, these jobs are important. For my friends who work in construction, a project like this is meaningful work for two years that allows them to put food on the table. For my friends with teenagers living at home, retail and service provides those important first jobs that allow their children to put some spending money in their wallet, save up for that first car, or build up savings to help ease the burden of college tuition. For others, part-time work in those industries sometimes means an extra couple of mortgage payments every year, a nice vacation for their families, or being able to put a little extra under the tree at Christmas. I reject the classist notion that these are not worthy jobs; what makes the job worthy is the quality of the person holding it, and where better than Nassau County to find such people?

That being said, there is one aspect of the proposed plan that I feel needs to be improved. The current proposal calls for two Long Island Rail Road trains from Jamaica to Belmont Park on event days. While increased traffic would be a side effect of any project chosen for this site, at best you could only bring close to 2,400 patrons to the Park via rail under this plan. Assuming a sellout event, that would leave approximately 16,000 patrons forced to travel by bus, or more likely by car. If this project is to act as a gateway to Long Island as ESD intends, it needs to be easier to get to than that. I would suggest that it might make sense to consider placing a platform on the Main Line near the Green and Blue parking lots at the northern edge of the property rather than complicating the switching requirements for the existing spur.

If everything proceeds according to schedule, New York Arena Partners and the MTA have roughly two years to figure out how best to improve service to Belmont Park. The proposed additional service is a good first step, but when the doors open for this project in 2021, it would be nice to see additional steps to make this project a great success for the Park, the Islanders, and the entire region.

Regards,

Don Becker

Valley Stream, NY

From: RBCPAPC
Sent: Monday, February 25, 2019 3:47 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: BELMONT PROJECT - INCREASED COSTS OFFSET

To All Concerned;

First Thank you Mayor Longobardi , Archie Cheng and all who have the best interests of Floral Park In mind

As there will be no doubt as to increased costs to the Village of Floral Park for Police ,additional street signs etc

what is the plan to reimburse or share in profits from Belmont Project as to not cause an increase in Village Tax

on our residents

Thank You

Roman Bellusci

From: Mark Berner
Sent: Friday, February 22, 2019 1:49 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

I think using Belmont Park's highly underutilized land for the Islanders Arena , retail, entertainment and a hotel is a brilliant idea.

Keep the Islanders on the island!

Thanks,

Mark Berner

From: Mark Berner
Sent: Friday, March 01, 2019 5:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Arena

I think this is the best thing that can happen in and for Elmont. I can't understand the NIMBY attitude. It's regressive. This is not some sleepy hamlet being invaded, it's home to Belmont Park. The local residents had no problem when the track drew 20,000-25,000 fans on a daily basis. Yes, there's traffic, but this is New York, there's always traffic. If traffic is your biggest issue, a small town with no traffic lights may be where you are best suited to live. If you live in and around NYC, traffic is as common as the moon and the sun, and you should always expect it when each is out.

Thank you,

Samuel Berner

From: Arlene Blair
Sent: Wednesday, February 06, 2019 4:12 PM
To: esd.sm.BelmontOutreach
Subject: Belmont arena

As a resident of north valley stream I am

writing in support because of financial

good it will bring to area

Vin Blair

From: Jared Blech
Sent: Saturday, February 23, 2019 5:59 AM
To: esd.sm.BelmontOutreach
Subject: The Arena is a GREAT plan for the future.

To whom this may concern,

The Belmont Park Arena Project will be a flagship of New York State in it's ability to create economic growth and a world class entertainment facility for a global audience to enjoy!

From: h
Sent: Thursday, March 07, 2019 12:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: belmont project

Please add my total support for the belmont arena project. as a life long homeowner and tax payer on long island this is by far the best thing to happen in many years. it is great for the tax payers, great for belmont, and great for the team and other sports interests on the island. with every thing that is going on in society these days adding a positive thing for our residents AND our children is important. the city of atlanta just got finished building 2 world class venues at the same time. the mercedes benz stadium AND sun trust park. long island needs to stay in the 21st century. and such a positive addition to the area is without question a great way to get it and move forward.

Hal Bleiweiss

From: Phil Blumberg
Sent: Friday, February 22, 2019 10:48 PM
To: esd.sm.BelmontOutreach
Subject: Support for Belmont project

While of course I agree with the ESD report that all of the necessary analysis should be done to minimize traffic in residential areas, I also believe that the impact of a successful project at Belmont is not entirely different than what would be occurring today if horse racing was actually successful at Belmont. In other words, I believe the local residents (who chose to live in the vicinity of a race track) should not now get to veto changes made to improve that property for the betterment of the broader community than just the immediate vicinity.

I am an Islanders fan, full disclosure, and a life long Nassau county resident. I believe that if this project fails due to a failure to address traffic concerns (even if that is just the happens-to-be-correct argument of those with ulterior motives), then NY State and its ESD will be fully to blame for allowing the RFP to proceed without first gaining comfort that traffic could be a solvable problem.

If recent articles are true (and it appears that hey may not be), then I can only imagine how frustrating this process is for the Islanders new ownership, who are seeking to inject financial resources, jobs, public spaces and pride into Long Island. If this project falls through, I would not blame them at all if they move to another city. In fact, I will continue to root for them. But, I will surely be interested in why the project failed and who was responsible. There should be political accountability.

My apologies if I am overreacting. Perhaps recent articles were exaggerations and propaganda by those on the other side, and things are proceeding pretty much according to plan. I am NOT saying that the arena should be built even if the traffic will be unbearable for both local residents and fans. I'm saying that I believe that perhaps there should've been studies and answers BEFORE the RFP that traffic would be a manageable problem. It seems like there are some good ideas in the report with more creativity to come. So, perhaps you are already all over this. I hope so. I hope the arena proceeds.

Thank you for your time and energy on this project,
Phil Blumberg
East Williston

From: Billy Bollhofer
Sent: Monday, February 25, 2019 4:45 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont area

Hello, my name is William Bollhofer, and i'm sending this email to voice my support for the proposed Belmont arena. I am a huge Islanders fan, but also a huge Long Island fan. This place has been my home all 23 years I have been on this earth. It has everything. Adding this arena, as well as the proposed retail space, hotel, and housing would greatly benefit my fellow long Islanders. We're talking about thousands and thousands of jobs created. I believe this would greatly boost Long Island's economy, which would also benefit New York as a whole. Too me the choice is obvious, please go through with that proposed plans and give Long Island another thing to be proud of.

Sincerely,
William Bollhofer

From: Kenneth Boudreau
Sent: Thursday, January 10, 2019 11:19 AM
To: esd.sm.BelmontOutreach
Subject: Islander fan support

To Whom it May Concern,

My name is Kenneth Boudreau, a 25 year old from Garden City, NY. I am writing to express my support of the New York Islanders/Belmont arena project. As someone who grew up at Nassau Coliseum, I have always wondered why the Coliseum never had a surrounding district like most other arenas around the country do. This will solve that question along with bringing a lot of local business support, growth in the area.

Nassau County and Long Island in general is certainly in a state of transition. While we are seeing a lot more malls, there is so much potential in this specific location. It's a shame that the Coliseum area could not be developed properly while they still had the Islanders. With that being said, everything happens for a reason and after following this plan from Day 1, seeing the images, maps, etc. It is a no brainer for the community.

First off, the traffic concern is comical. While the area will be a bit more crowded on 150 days, for local residents to be comparing it to the Belmont Stakes 365 days per year is outrageous. I've been to the Belmont Stakes five times and traffic for over 100k people makes sense. This arena is talking about 19k people, most who will carpool and/or travel by train should leave residents at ease.

The Islanders owners are some of the kindest, most compassionate people I have ever met. You would never know how rich they are really by their actions. They take all the concerns seriously. I urge New York State/Nassau County to please support this project. While most of New York is very close-minded, NIMBY-minded, etc.; Eventually, our state and Island has to get with the times that the future is now. This will lead to so many construction jobs(hopefully local laborers), concession jobs, retail jobs. It really is a no brainer for a place that is super expensive to live in.

Thanks for your time and Go Islanders.

Kenneth Boudreau

From: Kenny boudreau
Sent: Sunday, February 24, 2019 9:56 AM
To: esd.sm.BelmontOutreach
Subject: PLEASE BUILD BELMONT

To Whom it May Concern,

My name is Kenneth Boudreau, a 25 year old from Garden City, NY. I am writing to express my support of the New York Islanders/Belmont arena project. As someone who grew up at Nassau Coliseum, I have always wondered why the Coliseum never had a surrounding district like most other arenas around the country do. This will solve that question along with bringing a lot of local business support, growth in the area.

Nassau County and Long Island in general is certainly in a state of transition. While we are seeing a lot more malls, there is so much potential in this specific location. It's a shame that the Coliseum area could not be developed properly while they still had the Islanders. With that being said, everything happens for a reason and after following this plan from Day 1, seeing the images, maps, etc. It is a no brainer for the community.

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The Islanders owners are some of the kindest, most compassionate people I have ever met. You would never know how rich they are really by their actions. They take all the concerns seriously. I urge New York State/Nassau County to please support this project. While most of New York is very close-minded, NIMBY-minded, etc.; Eventually, our state and Island has to get with the times that the future is now. This will lead to so many construction jobs(hopefully local laborers), concession jobs, retail jobs. It really is a no brainer for a place that is super expensive to live in.

Give fans my age and others a reason to stay on Long Island.

Thanks for your time and Go Islanders.

Kenneth Boudreau

LORETTA BRAUN

200 PLAINFIELD AVENUE

FLORAL PARK, NY 11001

February 28, 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD
633 Third Avenue, 37th Floor
New York, NY 10017
Via e-mail: belmontoutreach@esd.ny.gov

Dear Sir,

I am a resident of the Incorporated Village of Floral Park for 29 years. We have enjoyed living in Floral Park for many reasons and one of them is Belmont Park. Every year my family will get together and spend time at Belmont enjoying the park and the races.

For the 29 years that I am living here, the traffic on Plainfield Avenue has become more like a parkway than a neighborhood street. The past two years I have been unemployed and am astonished how the traffic spreads on Plainfield from Tulip Ave to Carnation. Huge trucks, cement trucks, construction vehicles, and many cars come barreling down the street and there is no school speed limit of 20 miles/hour by Our Lady of Victory School. Parents let their children out on Plainfield Avenue to enter the school that way. The noise these vehicles make is very disturbing and the vibration shakes everything in my house.

The past few years when the traffic lets out from Belmont Stakes, Plainfield Avenue turns into a one-way street. If you are out and about, it takes hours to get back home. Now it is my understanding that Belmont Park Redevelopment Civic and Land Use Improvement Project has expanded beyond the original proposal which will draw more cars creating more traffic. I do not believe that 90% of the car traffic will use the Cross Island Parkway. Have you ever driven on the Cross Island Parkway? It is a parking lot especially during the summer. Where will these additional cars go? Most car users use the WAZE app to get around. From my experience, this app takes you through neighborhoods to avoid parkway traffic. If the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle additional traffic, then what alternative is proposed?

I understand the need for revenue, but it feels that it comes as a great expense to the residents of Floral Park. I, along with the residents of Floral Park, implore that your team seriously consider the effect of traffic along Plainfield Avenue and the Cross Island Parkway.

My family and I are saddened that the picnic area where we have enjoyed many family parties will be replaced by the stadium and stores.

Sincerely,

Loretta Braun

cc: Floral Park Mayor Longobardi
State Senator Anne Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

-----Original Message-----
From: marybrush
Sent: Friday, January 11, 2019 5:47 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park

Gentlemen:

The development project at Belmont Park is too expansive. An arena hosting over 200 events is a heavy burden to the surrounding neighborhoods. An arena plus a mega mall and a hotel is too much.

With no full schedule LIRR, no improvements to the highways (Cross Island Parkway) and turnpike/avenue (Hempstead Turnpike, Plainfield Avenue, Jericho Turnpike) surrounding the Park, our villages will be inundated with traffic plus attending pollution. Our infrastructure will be strained to breaking. Our community will change but not for the better. There are so many minuses to this plan. Parking next to the Floral Park-Bellerose And Floral Park Memorial schools is unacceptable. Noise, lights and people pollution will diminish our quality of life. We pay high taxes. We would like to continue living in this peaceful town without having this project put into effect to change our community.

Yours truly,

Mary Brush

From: Steven Buckvar
Sent: Wednesday, January 30, 2019 4:57 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Development Comment

I would like to make a comment about the proposed plan. The plan for the arena+retail in the Belmont area is sound and will be a boon to the community. However, the plan for the LIRR to force Eastbound passengers to change at Jamaica for arena events is counter-intuitive. There should be direct access to the arena from LI especially with the third track coming along

From: Richard Burgess
Sent: Monday, February 25, 2019 1:57 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: Rich Burgess (burg1@optonline.net) <burg1@optonline.net>
Subject: Belmont Park development project. Please issue a revised DEIS and allow the public comment on it.

Good afternoon ladies and gentlemen,

I think your decision to delay your FEIS is just not going to accomplish anything worthwhile because it has so many unanswered issues. I feel the ESD should re-issue a **revised DEIS** and give the public the opportunity to make comment on it.

Keep in mind the analogy: "It is not possible for a person with a size 12 foot to fit into a size 6 shoe." The magnitude of your project will destroy the Village of Floral Park. Your plan is going to cause an ongoing traffic nightmare for the residents of Floral Park. It just isn't fair! Would you want prolonged traffic jams every other day in front of your home? To have any chance of making your plan get near to making sense is if you built a second level on the Cross Island Parkway and eight lanes on Hempstead Turnpike leading to it.

Thank you for your consideration,

Richard Burgess

From: ECarrig
Sent: Friday, January 11, 2019 12:38 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment - Start Over

Belmont Park Redevelopment

DEIS Hearings, Elmont Library, Elmont, NY

January 10, 2019

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

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

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

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

Belmont is Mr. Malkin's foot in the United States door for Value Retail. If similar Value Retail plans are followed here, multiple daily shuttle bus and car services will run from JFK and LaGuardia airports and from various points in and near Manhattan. It then becomes crystal clear why with an influx of hundreds of people at a time throughout the day, both a designated bus staging area and rideshare staging area are part of the Site B plan.

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

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

Respectfully submitted,

Eileen Carrig

-----Original Message-----
From: johnl casey
Sent: Wednesday, February 06, 2019 10:59 AM To:
esd.sm.BelmontOutreach
Subject: Racetrack

Attached please find my comments on this project

February 6, 2018

Re: Belmont Racetrack

Gentlemen,

I'd like to add my comments to those already received regarding this project. I am not a resident of the Bellerose/Elmont neighborhood and not overly concerned about traffic congestion, etc. I am concerned about the scope of the project.

I am a long time racing fan, a native New Yorker, and frequent Belmont regularly during the season. The track is one of the premier racing venues in the country. In fact it is one of only five tracks in the country that is considered a premier, top-of-the-line venue. It frequently hosts some the best racing cards in the nation. It should be declared a National Historic site.

Instead, in a cynical grab at tax revenue, you are proposing to destroy it, with a poorly disguised ploy involving the Islanders, by adding a 450,000 shopping mall and a hotel no one will stay at. It won't be long before the top thoroughbred owners and trainers who make Belmont their home decide to relocate to a more conducive environment, leaving Belmont a third-rate track. That would be a disgrace, and a slap in the face to every racing fan in the country that will also destroy a valuable New York landmark.

I urge you to abandon this project. It is unnecessary and will add nothing to the community. In the process you will destroy what should be considered a national treasure.

John Casey
Northport, NY

From: George Chakery
Sent: Friday, February 22, 2019 2:08 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Project

This project will surely impact our community negatively and will jeopardize our status as one of the safest neighborhoods in New York State. Our annual event of the Belmont Stakes is a fair indication of how Floral Park Village would fare in the event of an influx of similar crowds on a weekly or even daily basis. There is limited access in and out of Floral Park and traffic issues already exist. As a family of in the Village of Floral Park, we implore you to consider how this will severely change our lives for the worst and create an unsafe environment for everyone involved.

George Chakery

From: Steven Cheng
Sent: Tuesday, January 08, 2019 12:11 PM
To: esd.sm.BelmontOutreach
Cc: kaplan@nysenate.gov; Muscarella, Vincent T (NASSAU); Nicolello, Richard (NASSAU); lgillen@tohmail.org; eambrosino@tohmail.org; rae@nyassembly.gov; solagesm@nyassembly.gov
Subject: Belmont Park Development - Concerned Community Member Letter

Dear Sir:

As a resident of the Incorporated Village of Floral Park, one that was born here and, most importantly, made the decision to return to in adulthood, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown immensely in scale and scope since it was originally proposed – ***nearly 400%*****!**

To be frank, I am not opposed to development at Belmont Park. Instead, I only ask that project return to its original proposal. Most importantly, reduce the scale of the project so that use of the North and East Lots will not be required.

The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*."

Clearly, that is not the case. The proposed project has taken on a life of its own – one that is putting the Village that I've chosen to return to in danger.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes, including mine.

The use of these lots and the accompanying significant increase in noise (i.e., car horns, etc.), local air pollution, light pollution (i.e., lighting of a space that is not currently lit), and refuse (i.e., garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

I do not, and I'm sure you would not either, want people tailgating in my background. The thought of waking up approximately 300 mornings a year (which would happen with the proposed number of events at the arena) and finding empty beer bottles, cups, and garbage in my background is scary. Who knows what else could be thrown over the fence and into my yard? Broken glass? Needles? Wild animals eating the garbage?

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

As mentioned, I, unlike a large number of people my age do not want to abandon Floral Park and/or Long Island for places where the cost of living is more reasonable. But, to do that, the ESD needs to actually "give primary consideration to local [i.e., my and my community's] needs."

I hope that you will take this letter and, fortunately, the letters written and speeches made by my fellow Floral Parkers, seriously and to heart.

Steven Cheng

Edward Ambrosino - Belmont Park Development - Concerned Community Member Letter

From: Steven Cheng <stcheng7@gmail.com>
To: <belmontoutreach@esd.ny.gov>
Date: 1/8/2019 12:11 PM
Subject: Belmont Park Development - Concerned Community Member Letter
Cc: <kaplan@nysenate.gov>, <vmuscarella@nassaucountyny.gov>, <rnicolello@nas...

Dear Sir:

As a resident of the Incorporated Village of Floral Park, one that was born here and, most importantly, made the decision to return to in adulthood, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown immensely in scale and scope since it was originally proposed – ***nearly 400%!***

To be frank, I am not opposed to development at Belmont Park. Instead, I only ask that project return to its original proposal. Most importantly, reduce the scale of the project so that use of the North and East Lots will not be required.

The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects.*"

Clearly, that is not the case. The proposed project has taken on a life of its own – one that is putting the Village that I've chosen to return to in danger.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes, including mine.

The use of these lots and the accompanying significant increase in noise (i.e., car horns, etc.), local air pollution, light pollution (i.e., lighting of a space that is not currently lit), and refuse (i.e., garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

I do not, and I'm sure you would not either, want people tailgating in my background. The thought of waking up approximately 300 mornings a year (which would happen with the proposed number of events at the arena) and finding empty beer bottles, cups, and garbage in my background is scary. Who knows what else could be thrown over the fence and into my yard? Broken glass? Needles? Wild animals eating the garbage?

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

As mentioned, I, unlike a large number of people my age do not want to abandon Floral Park and/or Long Island for places where the cost of living is more reasonable. But, to do that, the ESD needs to actually "give primary consideration to local [i.e., my and my community's] needs."

I hope that you will take this letter and, fortunately, the letters written and speeches made by my fellow Floral Parkers, seriously and to heart.

Steven Cheng

From: J. Chu [mailto:]
Sent: Thursday, January 10, 2019 4:58 PM
To: esd.sm.BelmontOutreach
Subject: In response to the Belmont proposal

Hello,

I am unable to attend this evening's meeting; please submit the statement below in my absence.

Thank you for your help,

Jennifer

*****

Good evening,

My name is Jennifer Chu and I am an Elmont local (living in Floral Park, dining/shopping in Elmont). I am writing to express my concern about the proposed arena for Belmont Park.

We moved to this neighborhood a few years ago, attracted by the diversity of the people and the family-friendly environment. The last thing my family expected was to end up next to an arena, **surrounded by strangers** – not only from NY, but potentially from all over the country. Additional concerns I have about this proposal include:

- Visitors that lack respect/support for our neighborhoods, property or the people who live here.
- An increase of traffic to/from the Bellerose/Floral Park stations.
- Potential accidents if visitors have been celebrating too heavily and decided to drive.
- Unacceptable noise levels or violence at all hours of the day.
- A police force that will not be able to handle the volume of incidents.

Elmont locals work hard and deserve to have access to space that everyone can use. This proposed arena won't bring more business to the neighborhood; instead it would create an environment where visitors will stay sequestered and not attempt to explore/shop/dine with Elmont locals.

It would be more worthwhile to create something more attuned to the neighborhood and needs of the whole community, rather than just a limited number of visitors. **A neighborhood indoor/outdoor sports complex** would be heavily used and a great way for Elmont locals to get together for healthy/safe activities.

A playground, soccer field and a parklike shopping/dining area would appeal to locals and their guests, who want to enjoy an ice cream with their family, play an impromptu game of soccer or go ice skating outside. It could also host outdoor concerts and farmer's market throughout the summer, and holiday pop-up shops featuring local crafts, to attract visitors from the area.

Setting this up would be more straightforward and cost effective, and it can even be piloted ahead of time to ensure success. And, as it is next to the Belmont Race Track, it could have an equestrian theme to tie them together.

Lastly, unlike an arena, a family complex would have greater,**longer lasting appeal for multiple generations**. Grandparents would be able to spend time with their grandchildren (or enjoy a fun date night for themselves!) And any parent knows that finding a safe, fun place for their children to be children is a priority.

Thank you for your time; I understand that this is a very important decision, but the best decision for our neighborhood would be to **keep it fun, keep it local!**

Sincerely,

Jennifer Chu

From: Joe Cipolla
Sent: Monday, February 25, 2019 2:02 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Keep the arena in Belmont!

To whom it may concern;

I am a Long Island, Nassau County resident and I fully support the Belmont Arena project. Please don't let a small number of residents chirping over nonsense derail the construction of the Arena and pavilion. It will be great for the local economy. Nassau county is still licking their wounds after the late Mr. Charles Wang's lighthouse project got stymied, we don't want to see something like that happen again. The Belmont project is a great thing… please do all you can to see it come to fruition.

Thank you,
Joe Cipolla

From: Aaron Cohen
Sent: Saturday, February 23, 2019 3:21 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena

To Whom This May Concern,
I wanted to reach out as a resident of Long Island and an islanders fan for life. As both, I am very supportive of this arena from an economic development perspective, as well as what it would mean for this historically important franchise.

I currently work at Apollo Global Management, the largest alternative asset manager in the world, and if there is an issue regarding funding and/or any other issues, I would be more than happy to discuss at your convenience.

I ask of you, from the bottom of my heart, to please encourage the development of Belmont.

Thanks for everything,

Aaron

From: Bill Colgan
Sent: Tuesday, February 12, 2019 11:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment

To whom it may concern,

I am so excited that the Islanders will be coming back home to where they belong. My family are lifelong Islanders fans who are born, raised and have always lived in Valley Stream. I am also very pleased that there is finally a viable plan to help Long Island tax payers. I understand the concern of the residents about the size of the project however it is to their benefit as well. This

project will bring much needed tax revenue, jobs, a professional team back to Long Island and an updated full service LIRR train station for Elmont residents. Yes, traffic however the Islanders play 41 scheduled home games every season, I think we can all survive this.

And what is so different than any other times New York is nothing but traffic anyway. All I see are positive things for Nassau County and a fix to Kate Murray and all the other politicians who messed up the redevelopment of Nassau Coliseum and the Islanders move to Brooklyn.

Thank you for Bringing the Islanders back home.

Bill Colgan

From: Christy Colgan
Sent: Friday, March 01, 2019 3:58 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Letter

March 1, 2019

New York State Urban Development Corporation

Empire State Development

633 Third Avenue

New York City, NY 10017

My name is Christy Reisig and I am a mom, wife, neighbor, friend and business owner in the Village of Floral Park and I am opposed to this massive expansive mega mall project. I am worried about the safety of my children, increase in crime, traffic throughout town, lack of infracture with no Belmont LIRR station. In addition, the state is giving this land away for cheap, why devalue the housing market by selling 43 acres of property for only $40 million?

My husband, Mark and I moved to Floral Park thirteen years ago and we quickly got involved in the community. As three time past president of the Wednesday Mothers' Club and active in the catholic schools and churches, we wanted our two young daughters, ages 13 and 15, to enjoy this village. Every Friday, they enjoy walking to Tulip and having a slice of pizza or going to Floral Park diner for lunch and then bopping to the yogurt or sweet shop for dessert. In the summer, they bike to our brand new town pool with their friends. We also empower them to participate in our summer long recreation programs independently. The girls often meet other WMC club members, people from school and church. Floral Park has always been a loving and safe community for our girls and we don't want it to change!

Mark and I are opposed to this huge expansion plan in our little village. We worry about the safety of the girls crossing the streets with increase in traffic congestion, as well as, large trucks and charter buses rolling through Plainview Avenue on a daily basis. Every day, I drive the girls to JJ dance, to the soccer field to piano lessons and the roads are all back up now with traffic, what will happen when you throw an 18,000 seat arena plus 250 bed Hard Rock Hotel and a shopping center 1/2 the size

of Roosevelt Field in our back yard? In addition, your suggestion of carpooling is crazy, or expecting the Islanders fan to stagger times of arrival and departure times, is totally insane!

We are very concerned about crime to our homes, cars and personal property. I am sure you are familiar with the Christmas movie “It’s a Wonderful Life”. I equate our town to Bedford Falls and the fight George Bailey had with Mr. Potter. He too wanted to throw a quiet little family oriented village into Potterville. Similar to George Bailey, I will not go down without a fight. I am looking for a March Miracle to move some or part of this huge project out of Nassau County. Our town cannot withstand the traffic now at 5pm just getting dinner for the kids, how will we move in town with 5,000 to 6,000 cars for a 7:30pm Islander game. I heard you aren't widening the roads, come down Plainview and see how you wait 3 to 4 lights, what will happen when you add this additional traffic with not only cars but trucks with deliveries. How will our ambulances, fire, police get around town to help the people off our village?

When we married, Mark said raising our children will be the most important job we have the world, and we need to take it seriously and that’s why we chose to live in Floral Park. It’s a partnership we have developed by being involved in the community. We never expected our town to be on the verge of changing and becoming over run with traffic, increase in crime and strangers entering all hours of the day and night. I fear my daughters being leered at, hassled or worse by rowdy customers on the way to the Islanders game. Fans will be tailgating and partying pre and post games, how safe will it be with drunk drivers??? Regina and Rebecca are bright, smart girls who have built their confidence by being allowed to walk safely into town alone and patronize our stores.

Mark and I believed so much in Floral Park that in the last ten years, we have purchased four- two family houses in town. We have emotional and financial ties to our community. One of our tenants was living in Texas; she googled best town to raise your children and Floral Park came up. All six of our tenants are enjoying the safe living conditions in our village. Once people rent from us, 90% of them purchase a house in our town. How could you think that giving 43 acres of property for $40 million was a sound business decision? When I was purchasing each of my homes, I paid fair market value, why would these investors have better buying power than a small business owner?

We the people nor our Mayor or trustees, have been given the opportunity to have any say in this dramatic and life altering change in the quality of life of my village nor my children’s lives. This is wrong and I ask that you re examine and reject this dreadful mega mall idea. Floral Park does not have the infrastructure to handle this now or in the future.

Thanks in advance for your help and assistance,

Christy Reisig

From: James Compo
Sent: Monday, January 07, 2019 11:25 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment Project

Thank you for listening to the local resident outcry against the proposed project of the Belmont arena and the surrounding area.

I'd like to share my thoughts on behalf of the very concerned residents of the western Nassau county towns of Elmont, Floral Park, and Franklin Square. . . .

Let me start by saying that this is obviously a case of money talks, everything else walks. Yet it does not take into consideration the far reaching negative impacts which will undoubtedly befall the residents of the nearby towns - the taxpayers.

To be objective, let's list the pros and cons of the project coming to the area:

Pros:

*job creation

*the Islanders come back to LI (big whup, put them back at the Coliseum).

Cons:

***Crime** will undoubtedly increase, no matter what you say, promise, or try to convince us residents of

***Quality of life will drastically decrease** because of the influx of people and crowds and the general **belligerence** of said crowds

***Traffic, traffic, and more traffic**

***Property values to surely decrease** as said no one ever: "gee, I wish I could live near an arena."

***Noise**. A lot of people + rowdy fans or concert goers = a lot of awful noise. 3 times a week it'll be like Belmont Stakes day.

Thinking of all the historical arena projects anywhere across the country, name one that has increased property values in the area and has provided an overall better quality of life. None. There are no positives to be gained from this type of "redevelopment project". The jobs which will be created aren't exactly Amazon type quality jobs. And if you want to come with the angle that daily LIRR service will come to Belmont, please explain how 2 trains a day during both peak times is really going to help residents.

If you'd really like to "redevelop" the giant Belmont parking lot, why not do something which would be a natural fit - make Belmont Park an actual park. Yes, Belmont already has its little park with the

paddock inside the gates (which is lovely), but what better way to redevelop land than by creating a green oasis which can be directly connected to Belmont. Put in baseball, soccer, football, and lacrosse fields, a couple basketball and handball courts, maybe even a golf driving range, and by all means create gardens and grass. The creation of jobs for that project would be the general maintenance and beautification of the site throughout the year. This would add quality of life, jobs, not increase crime, not drastically increase traffic, and most certainly keep out noise. And the Isles could go back to the Coliseum and be centrally located on the island.

Thank you for seriously listening and considering this public outcry as it'd be an absolute shame to see the Belmont site and it's surrounding towns become not a place to be but a place to avoid. And I'd like to continue to live where I do, rather than have to urgently look to sell before property values tank because of this "redevelopment project".

~James

Elmont resident

From: Janice Conterelli
Sent: Tuesday, January 8, 2019 10:40:41 PM
To: esd.sm.BelmontOutreach
Subject: Belmont

Need plan on traffic ,open up railway to Belmont.. Mega mall who's going to go there..Who will police this area?!

Sincerely Janice Conterelli

From: Amy Corrigan
Sent: Thursday, January 10, 2019 2:16 PM
To: esd.sm.BelmontOutreach
Subject: Letter concerning Proposed Plan at Belmont Park

To whom it may concern-

I would like to discuss one part of the enormous plan that is proposed over at Belmont Race Track. If the plan is to use the North Lot of parking. I am worried about the safety of my children and all the children that attend Floral Park Bellerose School. At this time only a chain link fence and some trees separate the two locations. I have not seen any plan to place another structure to keep the children out of view and/or harms way of the various people that would be parking in this lot.

A chainlink fence and trees will not work. We have already received a message from the school this year about someone appearing on the Belmont side of the fence, that will become a daily occurrence if proper safety measures are not implemented.

It seems that the concerns of the neighbors that will be directly impacted from this development have not been heard.

Also, the plan is entirely too large and it seems that the increase in traffic concerns that have been expressed by the Village of Floral Park, as well as, those along Hempstead Turnpike have been ignored. This is a neighborhood where the kids walk to friends houses and into the village for pizza after school. I won't be sending my children up to cross Plainfield Avenue if the amount of traffic increases with all the events happening at this new arena.

Please work with us to keep our community safe for our children.

Thank you,

Amy Corrigan

CECILY COVEN

77 Walnut Avenue
Floral Park, New York 11001
Tel: 516-502-4769
Email: cecilycoven@yahoo.com

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB 12 P 12: 54
LEGAL DEPARTMENT

February 7, 2019

Via First-Class Mail
Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th Floor
New York, New York 10017

Re: *Belmont Park Redevelopment Civil and Land Use Improvement Project ("Belmont Project")*

Dear Mr. Avolio:

As a resident, homeowner, taxpayer, voter, and mother raising two elementary school-aged children in the Incorporated Village of Floral Park, New York, I am writing to express my concerns regarding the Belmont Project. I am particularly concerned with the growth in both size and scale of the Belmont Project from the initial proposal until today.

Notably, Empire State Development Corp. ("ESD") failed to meet, or even consider, Floral Park's needs and desires when it drastically increased the size and scale of the Belmont Project. ESC is required to operate under UDC Act 6266(1). That section states, *inter alia*, that ESD "***shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects***" (emphasis added).

ESD is in direct violation of UDC Act 6266(1). The existing infrastructure of the surrounding communities is simply inadequate to accommodate development of this magnitude. The environmental impact statement ("DEIS") states that approximately ninety (90) percent of the vehicle traffic traveling to the completed Belmont Project will arrive via the Cross Island Parkway. The DEIS also *admits* that the Cross Island Parkway does not have the capacity to handle this increased traffic.

However, incredibly, the DEIS makes an inexplicable leap of logic when it suggests and assumes that vehicles will *not* utilize any other routes to access the Belmont Project, despite admitting that the Cross Island Parkway is incapable of handling the increased traffic volume.[1] This assumption is irrational with no logical foundation whatsoever. Naturally, once vehicles are faced with untenable traffic congestion, drivers will seek and find alternate routes through our local villages, past our homes and schools, and via our village-funded and maintained roads, so they may more quickly and easily access the completed Belmont Project. The rise of self-proclaimed "traffic mitigation" route-mapping services such as Waze, Google Maps, Garmin, etc.,

[1] The DEIS also neglects to mention the hardships that community residents will face when they become unable to use the Cross Island Parkway for their own travel purposes due to the increase in traffic from the Belmont Project.

will only increase the usage of local roads. The omission of this salient point from the DEIS should not, and cannot, be ignored.

Even operating under the flawed assumption that ninety percent (90%) of vehicles will use the Cross Island Parkway (which they undoubtedly will not), the DEIS concedes that even ten percent (10%) of vehicles traveling to the completed Belmont Project will adversely impact a number of Floral Park's intersections.

No doubt the DEIS grossly and negligently underestimates the increased amount of traffic that will transverse the Village of Floral Park as a direct result of the Belmont Project. In addition, there are no plans for how to handle that volume of traffic or keep our children safe from it, nor is there any proposal to address the expenses of traffic enforcement and road maintenance that the community will be forced to bear.

As I place significant value on the community of Floral Park in which I live, own a home, and raise my children, demand is hereby made that ESD comply with the UDC Act 6266(1). As such, ESD must **reduce the size and scale of the Belmont Project in order to reduce the amount of additional traffic that will inevitably transverse Floral Park, so that the additional traffic will not be a measurable increase from the already existing substantial volume**.

Very truly yours,

Cecily Coven

CC/st

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

CECILY COVEN

77 Walnut Avenue
Floral Park, New York 11001
Tel: 516-502-4769
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EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB 12 P 12: 55
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ESD is in direct violation of UDC Act 6266(1).

ESD's initial proposal for the Belmont Project that it submitted in response to the request for proposal ("RFP") excluded the North Lot and East Lot (as those terms are defined in the Draft Environmental Impact Statement ["DEIS"]) and any usage of same from the Belmont Project. Specifically, pursuant to ESD's response to RFP question number 62, the North Lot was not intended to be used. Similarly, the East Lot did not appear on any of ESD's plans until December 6, 2018 – just over two months ago, when it first magically appeared in the DEIS.

The inclusion of these lots into the Belmont Project drastically alters the nature, character and scope of the project, and significantly increases the negative impact this development will have on our community. These lots are *directly adjacent* to my children's school, the soccer fields on which they play every weekend in the fall and spring seasons, and are a few short blocks -- and one flimsy gate -- away from my home.

Yet I have neither seen nor heard of any plan to address any of the effects of including these lots into the Belmont Project. Specifically, there is no plan to address, mitigate, or reduce:

a) the inevitably accompanying noise (including the infamous "Islander Honk"); b) air pollution; c) light pollution (i.e. the need for lighting a large area at night that is currently unlit); and d) garbage and refuse left behind by event attendees. Even worse, the potential for vandalism and trespass onto our properties will increase, necessitating an additional burden shouldered by the small Floral Park Police Department and Floral Park's taxpaying residents.

As I place significant value on the community of Floral Park in which I live, own a home, and raise my children, demand is hereby made that ESD comply with the UDC Act 6266(1). As such, ESD must **take prompt action to reduce the size and scale of the Belmont Project so that the use of the North and East Lots will not be required, in accordance with ESD's initial proposal in response to the RFP**.

Very truly yours,

Cecily Coven

CC/st

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

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ESD is in direct violation of UDC Act 6266(1). The existing infrastructure of the surrounding communities is simply inadequate to accommodate development of this magnitude. The environmental impact statement ("DEIS") states that approximately ninety (90) percent of the vehicle traffic traveling to the completed Belmont Project will arrive via the Cross Island Parkway. The DEIS also *admits* that the Cross Island Parkway does not have the capacity to handle this increased traffic. Yet, incredibly, the DEIS *acknowledges and admits that ESD*, in its attempt to foist an even larger-scale development upon our community, *has made no plans to improve the infrastructure in the surrounding areas of the Belmont Project.*

The DEIS next engages in an inexplicable leap of logic when it suggests and assumes that vehicles will *not* utilize any other routes to access the Belmont Project, despite admitting that the Cross Island Parkway is incapable of handling the increased traffic volume.[1] Naturally, once vehicles are faced with untenable traffic congestion, drivers will seek and find alternate routes through our local villages, past our homes and schools, and via our village-funded and maintained

[1] The DEIS also neglects to mention the hardships that community residents will face when they become unable to use the Cross Island Parkway for their own travel purposes due to the increase in traffic from the Belmont Project.

roads, so they may more quickly and easily access the completed Belmont Project. The omission of this salient point from the DEIS should not, and cannot, be ignored.

Nor does the DEIS address any mitigation of this increased traffic which will be incurred as a direct result of ESD's development of the Belmont Project. The findings in the DEIS are in direct contravention to the representations previously made to the community. ESD's duplicity regarding this matter will not be countenanced.

Specifically, on December 10, 2017, ESD conducted a Public Information Session regarding the Belmont Project. At this session, community residents were advised – more than once -- that responses to the Request for Proposal for the Belmont Project would include the construction of a full-time, year-round, Long Island Rail Road ("LIRR") station and facility at Belmont Park.

This representation was a lie.

Despite the fact that the proponents of ESD's Belmont Park development identified on December 10, 2017 that a full-time LIRR station at Belmont Park was "essential" to the Belmont Project, the DEIS contains no such plans. Instead, the DEIS proposes adding a paltry two extra trains per arena event. Further, these trains would only arrive from, and depart to, the West – the opposite direction of where the majority of Islanders fans reside and from where they would need to travel. This proposal smacks of thoughtlessness, blatantly disregards the needs of the community, and is clearly insufficient.

As I place significant value on the community of Floral Park in which I live, own a home, and raise my children, demand is hereby made that ESD comply with the UDC Act 6266(1). As such, ESD must **secure firm commitments from New York State and the Metropolitan Transportation Authority ("MTA") that a full-time, year-round LIRR station and facility be constructed and be fully operational at Belmont Park <u>PRIOR</u> to the construction or operation of the Belmont Project, and prior to the commencement of any events at an arena encompassed by the Belmont Project**.

Very truly yours,

Cecily Coven

CC/st

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

MICHAEL L. CULOTTA, ESQ.

353 Plainfield Avenue Floral Park, NY 11001

February 28, 2019

Via Electronic Mail [BelmontOutreach@esd.ny.gov]

New York State Urban Development Corporation
d/b/a Empire State Development
633 Third Avenue
New York, NY 10017

Re: Comments on the Draft Environmental Impact Statement
Empire State Development
Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom It May Concern:

I am a resident of Floral Park, New York, I care deeply about my community and my neighbhors in the area, and I respectfully submit the following comments on Empire State Development's (ESD) Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Civic and Land use Improvement Project.

General Comments

ESD does not identify whether any entity will have responsibility for overseeing construction of the proposed project, including the appropriate implementation of any mitigation identified in the Environmental Impact Statement (EIS). I strongly urge ESD to assemble a community task force to coordinate with the project developers, to provide periodic oversight of the project, and to ensure that the project is implemented according to the terms of the EIS and any Record of Decision. I also strongly urge ESD to ensure that the Village of Floral Park has ample representation on that task force.

ESD does not describe how this project will be financed, nor does it identify the tax benefits that the State will provide to the project sponsor, the New York Arena Partners LLC (NYAP). I request that ESD disclose this information to the public.

Throughout the DEIS, ESD mentions the potential for the New York Racing Association (NYRA) to implement night racing at Belmont Park. ESD does not describe how night racing, and any associated capital improvements at Belmont Park, would have independent utility from ESD's proposed project as outlined in the DEIS. ESD should consider the potential environmental impacts of night racing, particularly the traffic impacts, in this DEIS to avoid impermissibly segmenting this project.

If ESD makes any changes to the scope of work for this project in the FEIS, it should provide the public with at least 30 calendar days to review and comment upon it, and ESD should indicate any changes in redline format in the FEIS.

The Proposed Project's Scope and Other Reasonable Alternatives

In ESD's Scoping Document, ESD and NYAP proposed to utilize Site B as the main parking area for the project. Site B included a two-tier parking facility. The project also included smaller parking areas on the North and South Lots of Site A.

In the DEIS, ESD and NYAP changed the project's scope and are now proposing to utilize the East Lot on Site B for parking, which was not previously contemplated in the Scoping Document. The public did not have the opportunity to comment on the use of the East Lot for parking during the scoping phase. I am strongly against the use of the East Lot for this project. The East Lot is located directly adjacent to a local high school, athletic field, and residential single-family homes. Local students and residents will experience significant adverse impacts from the traffic, noise, light pollution, and vehicle emissions resulting from the use of this lot. Moreover, with the potential for tailgating and intoxicated fans after games and arena events, the use of this lot would be a risk to public safety and security throughout the local residential area. For these reasons, I strongly urge ESD to implement its original proposal calling for a two-tier parking structure on Site B and to eliminate the East Lot—which was not previously disclosed to the public—from this project.

ESD states that, given the size and nature of this project, the State will override the Town of Hempstead's Building Zone Ordinance and other provisions of its Town Code. The ordinance and the code exist to preserve the suburban quality of life that local residents enjoy, and within which local businesses thrive. Any override of these laws only would serve to destroy the quality of life in the local community. The construction and use of a National Hockey League (NHL) arena, a large-scale hotel, and a mega mall, along with all of the associated traffic, do not fit within the suburban nature of the community and would constitute a significant adverse impact under the New York State Environmental Quality Review Act (SEQRA) at 6 CRR-NY 617.7(c)(1)(viii). For these reasons, I urge the State not to override local building ordinances and local codes. Any development on the Belmont Park site should fit within the nature of the local community, not destroy it with significant adverse impacts that ESD cannot mitigate.

ESD states that the proposed project calls for the development of a new electrical substation to the west of Belmont Park. It is imperative that ESD locate this substation as far away from Floral Park Bellerose School and local residential homes as practicable.

ESD also states that the new power system would tie into overhead power lines on Plainfield Avenue. ESD does not indicate the location on Plainfield Avenue where the new overhead bypass system would be situated. ESD should identify the location of this overhead bypass and analyze the extent to which it would impact local residents and businesses. I urge ESD to locate this system as far away from local residential homes as practicable.

The proposed project calls for a new NHL arena for the New York Islanders at Belmont Park. It is not clear whether the State considered other reasonable and feasible alternative site locations for the arena, particularly alternatives that would result in a reduction in permanent significant adverse impacts. Nassau Coliseum's 77-acre site, which is just several miles away from Belmont Park and the Islanders' former home, recently underwent $260 million in significant improvements. Why did ESD fail to consider this reasonable and feasible alternative? Why did ESD fail to consider other reasonable and feasible alternative locations, such as Ronkonkoma, New York? ESD should consider utilizing the existing Nassau Coliseum, or another location that would be less disruptive to the local community.

ESD considers a number of alternatives within the Belmont Park site, including an alternative that involves 435,000 square feet of retail without the arena. ESD does not consider the converse, which is an alternative that includes an arena without the 435,000 square feet of retail. ESD has not articulated reasons for failing to consider this reasonable and feasible alternative. Consequently, the DEIS is flawed. I urge ESD to prepare a Supplemental DEIS which examines the potential impacts of an arena without 435,000 square feet of retail and a hotel. The result may be that an arena-only alternative better fits the purpose and need of the project, specifically, to benefit the neighborhoods and communities surrounding Belmont Park, and results in a reduction in the intensity of significant adverse environmental impacts.

ESD states that the new arena would host 50 "marquee" events, 65 "large to medium" events, and 30 "small or non-ticketed" events. Given that ESD concludes the traffic impacts from these events would be significant and adverse on the surrounding communities, and given that ESD concludes it cannot mitigate these impacts, I urge ESD to scale back the number of these non-NHL events and consider utilizing the nearby Nassau Coliseum or another venue to host them.

ESD's proposed project calls for 435,000 square feet of retail, including 350,000 square feet of a retail village on Site B. The retail has the potential to draw nearly 20,000 people per day to the project site, causing significant adverse traffic, noise, air quality, lighting, and safety and security impacts to local residents. The retail also has the potential to compete with local businesses in the area, such as local restaurants and other establishments. Moreover, "brick and mortar" retail is a declining industry. Many long-established retail stores, such as Sears and Toys "R" Us, have been going out of business given the rise and convenience of e-commerce sites, such as Amazon. The last thing that this community needs is for ESD to allow a developer to build 435,000 square feet of retail that will become a vacant eyesore in a matter of years. For these reasons, I strongly urge ESD to eliminate the retail from this project. Instead, I urge ESD to limit Site B to parking only.

ESD's proposed project includes a hotel that will be approximately 150 feet high and contain approximately 250 rooms. This large structure does not fit the character of the surrounding residential community—it would be one of the tallest buildings in suburban Long Island. I urge ESD to either scale down the size of the hotel or eliminate it entirely from the project.

Given that the location of the proposed hotel is directly below flight patterns for JFK Airport, it is not clear whether ESD will need any approvals from the Federal Aviation Administration

(FAA) to build a structure 150 feet high. ESD did not disclose the potential for any FAA approval in the DEIS, and if it needs FAA's approval, then ESD should disclose it to the public.

ESD's proposed project includes approximately 10,000 feet of community space, and NYAP intends to utilize this space for educational and job training opportunities. What exactly does this proposal entail? What kinds of educational and job opportunities will NYAP provide? How frequently will NYAP provide them? ESD should disclose more details regarding this community space in the DEIS.

ESD's proposed project calls for the construction of 5.75 acres of open space, but ESD intends to demolish 7 acres of open space on another portion of the Belmont Park site. Given ESD's proposal to demolish 7 acres of open space, I urge ESD and NYAP to develop an equal 7 acres of open space within Sites A and B instead of the 5.75 acres in the proposal.

ESD's proposed project calls for the construction of at least 6,312 surface parking spaces to accommodate traffic. I strongly urge ESD to significantly reduce the total number of parking spaces and to only use Site B for parking.

Given the significant adverse traffic impacts resulting from this project, I strongly urge ESD to work with its sister State agency, the Long Island Rail Road (LIRR), to make improvements to Belmont Park Station so that it can directly service riders traveling eastbound and westbound. Belmont Park Station should have a platform to directly service riders traveling from eastern Long Island, and ESD should work with LIRR to eliminate transfers needed at Jamaica Station to accommodate these riders. This added convenience will make LIRR a more attractive traveling option, help reduce the need for parking spaces, and reduce the overall traffic impacts. Also, merely running two additional LIRR trains on game day, as described in the proposal, is not sufficient. More trains are needed to make LIRR a more attractive option and to help take drivers off the local streets.

ESD's proposed project calls for a number of roadway improvements. Given that the project includes elements adjacent to a local high school and residential single-family homes along Plainfield Avenue, I urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on game days. As a mitigation measure, I urge ESD to work with the local municipalities to prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and I urge ESD to work with the local municipalities to prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following arena events.

ESD identifies a number of objectives in its Purpose and Need Statement, among them:

- "Maximize economic benefit to the State while minimizing significant adverse environmental impacts," and

- "Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park."

ESD's proposed project is enormous and will result in significant adverse traffic, land use, community character, noise, air quality, lighting, and safety and security impacts. ESD concludes that it cannot mitigate these impacts. Consequently, this proposal does not meet the objectives identified above in ESD's Purpose and Need Statement. It does not minimize significant adverse environmental impacts in these areas, and the impacts will not benefit the neighborhoods and communities adjacent to and surrounding Belmont Park. ESD's project, and its resulting impacts, will have a negative effect upon the quality of life enjoyed by local residents, and it threatens the vitality of local businesses. Given that the project does not meet ESD's Purpose and Need Statement, the DEIS is flawed. For these reasons, I urge ESD to scale back the size of this project and to consider a smaller project scope that better aligns with its own objectives and to better serve the needs of the local community.

Land Use, Zoning, and Community Character

ESD's proposed development of 435,000 square feet of retail is inconsistent with the existing land use on Site B, and it is inconsistent with the suburban residential community character. This use is an adverse impact that ESD fails to consider.

Elmont's 2008 Community Vision Plan does not include a new arena for the Belmont Park area. Elmont's Plan envisions a much smaller development in the area. ESD's proposed project is inconsistent with Elmont's master plan—the scope of this project is simply too large. The inconsistency with Elmont's local vision and mater plan is an adverse impact that ESD fails to consider.

Nassau County's Master Plan and vision does not contemplate an NHL arena, 435,000 square feet of retail, and a hotel in the Belmont Park area. The plan envisions strategic, reasonable development—not overdevelopment. ESD's proposed project is inconsistent with Nassau County's Master Plan and vision—the project is simply too large. The inconsistency with Nassau County's Master Plan and vision is an adverse impact that ESD fails to consider.

The Belmont Park area is zoned for single-family residences and lighter, less intense development. It is not zoned for an NHL arena, 435,000 square feet of retail, and a hotel. ESD's proposed project inconsistent with local zoning ordinances—the project is simply too large. This inconsistency with local zoning ordinances is an adverse impact that ESD fails to consider.

ESD notes that, "Floral Park is characterized by its small town feel and its civic amenities (including the school districts, fire departments, pool, parks and library)." ESD's proposed project would attract significantly increased traffic volumes through this small town, resulting in adverse impacts that cannot be mitigated. Consequently, I urge ESD to reduce the scope of this project and to eliminate the 435,000 square feet of retail and the hotel to preserve the small town feel and civic amenities of Floral Park.

ESD states that under the No Build alternative, "The Project Sites would continue to be underutilized and not further the goals of the *Elmont Community Vision Plan* and the *Nassau County Comprehensive Plan* and *Updates* or New York State's vision for the redevelopment of

this area into an economic engine and community gateway." ESD's statement is grossly misleading. Without ESD's proposal, there still would be potential for smaller, more strategic development on the Belmont Park site that would better fit with the goals and vision of Elmont and Nassau County. Moreover, ESD's proposal and the sheer size of this project do not further the goals of smaller development as outlined in Elmont's and Nassau County's master plans. ESD fails to consider these significant adverse impacts.

ESD states, "The proposed uses are compatible with the entertainment uses associated with Belmont Park and are consistent with public policy at a local, county, and state level looking to create economic development opportunity at this important gateway location." ESD's statement is misleading. Although a sports arena may be consistent—in a very generic sense—with the existing sports use on the Belmont Park site, the frequency and intensity of the use would increase dramatically. The resulting traffic would be wholly inconsistent with local public policies and the character of the surrounding community. ESD fails to consider this significant adverse impact.

ESD states, "The Proposed Project would change the character of the Project Sites, but since the core of the surrounding neighborhoods, particularly to the north, are shielded by the existing development at Belmont Park (including the Racetrack itself and the Backstretch area), impacts from development on Site A are not expected to be significant." ESD's statement is misleading. Although portions of the Belmont Park site may be shielded from surrounding homes, the dramatic increase in traffic will be felt throughout the entire community. Planned fencing, berms, and vegetation around Sites A and B will not shield the surrounding streets from the significant increase in traffic. I strongly urge ESD to scale back the size of this project.

ESD states:

> "The Proposed Project would allow the Project Sites at Belmont Park to operate on a year-round basis, which would change the character of a community that currently only experiences one major event at the property (i.e., the Belmont Stakes), smaller sporadic activities (e.g., spring and fall racing seasons) and other events at limited times over the course of a year. The increase in the intensity and frequency of use at the Project Sites on a year-round basis would increase traffic and pedestrian activity (see Chapter 11, "Transportation"), and noise in the area (see Chapter 13, "Noise"). However, the volumes associated with the year-round events and other use of the property (e.g., hotel, office, retail) would be substantially less than on Belmont Stakes day."

ESD's statement is misleading. Although projected traffic volumes may be less than on a Belmont Stakes day, the overall daily traffic volume would increase significantly and result in adverse impacts that cannot be mitigated. The surrounding community would suffer a decrease in the quality of life. I strongly urge ESD to scale back the size of this project.

ESD states:

> "[A]lthough increased pedestrian and vehicular activity due to increased activity can have adverse community character effects, with the Proposed Project such effects are not predicted to occur on residential streets within neighborhoods, and generally would be limited to periods before and after major arena events. Therefore, these factors are not expected to significantly affect the residential real estate market in the surrounding communities."

ESD fails to consider technology, such as Google Maps and Waze apps, that have the potential to route nearly 40,000 drivers per day on game days through local side streets to travel to and from the project site. ESD should consider working with local municipalities to close off residential streets, such as Plainfield Avenue, on game days, and it also should consider working with Google and Waze to turn off local side streets from being utilized as through routes in the surrounding residential communities.

ESD states, "The Proposed Project would result in a substantial change to the existing use and character of Site B, would intensify land use on Site A, and would intensify the frequency of the use of the North, South and East Lots." In light of the above, and the resulting significant adverse traffic impacts, I strongly urge ESD not to utilize the East and North Lots for this project, and to keep parking on Site B as was contemplated in ESD's original Scoping Document.

ESD acknowledges that the 150-foot high hotel and 125-foot high arena would be substantially taller than the Belmont Grandstand. These dimensions would not fit within the visual character of the Belmont Park site, Hempstead Turnpike, or the surrounding community. These impacts are significant and adverse. Consequently, I urge ESD to consider eliminating the hotel from the proposed project and to reconsider design options and locations for the arena.

Community Facilities and Utilities

ESD analyzes potential impacts of the project on the Nassau County Police Department, but it does not take a hard look at potential impacts to local police departments in the surrounding communities, such as the Floral Park Police Department. The project could attract nearly 40,000 people per day, and ESD projects that the vast majority of these people will be driving to the project site. The resulting congestion can delay response times. The significant increase in traffic also creates the potential for car accidents in the surrounding neighborhoods, requiring local police responses, and distracting them from other emergencies. Prior to and following arena events, fans and event patrons may be involved in emergencies at surrounding restaurants and businesses that require local police to respond. Tailgating and alcohol consumption may occur on event days, causing the potential for intoxicated people to disrupt the local neighborhoods, requiring police responses. ESD does not take a hard look at these potential impacts. To mitigate them, ESD should require NYAP to provide a regular funding stream to local police departments, especially the Floral Park Police Department, to ensure that they have the resources necessary to keep the local communities safe.

ESD should prohibit tailgating on the Belmont site at all times. ESD should require that NYAP maintain a private security force to patrol the site 24/7.

ESD should require NYAP to provide a regular funding stream to local fire departments, especially the Floral Park Fire Department, to ensure that they have the resources they need to respond to emergencies on the project site and in the surrounding area.

ESD states that there will be permanent adverse traffic impacts given a significant increase in the volume of traffic in the surrounding communities. This traffic will cause congestion and decrease emergency response times, which is very concerning for public safety. What analysis did ESD conduct related to emergency response times? How is any additional response time acceptable? I urge ESD to scale back the project and to eliminate the 435,000 square feet of retail and hotel so that the traffic impacts and emergency response times will be reduced.

ESD states, "The need for specific infrastructure to facilitate conveyance of sewage to the selected main is currently being evaluated." What does this sentence mean? Why is it not evaluated in the DEIS? What type of infrastructure is necessary for sewage management? Are there any potential impacts? I urge ESD to study this issue further in a Supplemental DEIS.

ESD states that it will need a new PSEG power station to provide electricity to the project site. I urge ESD to locate this power station as far away from local schools and residential homes as practicable. It also should be surrounded by vegetative fencing, etc., so that it will not be easily viewed from the surrounding communities.

ESD does not disclose the location on Plainfield Avenue where an overhead bypass will be installed. I urge ESD to disclose this location and to evaluate the potential impacts on the surrounding community.

What type of infrastructure would National Grid need to connect the project components to natural gas? Where would this infrastructure be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

ESD states that there will be no direct or indirect impacts upon local schools; however, the project would create traffic, noise, air quality, and light impacts adjacent to two schools near the East and North Lots on Site A. These impacts could interfere with students' use of outdoor fields, and these impacts could interfere with afterschool activities. I urge ESD to scale back this project to reduce the traffic, and to utilize Site B for parking and not the East and North Lots on Site A.

What types of infrastructure improvements are needed to connect the project components to WAWNC water lines? Where will those improvements be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

Open Space and Recreational Resources

If NYAP is going to take and demolish 7 acres of public space from Belmont Park, then it should create and restore an equivalent 7 acres of open space with the new development—not 5.75 acres as proposed in the DEIS. The 5.75-acre figure is arbitrary. Also, the 7 acres should not be passive space. They should be designed as a larger community park, with green space, fountains, benches, movies in the summertime, an ice skating rink in the wintertime (see Washington DC's Navy Yard parks), etc. The space should not be open space broken into smaller pieces that will be passively used. Also, if NYAP is going to make improvements to local parks, it should improve a park in the Village of the Floral Park, specifically Park 23 identified in the secondary study area.

ESD states, "The Proposed Project would not preclude the ongoing use of existing open space resources at Belmont Park by Floral Park Memorial High School students." This high school would experience significant adverse air quality, noise, and safety and security impacts if the East Lot of the Belmont Park is used for this project. The East Lot should not be used for parking.

ESD and NYRA should continue to allow Floral Park Memorial High School to use the Pony Track infield for athletic practice and events.

ESD states that there will be no direct impacts on Floral Park-Bellerose School and Floral Park Memorial High School; however, ESD fails to consider that there will be significant traffic increases (that ESD cannot mitigate) which will bring resulting air quality, noise, and safety and security impacts for users of the athletic fields on the school grounds. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

ESD states that there will be no indirect impacts on park resources within the secondary study area, but the significant increase in traffic that will be traveling through this one-mile radius will bring resulting air quality, nose, and safety and security impacts to the parks located within that radius. These impacts will affect the usability of the parks. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

Historic and Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation determined that the grandstand and façade of Belmont Park do not meet the criteria for inclusion in the State or National Registers of Historic Places. How did the State come to that determination, and what analysis supports it? The park itself is over 100 years old, and the grandstand and façade are over 50 years old. The age of those resources automatically makes them eligible for the National Register, particularly given the historic Triple Crown races that have occurred on site over the years, which had national and international significance. I urge ESD to reconsider its finding that there will be no significant adverse impact on historic or cultural resources.

I also urge ESD to eliminate the hotel from the project site. Its proposed location stands directly in front of the grandstand and façade of Belmont Park; in fact, the hotel would be taller than the grandstand and façade, interfering with views of a nationally historic resource.

The arena also would be taller than the grandstand and façade of Belmont Park. I urge ESD to reconsider this height and to consider other design options and alternative locations for the arena. The arena should not interfere with the viewshed of a historic resource.

ESD did not conduct any analysis to determine whether any subsurface archaeological resources will be disturbed during construction on Sites A and B. I urge ESD to conduct historical studies to determine whether any early settlements (Native American, colonial, etc.) may have existed on or around Sites A and B so that it can protect any potential historic resources. Also, I urge ESD to develop a Construction Protect Plan, in cooperation and consultation with the New York State Office of Parks, Recreation and Historic Preservation and NYAP, which should outline measures that the parties would undertake to protect historic resources should they be uncovered during any subsurface excavation.

Visual Resources

ESD notes that the project would include light poles up to 40 feet high in the East and North Lots on Site A. ESD does not consider the significant light pollution impacts on the immediately surrounding residential neighborhood and schools. ESD also mentions that these lots will remain illuminated at night for security purposes. I urge ESD to consider eliminating the East and North Lots from this project and to use Site B exclusively for parking as was originally contemplated in the scoping document. The light pollution on the East and North Lots would be significant and adverse, and it would cause significant disruption to the local residents.

Socioeconomic Conditions

ESD's proposed project would bring significant adverse impacts to the surrounding residential communities, and it has the potential to turn residential street grids into parking lots. Home values may significantly decrease as a result of the disruptions and reduction in the quality of life. ESD fails to consider this impact in its analysis. Given that the adverse impacts cannot be mitigated, ESD should scale back the size of this project and eliminate the 435,000 square feet of retail and the hotel to reduce the intensity of, and demand for, traffic.

The local project area has numerous restaurants, particularly along Hempstead Turnpike, Jericho Turnpike, Tulip Avenue, and Covert Avenue. The proposed dining establishments on Sites A and B at Belmont Park have potential to compete with existing businesses and displace them. Consequently, ESD should eliminate the 435,000 square feet of retail from the project.

ESD did not conduct any environmental justice analysis as part of the DEIS. There are minority and low-income populations within the study area that have potential to disproportionately experience significant adverse impacts from this project. ESD should conduct an environmental

justice analysis and mitigate adverse impacts on minority and low-income communities, accordingly.

ESD concludes that commercial investment in the local community would not be diminished; however, given the significant adverse traffic impacts that cannot be mitigated, there is potential for residential investment to be diminished. Home values along certain traffic corridors, such as Plainfield Avenue and Carnation Avenue, may decrease. ESD must scale back the project to reduce the potential for these significant adverse impacts.

ESD recognizes the potential for a new hockey arena in Ronkonkoma, New York. This area is not as densely populated as the Belmont area, and has more potential to absorb an NHL arena, retail, and a hotel with minimal impacts. ESD and NYAP should consider the Ronkonkoma location, or the Nassau Coliseum, as reasonable and feasible alternatives for its project. ESD has not explained how the Nassau Coliseum is not a reasonable or feasible alternative to an NHL arena at Belmont Park (certainly more luxury suites can be designed, engineered, and added to the arena to meet any NHL preferences), nor has it explained how Ronkonkoma is not a reasonable or feasible alternative to an NHL arena at Belmont Park.

Natural Resources

ESD states that it intends to remove approximately 124 mature trees from Site A and 66 mature trees from Site B. To compensate, ESD proposes to develop 2 acres of "hard- and soft-scape plazas" for Site A and 3.75 acres of landscaped space for Site B. In total, ESD proposes developing 5.75 acres of open space, while it is taking 7 acres of open space from the project site. I urge ESD to expand the amount of open space for development to 7 acres to compensate for the 7 acres it is taking, and I urge ESD to consider planting a variety of trees and vegetation to compensate for the loss of 190 total trees for the project site.

I also urge ESD to consider incorporating green roofs into the buildings located on the project site.

Transportation

ESD projects that over 4,000 vehicles will travel to and from the project site on event days, and indeed, the proposed project calls for the creation of over 7,500 parking spaces. ESD concludes that this traffic will create a significant adverse impact to the local community that cannot be mitigated. ESD later states that LIRR will provide two roundtrip trains on event days. Given the size of the arena (18,000 capacity) and the size of the retail (435,000 square feet), LIRR's proposed frequency of service seems wholly inadequate. Moreover, ESD projects that only 2 percent of individuals traveling to the retail village will utilize LIRR. Since the traffic impacts will cause a significant disruption to the quality of life on the local residents, and since they have potential to harm local businesses, it is imperative that ESD work with LIRR to create a fully functioning transit hub at Belmont Park. The LIRR station should directly serve riders traveling from the east and the west, without requiring transfers at Jamaica Station. Many New York

Islanders fans will be traveling from eastern Long Island, and if they can take LIRR directly to Belmont Park without a complicated transfer in Jamaica, more fans will take LIRR in lieu of driving and causing significant adverse traffic impacts. ESD and LIRR are both State agencies, and it is important that they work together to help preserve the quality of life in the local communities. If LIRR can engineer the construction of a $12 billion new train station below Grand Central Terminal, it can engineer new improvements at Belmont Park Station so that riders traveling from eastern Long Island can stop directly at the project site.

I also request that ESD disclose to the public any correspondence that it has exchanged with LIRR regarding operational and capital improvements at Belmont Park Station as they may relate to this proposed project.

Given that riders traveling from eastern Long Island will not be able to stop at the Belmont Park station, there is a strong likelihood that, in lieu of transferring at Jamaica Station, riders will utilize other LIRR stops in the area on game days. For example, many riders may utilize LIRR's Floral Park or Bellerose Stations on game days. ESD has not considered or studied the impacts associated with this inevitable activity. These travel patterns may result in safety and security issues on game days, and resulting noise and other disruptive pedestrian behavior throughout the surrounding residential neighborhoods. These LIRR riders also may decide to complete their trips from Floral Park or Bellerose to Belmont Park using taxis, Ubers, and Lyfts, causing a demand for endless taxi lineups at these stations. These additional vehicles would add to the congestion in the local villages and increase the intensity and significance of the adverse traffic impacts. I strongly urge ESD to consider these potential significant adverse impacts and to mitigate or eliminate them through a Supplemental DEIS.

ESD conducted a crash analysis within the project area, but it is not clear what type of crash analysis ESD conducted and what radius it used. For example, Our Lady of Victory Church is located on Plainfield Avenue just blocks away from the project site, and on Sundays, parishioners park on a tiny shoulder of Plainfield Avenue to attend services. Will this parking behavior result in additional crashes? ESD should conduct a broader crash analysis which includes the local street network, especially within the Village of Floral Park.

ESD's travel pattern comparison of Belmont Park to the Barclays Center in Brooklyn is wholly inappropriate. The Barclays Center is located in a dense urban environment which is served by LIRR and nine different subway lines. Arena patrons are much less likely to travel by car, so any comparison to Barclays Center travel patterns can skew the analysis of travel patterns at Belmont Park. Comparison to another U.S. arena with similar public transportation options and accessibility may be more appropriate.

Although ESD tries to compare the proposed retail village to another local retail establishment at Woodbury Commons in Long Island, surprisingly, ESD uses travel patterns associated with Value Retail's Bicester Village luxury outlet center near London, United Kingdom as a baseline. Why is ESD using travel patterns in the United Kingdom as a comparison? This comparison seems bizarre. Also, international tourism is not part of the vision or master plans of the surrounding communities, and it would cause significant adverse impacts and disruptions to the quality of life. I strongly urge ESD to eliminate the 435,000 square feet of retail.

ESD projects that 89 percent of arena patrons traveling by car will utilize the Cross Island Parkway. How did ESD develop this estimate? Also, how did ESD develop the estimate that only 7 percent of arena patrons will travel west utilizing Hempstead Turnpike? I urge ESD to provide the public with more details regarding its traffic analysis and traffic modeling (if any was used).

ESD analyzes a number of locations for its traffic analysis, but it does not consider drivers who will drive north on Plainfield Avenue then west on Jericho Turnpike to enter the Cross Island Parkway following arena events. ESD should consider this traffic pattern and associated impacts, particularly with potential congestion at the Cross Island Parkway exit at Belmont Park on game days.

ESD estimates that between 200 vehicles per hour and 650 vehicles per hour travel along Plainfield Avenue at various times throughout the week. With ESD's proposed project, these numbers would double or triple, causing significant traffic congestion, noise impacts, air quality impacts, and safety and security impacts along this quiet residential neighborhood. Plainfield Avenue also is a two-lane road with no on-street parking and no shoulder, and these factors will add to the congestion and intensity of adverse impacts. Several intersections along Plainfield Avenue are unsignalized with stop signs. Who will police these intersections? Under current conditions, many drivers do not stop at these stop signs and run through them. Recently, a driver sped through a stop sign at Cherry Street and crashed through a tree on Plainfield Avenue. How will this type of driving behavior be regulated to ensure public safety along the residential corridor? The Plainfield Avenue intersection at Tulip Avenue does not have turning lanes and already is very congested. How will this intersection be policed and how will public safety be ensured? The resources of the Floral Park Police Department are already stretched thin. I strongly urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on event days at the arena. ESD should funnel all post-event traffic into the Cross Island Parkway (and ESD should expand the ramps leading to and exiting the Cross Island Parkway). I also strongly urge ESD to eliminate the 435,000 square feet of retail and the hotel to reduce the traffic significant adverse impacts within the area.

ESD's travel study of the Cross Island Parkway notes that it operates up to 5,500 vehicles per hour at certain times during the week. ESD notes that, at times, vehicles travel at 5 miles per hour at Level of Service E or F given the traffic congestion during peak hours, particularly the peak PM hour when arena patrons will be traveling to New York Islanders games, concerts, or other events. ESD projects that 89 percent of the arena patrons for these events will be utilizing the Cross Island Parkway. Given the existing congestion and existing traffic constraints, how will the highway network absorb thousands of additional vehicles during peak travel times, such as the peak PM hour? The Cross Island Parkway will become even more of a parking lot as a result of this project. I strongly urge ESD to scale back the scope of this project.

Since the issuance of the DEIS, the City of New York and Nassau County have announced their plans to conduct traffic studies of the area surrounding Belmont Park, including the Cross Island Parkway. I strongly urge ESD to consider the results of these studies in its analysis and to incorporate the results into a Supplemental DEIS.

I also urge ESD to conduct a traffic study that analyzes the potential impacts of the entire Cross Island Parkway corridor, given the potential for event patrons to enter the parkway through a wide variety of intersections, especially if they are using apps like Google Maps and Waze to find the fastest routes to and from the arena. ESD's traffic study of the Cross Island Parkway only examines a limited segment of it.

ESD did not release to the public the data upon which it relied when making its assumptions and conclusions for purposes of determining potential traffic impacts. I strongly urge ESD to release this information to the public so that it has a meaningful opportunity to review it and comment upon it.

Figure 11-6 shows bus queuing in the North Lot on Site A, just feet away from a quiet residential neighborhood. This bus route and related noise, particularly from idling vehicles, has potential to be extremely disruptive to local residents, particularly at nights following arena events. I strongly urge ESD to eliminate the use of the North Lot, from this project, or to scale back the North Lot's capacity.

ESD states that the Belmont Park gate facing Plainfield Avenue would not be used. I urge ESD, NYRA, and NYAP to permanently close this gate to arena, retail, and hotel patrons.

ESD states that there will not be enough parking on Site B to handle traffic flow at the retail village, and as a result, the East Lot on Site A will be used. I strongly urge ESD not to use the East Lot for this project, and instead, to utilize Site B for parking only. ESD's proposed use of shuttle buses to and from the East Lot, especially on weekends when the adjacent high school is hosting athletic events, would be disruptive to the surrounding community, particularly with the added noise and idling vehicles.

ESD's projected traffic estimates on Plainfield Avenue seem extraordinarily low. Where is the data to support the conclusions in the DEIS? I strongly urge ESD to disclose that information to the public in a Supplemental DEIS.

ESD studies traffic impacts during the AM and PM peak hours, but it does not analyze traffic impacts during later nighttime hours on weekdays following events. ESD should conduct a later nighttime traffic analysis for weekdays and allow the public to review it and comment upon it.

ESD mentions the need for a comprehensive transportation management plan. Where is that plan? ESD should provide it to the public as part of the DEIS so that the public can review it and comment upon it.

ESD's analysis is somewhat misleading. Earlier in the DEIS, ESD notes that 89% of cars will travel to and from the site utilizing the Cross Island Parkway. ESD projects that up to 2,000 cars during peak hour will utilize the Cross Island Parkway. Later in the DEIS, ESD notes that over 7,500 vehicles will utilize the parking lots on the project site. These numbers do not highlight the intensity of the adverse traffic impacts, in other words, up to 2,000 cars per hour may be utilizing the Cross Island Parkway for several hours straight. The highway infrastructure will not

be able to sustain the intensity of that adverse impact. ESD should provide the public with a broader context of the traffic impacts and disclose their intensity and length of exposure. ESD also should explore other alternatives that may be reasonable and feasible project sites. I strongly urge ESD to scale back the size of this project to eliminate significant adverse traffic, noise, air quality, and safety and security impacts.

Parking within the residential neighborhoods of Floral Park could become problematic if event patrons attempt to avoid traffic congestion and parking fees. Pedestrian entrances surrounding the project site should be closed. Parking permits should be required on the streets of Floral Park that would be available to residents only. ESD and NYAP should provide resources to local police departments to police parking violations.

ESD and NYAP should provide financial resources to the surrounding police departments and school districts to ensure that police and crossing guards will direct traffic at busy intersections surrounding Belmont Park.

Air Quality

At least 12 intersections surrounding the project site are projected to operate at a Level of Service D or worse, yet ESD concludes that there will be no significant air quality impacts. After the publication of the DEIS, the City of New York and Nassau County announced that they are undertaking separate traffic studies to evaluate the potential impacts resulting from increased traffic at the project site. ESD should incorporate those studies and the resulting analysis into the EIS and re-evaluate the potential for air quality impacts, accordingly.

ESD states that the traffic impacts resulting from the project will be permanent, significant, adverse, and unmitigated as a result of a major increase in the volume of traffic. Although the larger New York City metropolitan area may not experience significant air quality impacts as a result of the traffic increase around the Belmont Park site, the immediately surrounding residential neighborhoods will experience soot and smog as a result of emissions from the increase in traffic. ESD may not be able to mitigate the adverse traffic and resulting air quality impacts, but it can scale back the intensity and severity of the traffic and related air quality, noise, and safety and security impacts by scaling back the scope of the project. Consequently, I urge ESD to reduce the project scope and to consider eliminating various project components, such as the 435,000 square feet of retail and the hotel.

Noise

ESD concludes that there will be no significant adverse noise impacts resulting from the project; however, it is well documented that New York Islanders fans have a long tradition of honking their car horns repeatedly for extended periods of time following games. To the extent practicable, ESD and NYAP should take measures to mitigate this potential adverse impact on the surrounding residential community. I urge ESD and NYAP to prohibit car horn honking following games, and to fine individuals who violate the policy. To reduce the potential for this

activity, ESD should work with LIRR to run more frequent service on game days. ESD also should not allow NYAP to utilize the East and North Lots for this project given that those lots are adjacent to residential communities.

Climate Change

Since the publication of the DEIS, the City of New York and Nassau County have announced that they will be conducting traffic studies in the surrounding project area to analyze adverse impacts to the community. ESD's climate change analysis in the DEIS should consider the results of the City's and the County's traffic studies, particularly the impacts resulting from significant congestion, reduced traffic speeds, and idling vehicles on the Cross Island Parkway.

ESD should identify all potential impacts and mitigation in the area of climate change during construction. For example, ESD should identify as mitigation measures restrictions on idling time for vehicles, the use of diesel in tools and other equipment, and other technology for exhaust pipes, etc.

Construction

To mitigate air quality impacts, technology should be used to avoid diesel emissions wherever practicable. Also, to the extent that dust or dirt will become airborne, watering techniques should be implemented to control exposure.

To mitigate noise impacts, construction activities (especially pile driving) should be limited to daytime hours, and sound attenuation barriers should be installed where appropriate. Idling restrictions should be imposed on trucks and vehicles associated with construction activities.

ESD mentions the potential for a project office to be located in the area. The project office should be open to the community in case residents and businesses have questions or concerns. The project office should be regularly staffed, and it should provide regular updates to the community regarding construction activities and potential impacts.

Measures should be undertaken to direct light downward to avoid impacts resulting from construction lighting.

To mitigate visual impacts from construction staging, fencing should be used to cover construction sites wherever feasible.

Plainfield Avenue and other residential streets should not be used for truck routes associated with construction.

The removal of trees and other vegetation should occur during winter months so as not to disturb local wildlife.

LIRR is undertaking a major construction project involving the Third Track of its Main Line. It is not clear whether the construction activities of LIRR's Third Track Project (in Floral Park and surrounding communities) will overlap with ESD's proposed project. ESD should evaluate and consider the cumulative impacts of these construction efforts (such as traffic, parking, noise, etc.).

Alternatives

ESD notes that, "Alternatives selected for consideration in an EIS are generally those that are feasible and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action." Although ESD considered an alternative that does not include an arena, ESD did not analyze an alternative that would involve the converse—an arena only. Not only is this alternative reasonable and feasible, it has the potential to reduce, eliminate, and avoid the significant adverse impacts from ESD's preferred alternative related to traffic, noise, air quality, lighting, and safety and security. An arena only alternative still would advance each of the project's goals as outlined in the Purpose and Need Statement. ESD's failure to consider this reasonable and feasible arena-only alternative is a fatal flaw with the DEIS. I strongly urge ESD to consider undertaking a Supplemental DEIS that analyzes an arena-only alternative. I also strongly urge ESD to consider reasonable and feasible alternative locations for the arena, such as Nassau Coliseum and Ronkonkoma, New York.

Mitigation

ESD states that it will provide sound attenuating windows and air conditioning units to dormitories on the Belmont Park project site to help mitigate noise impacts. ESD also should offer sound attenuating windows and air conditioning units to residents and schools within the surrounding area who will experience noise impacts resulting from activities on the project site.

ESD should coordinate with local municipalities to close Plainfield Avenue to through traffic on event days. It also should prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and it should prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following events. ESD and NYAP should provide resources to local police departments to manage and direct traffic before and after arena events.

ESD should prohibit the use of the East and North Lots and utilize Site B for tiered parking only.

ESD should ensure that all post-event arena traffic gets diverted directly onto the Cross Island Parkway to avoid the use of local residential streets. It also should coordinate with Google Maps, Waze, etc. to turnoff local residential streets, including Plainfield Avenue, as potential routes before and after arena events.

ESD should prohibit tailgating and the well-documented "New York Islanders post-game horn honking" in the parking lots before and after arena events.

ESD should ensure that NYAP provides a regular funding stream to local police and fire departments to ensure that they have the resources necessary to adequately and timely respond to emergencies within the surrounding area.

ESD mentions the possibility of carpooling as mitigation, but it does not describe how carpooling would work, how it would mitigate the impacts from thousands of new vehicles traveling through residential streets, and the feasibility of arena patrons even deciding to do it. ESD should further discuss this mitigation measure in a Supplemental DEIS.

It is imperative that ESD work with its sister State agency, LIRR, to develop a fully functioning Belmont Station transit hub to service riders directly traveling from eastern Long Island. It also should ensure that trains are run more frequently to service arena events.

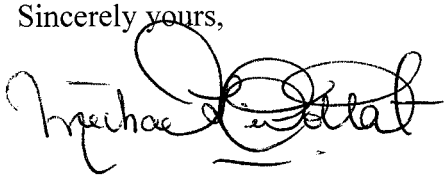
ESD should provide a copy of the Transportation Management Plan to the public so that it can review it and comment upon it as part of the DEIS process.

ESD notes throughout the DEIS that there are significant adverse traffic impacts that it cannot mitigate; however, ESD fails to consider reasonable and feasible alternatives (such as an arena-only alternative on Site A with parking only on Site B) that would reduce the overall traffic demand and reduce the intensity of the significant adverse traffic impacts. ESD's proposed project is simply too big, and I urge ESD to scale it back so that the quality of life for local residents is not destroyed.

Conclusion

Thank you for the opportunity to comment on the DEIS. I strongly believe that ESD's proposed project is too large of a development for Belmont Park, and I urge ESD to scale it back. I care deeply about my community and my neighbors, and this project would significantly and adversely disrupt our quality of life. If you have any questions or concerns, please contact me via electronic mail at michael_culotta@hotmail.com.

Sincerely yours,



Michael L. Culotta

DR. MARIA G. CULOTTA

353 Plainfield Avenue Floral Park, NY 11001

February 28, 2019

Via Electronic Mail [BelmontOutreach@esd.ny.gov]

New York State Urban Development Corporation
d/b/a Empire State Development
633 Third Avenue
New York, NY 10017

Re: Comments on the Draft Environmental Impact Statement
Empire State Development
Belmont Park Redevelopment Civic and Land Use Improvement Project

To Whom It May Concern:

I am a resident of Floral Park, New York, I care deeply about my community and my neighbhors in the area, and I respectfully submit the following comments on Empire State Development's (ESD) Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Civic and Land use Improvement Project.

General Comments

ESD does not identify whether any entity will have responsibility for overseeing construction of the proposed project, including the appropriate implementation of any mitigation identified in the Environmental Impact Statement (EIS). I strongly urge ESD to assemble a community task force to coordinate with the project developers, to provide periodic oversight of the project, and to ensure that the project is implemented according to the terms of the EIS and any Record of Decision. I also strongly urge ESD to ensure that the Village of Floral Park has ample representation on that task force.

ESD does not describe how this project will be financed, nor does it identify the tax benefits that the State will provide to the project sponsor, the New York Arena Partners LLC (NYAP). I request that ESD disclose this information to the public.

Throughout the DEIS, ESD mentions the potential for the New York Racing Association (NYRA) to implement night racing at Belmont Park. ESD does not describe how night racing, and any associated capital improvements at Belmont Park, would have independent utility from ESD's proposed project as outlined in the DEIS. ESD should consider the potential environmental impacts of night racing, particularly the traffic impacts, in this DEIS to avoid impermissibly segmenting this project.

If ESD makes any changes to the scope of work for this project in the FEIS, it should provide the public with at least 30 calendar days to review and comment upon it, and ESD should indicate any changes in redline format in the FEIS.

The Proposed Project's Scope and Other Reasonable Alternatives

In ESD's Scoping Document, ESD and NYAP proposed to utilize Site B as the main parking area for the project. Site B included a two-tier parking facility. The project also included smaller parking areas on the North and South Lots of Site A.

In the DEIS, ESD and NYAP changed the project's scope and are now proposing to utilize the East Lot on Site B for parking, which was not previously contemplated in the Scoping Document. The public did not have the opportunity to comment on the use of the East Lot for parking during the scoping phase. I am strongly against the use of the East Lot for this project. The East Lot is located directly adjacent to a local high school, athletic field, and residential single-family homes. Local students and residents will experience significant adverse impacts from the traffic, noise, light pollution, and vehicle emissions resulting from the use of this lot. Moreover, with the potential for tailgating and intoxicated fans after games and arena events, the use of this lot would be a risk to public safety and security throughout the local residential area. For these reasons, I strongly urge ESD to implement its original proposal calling for a two-tier parking structure on Site B and to eliminate the East Lot—which was not previously disclosed to the public—from this project.

ESD states that, given the size and nature of this project, the State will override the Town of Hempstead's Building Zone Ordinance and other provisions of its Town Code. The ordinance and the code exist to preserve the suburban quality of life that local residents enjoy, and within which local businesses thrive. Any override of these laws only would serve to destroy the quality of life in the local community. The construction and use of a National Hockey League (NHL) arena, a large-scale hotel, and a mega mall, along with all of the associated traffic, do not fit within the suburban nature of the community and would constitute a significant adverse impact under the New York State Environmental Quality Review Act (SEQRA) at 6 CRR-NY 617.7(c)(1)(viii). For these reasons, I urge the State not to override local building ordinances and local codes. Any development on the Belmont Park site should fit within the nature of the local community, not destroy it with significant adverse impacts that ESD cannot mitigate.

ESD states that the proposed project calls for the development of a new electrical substation to the west of Belmont Park. It is imperative that ESD locate this substation as far away from Floral Park Bellerose School and local residential homes as practicable.

ESD also states that the new power system would tie into overhead power lines on Plainfield Avenue. ESD does not indicate the location on Plainfield Avenue where the new overhead bypass system would be situated. ESD should identify the location of this overhead bypass and analyze the extent to which it would impact local residents and businesses. I urge ESD to locate this system as far away from local residential homes as practicable.

The proposed project calls for a new NHL arena for the New York Islanders at Belmont Park. It is not clear whether the State considered other reasonable and feasible alternative site locations for the arena, particularly alternatives that would result in a reduction in permanent significant adverse impacts. Nassau Coliseum's 77-acre site, which is just several miles away from Belmont Park and the Islanders' former home, recently underwent $260 million in significant improvements. Why did ESD fail to consider this reasonable and feasible alternative? Why did ESD fail to consider other reasonable and feasible alternative locations, such as Ronkonkoma, New York? ESD should consider utilizing the existing Nassau Coliseum, or another location that would be less disruptive to the local community.

ESD considers a number of alternatives within the Belmont Park site, including an alternative that involves 435,000 square feet of retail without the arena. ESD does not consider the converse, which is an alternative that includes an arena without the 435,000 square feet of retail. ESD has not articulated reasons for failing to consider this reasonable and feasible alternative. Consequently, the DEIS is flawed. I urge ESD to prepare a Supplemental DEIS which examines the potential impacts of an arena without 435,000 square feet of retail and a hotel. The result may be that an arena-only alternative better fits the purpose and need of the project, specifically, to benefit the neighborhoods and communities surrounding Belmont Park, and results in a reduction in the intensity of significant adverse environmental impacts.

ESD states that the new arena would host 50 "marquee" events, 65 "large to medium" events, and 30 "small or non-ticketed" events. Given that ESD concludes the traffic impacts from these events would be significant and adverse on the surrounding communities, and given that ESD concludes it cannot mitigate these impacts, I urge ESD to scale back the number of these non-NHL events and consider utilizing the nearby Nassau Coliseum or another venue to host them.

ESD's proposed project calls for 435,000 square feet of retail, including 350,000 square feet of a retail village on Site B. The retail has the potential to draw nearly 20,000 people per day to the project site, causing significant adverse traffic, noise, air quality, lighting, and safety and security impacts to local residents. The retail also has the potential to compete with local businesses in the area, such as local restaurants and other establishments. Moreover, "brick and mortar" retail is a declining industry. Many long-established retail stores, such as Sears and Toys "R" Us, have been going out of business given the rise and convenience of e-commerce sites, such as Amazon. The last thing that this community needs is for ESD to allow a developer to build 435,000 square feet of retail that will become a vacant eyesore in a matter of years. For these reasons, I strongly urge ESD to eliminate the retail from this project. Instead, I urge ESD to limit Site B to parking only.

ESD's proposed project includes a hotel that will be approximately 150 feet high and contain approximately 250 rooms. This large structure does not fit the character of the surrounding residential community—it would be one of the tallest buildings in suburban Long Island. I urge ESD to either scale down the size of the hotel or eliminate it entirely from the project.

Given that the location of the proposed hotel is directly below flight patterns for JFK Airport, it is not clear whether ESD will need any approvals from the Federal Aviation Administration

(FAA) to build a structure 150 feet high. ESD did not disclose the potential for any FAA approval in the DEIS, and if it needs FAA's approval, then ESD should disclose it to the public.

ESD's proposed project includes approximately 10,000 feet of community space, and NYAP intends to utilize this space for educational and job training opportunities. What exactly does this proposal entail? What kinds of educational and job opportunities will NYAP provide? How frequently will NYAP provide them? ESD should disclose more details regarding this community space in the DEIS.

ESD's proposed project calls for the construction of 5.75 acres of open space, but ESD intends to demolish 7 acres of open space on another portion of the Belmont Park site. Given ESD's proposal to demolish 7 acres of open space, I urge ESD and NYAP to develop an equal 7 acres of open space within Sites A and B instead of the 5.75 acres in the proposal.

ESD's proposed project calls for the construction of at least 6,312 surface parking spaces to accommodate traffic. I strongly urge ESD to significantly reduce the total number of parking spaces and to only use Site B for parking.

Given the significant adverse traffic impacts resulting from this project, I strongly urge ESD to work with its sister State agency, the Long Island Rail Road (LIRR), to make improvements to Belmont Park Station so that it can directly service riders traveling eastbound and westbound. Belmont Park Station should have a platform to directly service riders traveling from eastern Long Island, and ESD should work with LIRR to eliminate transfers needed at Jamaica Station to accommodate these riders. This added convenience will make LIRR a more attractive traveling option, help reduce the need for parking spaces, and reduce the overall traffic impacts. Also, merely running two additional LIRR trains on game day, as described in the proposal, is not sufficient. More trains are needed to make LIRR a more attractive option and to help take drivers off the local streets.

ESD's proposed project calls for a number of roadway improvements. Given that the project includes elements adjacent to a local high school and residential single-family homes along Plainfield Avenue, I urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on game days. As a mitigation measure, I urge ESD to work with the local municipalities to prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and I urge ESD to work with the local municipalities to prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following arena events.

ESD identifies a number of objectives in its Purpose and Need Statement, among them:

- "Maximize economic benefit to the State while minimizing significant adverse environmental impacts," and

- "Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park."

ESD's proposed project is enormous and will result in significant adverse traffic, land use, community character, noise, air quality, lighting, and safety and security impacts. ESD concludes that it cannot mitigate these impacts. Consequently, this proposal does not meet the objectives identified above in ESD's Purpose and Need Statement. It does not minimize significant adverse environmental impacts in these areas, and the impacts will not benefit the neighborhoods and communities adjacent to and surrounding Belmont Park. ESD's project, and its resulting impacts, will have a negative effect upon the quality of life enjoyed by local residents, and it threatens the vitality of local businesses. Given that the project does not meet ESD's Purpose and Need Statement, the DEIS is flawed. For these reasons, I urge ESD to scale back the size of this project and to consider a smaller project scope that better aligns with its own objectives and to better serve the needs of the local community.

Land Use, Zoning, and Community Character

ESD's proposed development of 435,000 square feet of retail is inconsistent with the existing land use on Site B, and it is inconsistent with the suburban residential community character. This use is an adverse impact that ESD fails to consider.

Elmont's 2008 Community Vision Plan does not include a new arena for the Belmont Park area. Elmont's Plan envisions a much smaller development in the area. ESD's proposed project is inconsistent with Elmont's master plan—the scope of this project is simply too large. The inconsistency with Elmont's local vision and mater plan is an adverse impact that ESD fails to consider.

Nassau County's Master Plan and vision does not contemplate an NHL arena, 435,000 square feet of retail, and a hotel in the Belmont Park area. The plan envisions strategic, reasonable development—not overdevelopment. ESD's proposed project is inconsistent with Nassau County's Master Plan and vision—the project is simply too large. The inconsistency with Nassau County's Master Plan and vision is an adverse impact that ESD fails to consider.

The Belmont Park area is zoned for single-family residences and lighter, less intense development. It is not zoned for an NHL arena, 435,000 square feet of retail, and a hotel. ESD's proposed project inconsistent with local zoning ordinances—the project is simply too large. This inconsistency with local zoning ordinances is an adverse impact that ESD fails to consider.

ESD notes that, "Floral Park is characterized by its small town feel and its civic amenities (including the school districts, fire departments, pool, parks and library)." ESD's proposed project would attract significantly increased traffic volumes through this small town, resulting in adverse impacts that cannot be mitigated. Consequently, I urge ESD to reduce the scope of this project and to eliminate the 435,000 square feet of retail and the hotel to preserve the small town feel and civic amenities of Floral Park.

ESD states that under the No Build alternative, "The Project Sites would continue to be underutilized and not further the goals of the *Elmont Community Vision Plan* and the *Nassau County Comprehensive Plan* and *Updates* or New York State's vision for the redevelopment of

this area into an economic engine and community gateway." ESD's statement is grossly misleading. Without ESD's proposal, there still would be potential for smaller, more strategic development on the Belmont Park site that would better fit with the goals and vision of Elmont and Nassau County. Moreover, ESD's proposal and the sheer size of this project do not further the goals of smaller development as outlined in Elmont's and Nassau County's master plans. ESD fails to consider these significant adverse impacts.

ESD states, "The proposed uses are compatible with the entertainment uses associated with Belmont Park and are consistent with public policy at a local, county, and state level looking to create economic development opportunity at this important gateway location." ESD's statement is misleading. Although a sports arena may be consistent—in a very generic sense—with the existing sports use on the Belmont Park site, the frequency and intensity of the use would increase dramatically. The resulting traffic would be wholly inconsistent with local public policies and the character of the surrounding community. ESD fails to consider this significant adverse impact.

ESD states, "The Proposed Project would change the character of the Project Sites, but since the core of the surrounding neighborhoods, particularly to the north, are shielded by the existing development at Belmont Park (including the Racetrack itself and the Backstretch area), impacts from development on Site A are not expected to be significant." ESD's statement is misleading. Although portions of the Belmont Park site may be shielded from surrounding homes, the dramatic increase in traffic will be felt throughout the entire community. Planned fencing, berms, and vegetation around Sites A and B will not shield the surrounding streets from the significant increase in traffic. I strongly urge ESD to scale back the size of this project.

ESD states:

> "The Proposed Project would allow the Project Sites at Belmont Park to operate on a year-round basis, which would change the character of a community that currently only experiences one major event at the property (i.e., the Belmont Stakes), smaller sporadic activities (e.g., spring and fall racing seasons) and other events at limited times over the course of a year. The increase in the intensity and frequency of use at the Project Sites on a year-round basis would increase traffic and pedestrian activity (see Chapter 11, "Transportation"), and noise in the area (see Chapter 13, "Noise"). However, the volumes associated with the year-round events and other use of the property (e.g., hotel, office, retail) would be substantially less than on Belmont Stakes day."

ESD's statement is misleading. Although projected traffic volumes may be less than on a Belmont Stakes day, the overall daily traffic volume would increase significantly and result in adverse impacts that cannot be mitigated. The surrounding community would suffer a decrease in the quality of life. I strongly urge ESD to scale back the size of this project.

ESD states:

> "[A]lthough increased pedestrian and vehicular activity due to increased activity can have adverse community character effects, with the Proposed Project such effects are not predicted to occur on residential streets within neighborhoods, and generally would be limited to periods before and after major arena events. Therefore, these factors are not expected to significantly affect the residential real estate market in the surrounding communities."

ESD fails to consider technology, such as Google Maps and Waze apps, that have the potential to route nearly 40,000 drivers per day on game days through local side streets to travel to and from the project site. ESD should consider working with local municipalities to close off residential streets, such as Plainfield Avenue, on game days, and it also should consider working with Google and Waze to turn off local side streets from being utilized as through routes in the surrounding residential communities.

ESD states, "The Proposed Project would result in a substantial change to the existing use and character of Site B, would intensify land use on Site A, and would intensify the frequency of the use of the North, South and East Lots." In light of the above, and the resulting significant adverse traffic impacts, I strongly urge ESD not to utilize the East and North Lots for this project, and to keep parking on Site B as was contemplated in ESD's original Scoping Document.

ESD acknowledges that the 150-foot high hotel and 125-foot high arena would be substantially taller than the Belmont Grandstand. These dimensions would not fit within the visual character of the Belmont Park site, Hempstead Turnpike, or the surrounding community. These impacts are significant and adverse. Consequently, I urge ESD to consider eliminating the hotel from the proposed project and to reconsider design options and locations for the arena.

Community Facilities and Utilities

ESD analyzes potential impacts of the project on the Nassau County Police Department, but it does not take a hard look at potential impacts to local police departments in the surrounding communities, such as the Floral Park Police Department. The project could attract nearly 40,000 people per day, and ESD projects that the vast majority of these people will be driving to the project site. The resulting congestion can delay response times. The significant increase in traffic also creates the potential for car accidents in the surrounding neighborhoods, requiring local police responses, and distracting them from other emergencies. Prior to and following arena events, fans and event patrons may be involved in emergencies at surrounding restaurants and businesses that require local police to respond. Tailgating and alcohol consumption may occur on event days, causing the potential for intoxicated people to disrupt the local neighborhoods, requiring police responses. ESD does not take a hard look at these potential impacts. To mitigate them, ESD should require NYAP to provide a regular funding stream to local police departments, especially the Floral Park Police Department, to ensure that they have the resources necessary to keep the local communities safe.

ESD should prohibit tailgating on the Belmont site at all times. ESD should require that NYAP maintain a private security force to patrol the site 24/7.

ESD should require NYAP to provide a regular funding stream to local fire departments, especially the Floral Park Fire Department, to ensure that they have the resources they need to respond to emergencies on the project site and in the surrounding area.

ESD states that there will be permanent adverse traffic impacts given a significant increase in the volume of traffic in the surrounding communities. This traffic will cause congestion and decrease emergency response times, which is very concerning for public safety. What analysis did ESD conduct related to emergency response times? How is any additional response time acceptable? I urge ESD to scale back the project and to eliminate the 435,000 square feet of retail and hotel so that the traffic impacts and emergency response times will be reduced.

ESD states, "The need for specific infrastructure to facilitate conveyance of sewage to the selected main is currently being evaluated." What does this sentence mean? Why is it not evaluated in the DEIS? What type of infrastructure is necessary for sewage management? Are there any potential impacts? I urge ESD to study this issue further in a Supplemental DEIS.

ESD states that it will need a new PSEG power station to provide electricity to the project site. I urge ESD to locate this power station as far away from local schools and residential homes as practicable. It also should be surrounded by vegetative fencing, etc., so that it will not be easily viewed from the surrounding communities.

ESD does not disclose the location on Plainfield Avenue where an overhead bypass will be installed. I urge ESD to disclose this location and to evaluate the potential impacts on the surrounding community.

What type of infrastructure would National Grid need to connect the project components to natural gas? Where would this infrastructure be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

ESD states that there will be no direct or indirect impacts upon local schools; however, the project would create traffic, noise, air quality, and light impacts adjacent to two schools near the East and North Lots on Site A. These impacts could interfere with students' use of outdoor fields, and these impacts could interfere with afterschool activities. I urge ESD to scale back this project to reduce the traffic, and to utilize Site B for parking and not the East and North Lots on Site A.

What types of infrastructure improvements are needed to connect the project components to WAWNC water lines? Where will those improvements be located? I urge ESD to study these details and potential impacts in a Supplemental DEIS.

Open Space and Recreational Resources

If NYAP is going to take and demolish 7 acres of public space from Belmont Park, then it should create and restore an equivalent 7 acres of open space with the new development—not 5.75 acres as proposed in the DEIS. The 5.75-acre figure is arbitrary. Also, the 7 acres should not be passive space. They should be designed as a larger community park, with green space, fountains, benches, movies in the summertime, an ice skating rink in the wintertime (see Washington DC's Navy Yard parks), etc. The space should not be open space broken into smaller pieces that will be passively used. Also, if NYAP is going to make improvements to local parks, it should improve a park in the Village of the Floral Park, specifically Park 23 identified in the secondary study area.

ESD states, "The Proposed Project would not preclude the ongoing use of existing open space resources at Belmont Park by Floral Park Memorial High School students." This high school would experience significant adverse air quality, noise, and safety and security impacts if the East Lot of the Belmont Park is used for this project. The East Lot should not be used for parking.

ESD and NYRA should continue to allow Floral Park Memorial High School to use the Pony Track infield for athletic practice and events.

ESD states that there will be no direct impacts on Floral Park-Bellerose School and Floral Park Memorial High School; however, ESD fails to consider that there will be significant traffic increases (that ESD cannot mitigate) which will bring resulting air quality, noise, and safety and security impacts for users of the athletic fields on the school grounds. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

ESD states that there will be no indirect impacts on park resources within the secondary study area, but the significant increase in traffic that will be traveling through this one-mile radius will bring resulting air quality, nose, and safety and security impacts to the parks located within that radius. These impacts will affect the usability of the parks. I strongly urge ESD to scale back the size of this project to reduce the resulting traffic impacts on the local community.

Historic and Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation determined that the grandstand and façade of Belmont Park do not meet the criteria for inclusion in the State or National Registers of Historic Places. How did the State come to that determination, and what analysis supports it? The park itself is over 100 years old, and the grandstand and façade are over 50 years old. The age of those resources automatically makes them eligible for the National Register, particularly given the historic Triple Crown races that have occurred on site over the years, which had national and international significance. I urge ESD to reconsider its finding that there will be no significant adverse impact on historic or cultural resources.

I also urge ESD to eliminate the hotel from the project site. Its proposed location stands directly in front of the grandstand and façade of Belmont Park; in fact, the hotel would be taller than the grandstand and façade, interfering with views of a nationally historic resource.

The arena also would be taller than the grandstand and façade of Belmont Park. I urge ESD to reconsider this height and to consider other design options and alternative locations for the arena. The arena should not interfere with the viewshed of a historic resource.

ESD did not conduct any analysis to determine whether any subsurface archaeological resources will be disturbed during construction on Sites A and B. I urge ESD to conduct historical studies to determine whether any early settlements (Native American, colonial, etc.) may have existed on or around Sites A and B so that it can protect any potential historic resources. Also, I urge ESD to develop a Construction Protect Plan, in cooperation and consultation with the New York State Office of Parks, Recreation and Historic Preservation and NYAP, which should outline measures that the parties would undertake to protect historic resources should they be uncovered during any subsurface excavation.

Visual Resources

ESD notes that the project would include light poles up to 40 feet high in the East and North Lots on Site A. ESD does not consider the significant light pollution impacts on the immediately surrounding residential neighborhood and schools. ESD also mentions that these lots will remain illuminated at night for security purposes. I urge ESD to consider eliminating the East and North Lots from this project and to use Site B exclusively for parking as was originally contemplated in the scoping document. The light pollution on the East and North Lots would be significant and adverse, and it would cause significant disruption to the local residents.

Socioeconomic Conditions

ESD's proposed project would bring significant adverse impacts to the surrounding residential communities, and it has the potential to turn residential street grids into parking lots. Home values may significantly decrease as a result of the disruptions and reduction in the quality of life. ESD fails to consider this impact in its analysis. Given that the adverse impacts cannot be mitigated, ESD should scale back the size of this project and eliminate the 435,000 square feet of retail and the hotel to reduce the intensity of, and demand for, traffic.

The local project area has numerous restaurants, particularly along Hempstead Turnpike, Jericho Turnpike, Tulip Avenue, and Covert Avenue. The proposed dining establishments on Sites A and B at Belmont Park have potential to compete with existing businesses and displace them. Consequently, ESD should eliminate the 435,000 square feet of retail from the project.

ESD did not conduct any environmental justice analysis as part of the DEIS. There are minority and low-income populations within the study area that have potential to disproportionately experience significant adverse impacts from this project. ESD should conduct an environmental

justice analysis and mitigate adverse impacts on minority and low-income communities, accordingly.

ESD concludes that commercial investment in the local community would not be diminished; however, given the significant adverse traffic impacts that cannot be mitigated, there is potential for residential investment to be diminished. Home values along certain traffic corridors, such as Plainfield Avenue and Carnation Avenue, may decrease. ESD must scale back the project to reduce the potential for these significant adverse impacts.

ESD recognizes the potential for a new hockey arena in Ronkonkoma, New York. This area is not as densely populated as the Belmont area, and has more potential to absorb an NHL arena, retail, and a hotel with minimal impacts. ESD and NYAP should consider the Ronkonkoma location, or the Nassau Coliseum, as reasonable and feasible alternatives for its project. ESD has not explained how the Nassau Coliseum is not a reasonable or feasible alternative to an NHL arena at Belmont Park (certainly more luxury suites can be designed, engineered, and added to the arena to meet any NHL preferences), nor has it explained how Ronkonkoma is not a reasonable or feasible alternative to an NHL arena at Belmont Park.

Natural Resources

ESD states that it intends to remove approximately 124 mature trees from Site A and 66 mature trees from Site B. To compensate, ESD proposes to develop 2 acres of "hard- and soft-scape plazas" for Site A and 3.75 acres of landscaped space for Site B. In total, ESD proposes developing 5.75 acres of open space, while it is taking 7 acres of open space from the project site. I urge ESD to expand the amount of open space for development to 7 acres to compensate for the 7 acres it is taking, and I urge ESD to consider planting a variety of trees and vegetation to compensate for the loss of 190 total trees for the project site.

I also urge ESD to consider incorporating green roofs into the buildings located on the project site.

Transportation

ESD projects that over 4,000 vehicles will travel to and from the project site on event days, and indeed, the proposed project calls for the creation of over 7,500 parking spaces. ESD concludes that this traffic will create a significant adverse impact to the local community that cannot be mitigated. ESD later states that LIRR will provide two roundtrip trains on event days. Given the size of the arena (18,000 capacity) and the size of the retail (435,000 square feet), LIRR's proposed frequency of service seems wholly inadequate. Moreover, ESD projects that only 2 percent of individuals traveling to the retail village will utilize LIRR. Since the traffic impacts will cause a significant disruption to the quality of life on the local residents, and since they have potential to harm local businesses, it is imperative that ESD work with LIRR to create a fully functioning transit hub at Belmont Park. The LIRR station should directly serve riders traveling from the east and the west, without requiring transfers at Jamaica Station. Many New York

Islanders fans will be traveling from eastern Long Island, and if they can take LIRR directly to Belmont Park without a complicated transfer in Jamaica, more fans will take LIRR in lieu of driving and causing significant adverse traffic impacts. ESD and LIRR are both State agencies, and it is important that they work together to help preserve the quality of life in the local communities. If LIRR can engineer the construction of a $12 billion new train station below Grand Central Terminal, it can engineer new improvements at Belmont Park Station so that riders traveling from eastern Long Island can stop directly at the project site.

I also request that ESD disclose to the public any correspondence that it has exchanged with LIRR regarding operational and capital improvements at Belmont Park Station as they may relate to this proposed project.

Given that riders traveling from eastern Long Island will not be able to stop at the Belmont Park station, there is a strong likelihood that, in lieu of transferring at Jamaica Station, riders will utilize other LIRR stops in the area on game days. For example, many riders may utilize LIRR's Floral Park or Bellerose Stations on game days. ESD has not considered or studied the impacts associated with this inevitable activity. These travel patterns may result in safety and security issues on game days, and resulting noise and other disruptive pedestrian behavior throughout the surrounding residential neighborhoods. These LIRR riders also may decide to complete their trips from Floral Park or Bellerose to Belmont Park using taxis, Ubers, and Lyfts, causing a demand for endless taxi lineups at these stations. These additional vehicles would add to the congestion in the local villages and increase the intensity and significance of the adverse traffic impacts. I strongly urge ESD to consider these potential significant adverse impacts and to mitigate or eliminate them through a Supplemental DEIS.

ESD conducted a crash analysis within the project area, but it is not clear what type of crash analysis ESD conducted and what radius it used. For example, Our Lady of Victory Church is located on Plainfield Avenue just blocks away from the project site, and on Sundays, parishioners park on a tiny shoulder of Plainfield Avenue to attend services. Will this parking behavior result in additional crashes? ESD should conduct a broader crash analysis which includes the local street network, especially within the Village of Floral Park.

ESD's travel pattern comparison of Belmont Park to the Barclays Center in Brooklyn is wholly inappropriate. The Barclays Center is located in a dense urban environment which is served by LIRR and nine different subway lines. Arena patrons are much less likely to travel by car, so any comparison to Barclays Center travel patterns can skew the analysis of travel patterns at Belmont Park. Comparison to another U.S. arena with similar public transportation options and accessibility may be more appropriate.

Although ESD tries to compare the proposed retail village to another local retail establishment at Woodbury Commons in Long Island, surprisingly, ESD uses travel patterns associated with Value Retail's Bicester Village luxury outlet center near London, United Kingdom as a baseline. Why is ESD using travel patterns in the United Kingdom as a comparison? This comparison seems bizarre. Also, international tourism is not part of the vision or master plans of the surrounding communities, and it would cause significant adverse impacts and disruptions to the quality of life. I strongly urge ESD to eliminate the 435,000 square feet of retail.

ESD projects that 89 percent of arena patrons traveling by car will utilize the Cross Island Parkway. How did ESD develop this estimate? Also, how did ESD develop the estimate that only 7 percent of arena patrons will travel west utilizing Hempstead Turnpike? I urge ESD to provide the public with more details regarding its traffic analysis and traffic modeling (if any was used).

ESD analyzes a number of locations for its traffic analysis, but it does not consider drivers who will drive north on Plainfield Avenue then west on Jericho Turnpike to enter the Cross Island Parkway following arena events. ESD should consider this traffic pattern and associated impacts, particularly with potential congestion at the Cross Island Parkway exit at Belmont Park on game days.

ESD estimates that between 200 vehicles per hour and 650 vehicles per hour travel along Plainfield Avenue at various times throughout the week. With ESD's proposed project, these numbers would double or triple, causing significant traffic congestion, noise impacts, air quality impacts, and safety and security impacts along this quiet residential neighborhood. Plainfield Avenue also is a two-lane road with no on-street parking and no shoulder, and these factors will add to the congestion and intensity of adverse impacts. Several intersections along Plainfield Avenue are unsignalized with stop signs. Who will police these intersections? Under current conditions, many drivers do not stop at these stop signs and run through them. Recently, a driver sped through a stop sign at Cherry Street and crashed through a tree on Plainfield Avenue. How will this type of driving behavior be regulated to ensure public safety along the residential corridor? The Plainfield Avenue intersection at Tulip Avenue does not have turning lanes and already is very congested. How will this intersection be policed and how will public safety be ensured? The resources of the Floral Park Police Department are already stretched thin. I strongly urge ESD to work with the local municipalities to close Plainfield Avenue to through traffic on event days at the arena. ESD should funnel all post-event traffic into the Cross Island Parkway (and ESD should expand the ramps leading to and exiting the Cross Island Parkway). I also strongly urge ESD to eliminate the 435,000 square feet of retail and the hotel to reduce the traffic significant adverse impacts within the area.

ESD's travel study of the Cross Island Parkway notes that it operates up to 5,500 vehicles per hour at certain times during the week. ESD notes that, at times, vehicles travel at 5 miles per hour at Level of Service E or F given the traffic congestion during peak hours, particularly the peak PM hour when arena patrons will be traveling to New York Islanders games, concerts, or other events. ESD projects that 89 percent of the arena patrons for these events will be utilizing the Cross Island Parkway. Given the existing congestion and existing traffic constraints, how will the highway network absorb thousands of additional vehicles during peak travel times, such as the peak PM hour? The Cross Island Parkway will become even more of a parking lot as a result of this project. I strongly urge ESD to scale back the scope of this project.

Since the issuance of the DEIS, the City of New York and Nassau County have announced their plans to conduct traffic studies of the area surrounding Belmont Park, including the Cross Island Parkway. I strongly urge ESD to consider the results of these studies in its analysis and to incorporate the results into a Supplemental DEIS.

I also urge ESD to conduct a traffic study that analyzes the potential impacts of the entire Cross Island Parkway corridor, given the potential for event patrons to enter the parkway through a wide variety of intersections, especially if they are using apps like Google Maps and Waze to find the fastest routes to and from the arena. ESD's traffic study of the Cross Island Parkway only examines a limited segment of it.

ESD did not release to the public the data upon which it relied when making its assumptions and conclusions for purposes of determining potential traffic impacts. I strongly urge ESD to release this information to the public so that it has a meaningful opportunity to review it and comment upon it.

Figure 11-6 shows bus queuing in the North Lot on Site A, just feet away from a quiet residential neighborhood. This bus route and related noise, particularly from idling vehicles, has potential to be extremely disruptive to local residents, particularly at nights following arena events. I strongly urge ESD to eliminate the use of the North Lot, from this project, or to scale back the North Lot's capacity.

ESD states that the Belmont Park gate facing Plainfield Avenue would not be used. I urge ESD, NYRA, and NYAP to permanently close this gate to arena, retail, and hotel patrons.

ESD states that there will not be enough parking on Site B to handle traffic flow at the retail village, and as a result, the East Lot on Site A will be used. I strongly urge ESD not to use the East Lot for this project, and instead, to utilize Site B for parking only. ESD's proposed use of shuttle buses to and from the East Lot, especially on weekends when the adjacent high school is hosting athletic events, would be disruptive to the surrounding community, particularly with the added noise and idling vehicles.

ESD's projected traffic estimates on Plainfield Avenue seem extraordinarily low. Where is the data to support the conclusions in the DEIS? I strongly urge ESD to disclose that information to the public in a Supplemental DEIS.

ESD studies traffic impacts during the AM and PM peak hours, but it does not analyze traffic impacts during later nighttime hours on weekdays following events. ESD should conduct a later nighttime traffic analysis for weekdays and allow the public to review it and comment upon it.

ESD mentions the need for a comprehensive transportation management plan. Where is that plan? ESD should provide it to the public as part of the DEIS so that the public can review it and comment upon it.

ESD's analysis is somewhat misleading. Earlier in the DEIS, ESD notes that 89% of cars will travel to and from the site utilizing the Cross Island Parkway. ESD projects that up to 2,000 cars during peak hour will utilize the Cross Island Parkway. Later in the DEIS, ESD notes that over 7,500 vehicles will utilize the parking lots on the project site. These numbers do not highlight the intensity of the adverse traffic impacts, in other words, up to 2,000 cars per hour may be utilizing the Cross Island Parkway for several hours straight. The highway infrastructure will not

be able to sustain the intensity of that adverse impact. ESD should provide the public with a broader context of the traffic impacts and disclose their intensity and length of exposure. ESD also should explore other alternatives that may be reasonable and feasible project sites. I strongly urge ESD to scale back the size of this project to eliminate significant adverse traffic, noise, air quality, and safety and security impacts.

Parking within the residential neighborhoods of Floral Park could become problematic if event patrons attempt to avoid traffic congestion and parking fees. Pedestrian entrances surrounding the project site should be closed. Parking permits should be required on the streets of Floral Park that would be available to residents only. ESD and NYAP should provide resources to local police departments to police parking violations.

ESD and NYAP should provide financial resources to the surrounding police departments and school districts to ensure that police and crossing guards will direct traffic at busy intersections surrounding Belmont Park.

Air Quality

At least 12 intersections surrounding the project site are projected to operate at a Level of Service D or worse, yet ESD concludes that there will be no significant air quality impacts. After the publication of the DEIS, the City of New York and Nassau County announced that they are undertaking separate traffic studies to evaluate the potential impacts resulting from increased traffic at the project site. ESD should incorporate those studies and the resulting analysis into the EIS and re-evaluate the potential for air quality impacts, accordingly.

ESD states that the traffic impacts resulting from the project will be permanent, significant, adverse, and unmitigated as a result of a major increase in the volume of traffic. Although the larger New York City metropolitan area may not experience significant air quality impacts as a result of the traffic increase around the Belmont Park site, the immediately surrounding residential neighborhoods will experience soot and smog as a result of emissions from the increase in traffic. ESD may not be able to mitigate the adverse traffic and resulting air quality impacts, but it can scale back the intensity and severity of the traffic and related air quality, noise, and safety and security impacts by scaling back the scope of the project. Consequently, I urge ESD to reduce the project scope and to consider eliminating various project components, such as the 435,000 square feet of retail and the hotel.

Noise

ESD concludes that there will be no significant adverse noise impacts resulting from the project; however, it is well documented that New York Islanders fans have a long tradition of honking their car horns repeatedly for extended periods of time following games. To the extent practicable, ESD and NYAP should take measures to mitigate this potential adverse impact on the surrounding residential community. I urge ESD and NYAP to prohibit car horn honking following games, and to fine individuals who violate the policy. To reduce the potential for this

activity, ESD should work with LIRR to run more frequent service on game days. ESD also should not allow NYAP to utilize the East and North Lots for this project given that those lots are adjacent to residential communities.

Climate Change

Since the publication of the DEIS, the City of New York and Nassau County have announced that they will be conducting traffic studies in the surrounding project area to analyze adverse impacts to the community. ESD's climate change analysis in the DEIS should consider the results of the City's and the County's traffic studies, particularly the impacts resulting from significant congestion, reduced traffic speeds, and idling vehicles on the Cross Island Parkway.

ESD should identify all potential impacts and mitigation in the area of climate change during construction. For example, ESD should identify as mitigation measures restrictions on idling time for vehicles, the use of diesel in tools and other equipment, and other technology for exhaust pipes, etc.

Construction

To mitigate air quality impacts, technology should be used to avoid diesel emissions wherever practicable. Also, to the extent that dust or dirt will become airborne, watering techniques should be implemented to control exposure.

To mitigate noise impacts, construction activities (especially pile driving) should be limited to daytime hours, and sound attenuation barriers should be installed where appropriate. Idling restrictions should be imposed on trucks and vehicles associated with construction activities.

ESD mentions the potential for a project office to be located in the area. The project office should be open to the community in case residents and businesses have questions or concerns. The project office should be regularly staffed, and it should provide regular updates to the community regarding construction activities and potential impacts.

Measures should be undertaken to direct light downward to avoid impacts resulting from construction lighting.

To mitigate visual impacts from construction staging, fencing should be used to cover construction sites wherever feasible.

Plainfield Avenue and other residential streets should not be used for truck routes associated with construction.

The removal of trees and other vegetation should occur during winter months so as not to disturb local wildlife.

LIRR is undertaking a major construction project involving the Third Track of its Main Line. It is not clear whether the construction activities of LIRR's Third Track Project (in Floral Park and surrounding communities) will overlap with ESD's proposed project. ESD should evaluate and consider the cumulative impacts of these construction efforts (such as traffic, parking, noise, etc.).

Alternatives

ESD notes that, "Alternatives selected for consideration in an EIS are generally those that are feasible and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action." Although ESD considered an alternative that does not include an arena, ESD did not analyze an alternative that would involve the converse—an arena only. Not only is this alternative reasonable and feasible, it has the potential to reduce, eliminate, and avoid the significant adverse impacts from ESD's preferred alternative related to traffic, noise, air quality, lighting, and safety and security. An arena only alternative still would advance each of the project's goals as outlined in the Purpose and Need Statement. ESD's failure to consider this reasonable and feasible arena-only alternative is a fatal flaw with the DEIS. I strongly urge ESD to consider undertaking a Supplemental DEIS that analyzes an arena-only alternative. I also strongly urge ESD to consider reasonable and feasible alternative locations for the arena, such as Nassau Coliseum and Ronkonkoma, New York.

Mitigation

ESD states that it will provide sound attenuating windows and air conditioning units to dormitories on the Belmont Park project site to help mitigate noise impacts. ESD also should offer sound attenuating windows and air conditioning units to residents and schools within the surrounding area who will experience noise impacts resulting from activities on the project site.

ESD should coordinate with local municipalities to close Plainfield Avenue to through traffic on event days. It also should prohibit right-hand turns from Plainfield Avenue onto Hempstead Turnpike prior to arena events, and it should prohibit left-hand turns onto Plainfield Avenue from Hempstead Turnpike following events. ESD and NYAP should provide resources to local police departments to manage and direct traffic before and after arena events.

ESD should prohibit the use of the East and North Lots and utilize Site B for tiered parking only.

ESD should ensure that all post-event arena traffic gets diverted directly onto the Cross Island Parkway to avoid the use of local residential streets. It also should coordinate with Google Maps, Waze, etc. to turnoff local residential streets, including Plainfield Avenue, as potential routes before and after arena events.

ESD should prohibit tailgating and the well-documented "New York Islanders post-game horn honking" in the parking lots before and after arena events.

ESD should ensure that NYAP provides a regular funding stream to local police and fire departments to ensure that they have the resources necessary to adequately and timely respond to emergencies within the surrounding area.

ESD mentions the possibility of carpooling as mitigation, but it does not describe how carpooling would work, how it would mitigate the impacts from thousands of new vehicles traveling through residential streets, and the feasibility of arena patrons even deciding to do it. ESD should further discuss this mitigation measure in a Supplemental DEIS.

It is imperative that ESD work with its sister State agency, LIRR, to develop a fully functioning Belmont Station transit hub to service riders directly traveling from eastern Long Island. It also should ensure that trains are run more frequently to service arena events.

ESD should provide a copy of the Transportation Management Plan to the public so that it can review it and comment upon it as part of the DEIS process.

ESD notes throughout the DEIS that there are significant adverse traffic impacts that it cannot mitigate; however, ESD fails to consider reasonable and feasible alternatives (such as an arena-only alternative on Site A with parking only on Site B) that would reduce the overall traffic demand and reduce the intensity of the significant adverse traffic impacts. ESD's proposed project is simply too big, and I urge ESD to scale it back so that the quality of life for local residents is not destroyed.

Conclusion

Thank you for the opportunity to comment on the DEIS. I strongly believe that ESD's proposed project is too large of a development for Belmont Park, and I urge ESD to scale it back. I care deeply about my community and my neighbors, and this project would significantly and adversely disrupt our quality of life. If you have any questions or concerns, please contact me.

Sincerely yours,

/s/

Dr. Maria G. Culotta

From: VICTOR CUTRONE
Sent: Friday, February 22, 2019 4:55 PM
To: esd.sm.BelmontOutreach
Subject: Belmont park project

I am strongly in favor of the Belmont project. The amount of jobs and tax revenue will be a tremendous boost to the economy of the state and the county. THANK YOU! Victor Cutrone

From: Susan D'Amico
Sent: Monday, January 14, 2019 2:38 PM
To: esd.sm.BelmontOutreach
Subject: Development at Belmont Park

Dear Sirs;

I am a resident of Floral Park Village. We purchased our home 23 years ago, which borders the "pony track" and the larger exercise track at Belmont Park. We paid a premium for our home because of its' quiet location. We have always enjoyed having Belmont for our neighbor.

Neighbors of ours, who have lived in this location longer than we have, told us about a problem at Belmont that existed prior to us moving in here: Apparently, a baseball field, along with bleachers and very bright overhead lighting was erected near to our homes. I believe the location of this was in the center of the exercise track in Belmont. Unfortunately, the noise and the bright lighting became an immediate problem for the people living here. It instantly altered quality of life for the many families whose homes border Belmont park in this vicinity. Having that kind of noise along with bright overhead lighting illuminating their bedrooms at night, was not at all what they had signed on for when they bought their home in the sleepy Village of Floral Park.

The people of this area (bordering Belmont) fought against the new baseball field and won. It wasn't long before the lighting and the field were taken down, on our behalf. Belmont once cared enough for it's neighbors to respect their quality of life and the peaceful way of life they had always known. Why has that changed?

The point of telling you about this history of the baseball field, is that what is now being proposed to be built at Belmont by Empire State Development Corp. will have the same direct negative impact on Belmont's neighbors residing in Floral Park, once again, as did the old baseball field. Only this is many times worse.

What is being proposed for Belmont Park is far too enormous for our area to handle and the scope has increased tremendously since inception. The different aspects of negative impact on Floral Park are numerous.

However, the sole focus of this letter is to let you know how this project would impact my family personally, along with my many Belmont-bordering neighbors. This proposal will also have a direct negative impact on our home values.

The current proposal of parking thousands of cars in both the North lot and East lot (East lot is the center of the exercise track we overlook from our breakfast table) is outrageous. This would add bright parking lot lighting to an area that is now dark, shuttle buses going back and forth, tailgating parties, people urinating in public, garbage strewn about, people trying to climb the border fence here, and noise levels that will be beyond what would be anywhere near acceptable. Our way of life as we know it would seize to exist. Do you think that is fair?

We bought this home as young adults, then poured our hearts and souls into it, investing huge sums of money to make it our forever home. With this latest proposal, which now expands into this end of Belmont Park (and was never part of the original site plan!), we will be robbed of everything we have worked toward, and the quality of life we bought and paid for in this location within this Village. I speak for hundreds of families in Floral Park in our same situation

I implore you to scale this project back to a size and scope that will not ruin the lives of so many. Please be considerate of your Floral Park neighbors. Please eliminate the parking in the East Lot.

Sincerely,

Susan D'Amico

Susan D'Amico, Pres. D'Amico Design Associates
Susan D'Amico, Licensed Real Estate Salesperson, Century 21, Sewanhaka Realty

From: Dale Davids
Sent: Thursday, February 21, 2019 4:20 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Development suggestion.

We want a community center as a requirement of the lease for the development project.

Dale Davids

Elmont Resident.

From: Ciro DelPennino
Sent: Monday, December 31, 2018 11:10:47 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment

As a life Long Islander this project is needed for the Nassau County and Long Island, I 100% support this project.

The Belmont redevelopment project will help revitalize a declining race track that has been on that site since 1905, and it will also provide JOBS, JOBS, JOBS and it will create entertainment destination for Nassau County.This is a private investment of $1.1bn that can't be passed up.

Attached are a few links that support that positive benefits from sports stadium/arenas. Both of these projects are in residential areas similar to Belmont (it can work).

https://patch.com/massachusetts/foxborough/town-revenue-from-patriot-place-well-ahead-of-project889013ab4b

https://www.forbes.com/sites/robreischel/2018/07/22/green-bay-packers-titletown-district-off-to-sensational-start/#f5617fe22f35
More success stories:

http://spacesblog.jll.com/arena-district-is-top-destination-choice-in-ohios-capital-city/
Happy New Year

Sincerely

Ciro DelPennino

Sent: Monday, March 18, 2019 4:00 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: FW: Belmont Park Redevelopment

Dear Distinguished Public Elected Officials

As a life long resident/tax payer of the State of New York and a current Nassau County resident I strongly support the
private investmentof $1.1Billion for the Belmont Park Development Project.

The project is not just about the arena it's about job creation, increasing the tax base for the state,counties (Queens & Nassau),your constitutes and the community benefits that will be driven from this project.

Please don't let this suffer the same fate as the economicdebacle as Amazon that will haunt this state for generations. We need to give people reason to stay in this great state of ours not chase them away.

Thank You for your time

Ciro Del Pennino

Online Pettion- Supporters is currently over 6,000 and continues to gain momentum.

https://www.change.org/p/molly-dowd-support-new-york-islanders-new-home-at-belmont

From: Rita deRose
Sent: Sunday, December 30, 2018 11:49:17 AM
To: esd.sm.BelmontOutreach
Subject: NYC Comptroller calls for independent review of Belmont Arena project- By Jed Hendrixson

"Though the state controls the process, Stringer said, it is imperative that the city issue comments on the study before a final decision is made." And what effect might issuing comments have on a process "the state" (aka Cuomo) controls? This independent review looks good, sounds nice but the comptroller doesn't seem to hold much hope in its ability to significantly change the course of this development. If he had instead decided, in concert with NYS Comptroller DiNapoli and NYS AG, to INVESTIGATE the questionable manner in which this entire process unfolded, that would be cause to celebrate.

From: Jeff DiCicco
Sent: Saturday, February 23, 2019 4:06 PM
To: esd.sm.BelmontOutreach
Subject: Belmont arena

Why is the arena needed? Because how many economic opportunities are headed to Nassau? For years islanders fans have been neglected by Nassau politicians the lighthouse project would have been privately funded they didn't want that and then basically gave away tax payer money to do a over priced renovation and still haven't developed the surrounding area, idk if you drive that stretch of Hempstead

turnpike where Belmont is but it's not the most attractive area wouldn't an arena invite better restaurants/food, retail and business to the surrounding area? Belmont draws a crowd once a year for the stakes wouldn't the constant revenue stream to businesses surrounding from thousands of islanders fans going to games good thing for the community just like having a major league franchise around for kids to see and families to enjoy together like long islanders have for decades with the islanders? Why let that tradition go when all around us the traditional family bonding is replaced by video games and phones? Between the economic and family entertainment value of this project is a MUST for Long Island otherwise we'll continue to lose the youth and families for cheaper and more stable places to live outside Long Island

From: Marcia Diffley
Sent: Saturday, March 2, 2019 4:47:11 PM
To: esd.sm.BelmontOutreach
Subject: Malls are be coming obsolete..makes no sense

Please reconsider the development of a mall as it will become a rundown, empty wasteland within 10 years. THE INTERNET HAS CHANGED OUR WANTS AND NEEDS- MALLS ARE CLOSING ACROSS THE COUNTRY AND WILL ALL SOON BE TOTALLY OBSOLETE! I am sure the developers have done some lind of marketing research so can not understand they would seriously consider a mall in this area. I am not opppsed to development but a mall makes no sense. How about a thriving business like Amazon or a much needed green space? Please make a logical choice. Thanks for your time. Marcia

From: Craig Dixon
Sent: Sunday, February 24, 2019 12:08 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena

Good morning,

As a lifelong New York Islander fan, I have seen it all. The threats of moving the team in the mid 90's, the stalemate of the Lighthouse Project, the failed 2011 referendum to renovate the Nassau Coliseum, and the move to ill-fated Barclays Center in Brooklyn.

All along the way, promises were made and hope for a permanent home for our storied hockey franchise wavered.

I urge you to obviously listen to the concerns from Floral Park and Elmont residents. Make them feel like an integral part of the process.

My grandparents lived in Elmont for over 60 years, and while they were admittedly never big hockey fans (baseball was always their favorite), they knew the importance the Islanders had to Long Island. If they were still here today, I know they would have part of the local minority to be for the Belmont project. They complained for years of the scale of the Belmont racetrack and how underutilized the land was.

Islanders fans have been through enough heartbreak for the last 30 years, please do everything in your power to make this arena dream a reality. If this falls through, I fear the Islanders will leave Long Island (and New York) for good.

Craig Dixon
Island Park resident

From: Jennifer Dixon
Sent: Sunday, February 24, 2019 12:06 PM
To: esd.sm.BelmontOutreach
Subject: I am in support of the arena!

I SUPPORT the arena and the economic opportunities it would provide

Jennifer Dixon

From: Lawrence Donnelly
Sent: Thursday, February 28, 2019 3:43 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Opposed to Belmont Arena and Megamall

I am writing to voice my opposition to the Belmont Arena and Megamall. The infrastructure of the surrounding areas clearly cannot handle a development of this size and scope. There will be negative effects to the surrounding communities and families.

Larry Donnelly

From: Donnelly, Brigid
Sent: Thursday, February 28, 2019 3:45 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Opposed to Belmont Arena and Megamall

I am writing to voice my opposition to the Belmont Arena and Megamall. The infrastructure of the surrounding areas clearly cannot handle a development of this size and scope. There will be negative effects to the surrounding communities and families.

Brigid Donnelly

From: Donna Doyle
Sent: Thursday, January 31, 2019 1:43 AM
To: esd.sm.BelmontOutreach
Cc: Donna Doyle
Subject: Belmont Racetrack Development Project

Hello Empire State Development Project Team,

> I have been a resident of Elmont since birth in 1970. In 1996, I choose to purchase my childhood home from my parents to remain in Elmont and raise my children in this community that I've loved for the past 49 years. Belmont Park has always been a huge part of my life. My parents frequently brought our family to the park to enjoy picnics, family events and activities, the horses and community support. It's such a beautiful park. So many of my best childhood memories are from spending time at Belmont with my family as a child. I have numerous people I met as a child at Belmont Park that continue to be some of my and my families best friends. The park used to be at full capacity basically every weekend back in the years of the 1970's through the mid 1990's. Unfortunately the evolution of many things, both good & bad, started the negative decline of the incredible enjoyment of being at Belmont Park. However; when my children were born in the mid 2000's, my husband & I frequently spent weekend's at Belmont for our boys to enjoy the playground, family picnics and "Family Fun Sunday's" the park used to run for several years but unfortunately discontinued a couple of years ago. It was such a thrill for us to have our boys enjoy similar experiences at Belmont as we did as children. They too have fond memories of family outings that they'll remember always from their younger years.
>
> Over the past 3-5 years the value and beauty of the park has significantly declined. As a result, sadly, we have not visited the park as a family since 2014. One of the major reasons is due to the rows and rows of cars consuming the Southside of the property which is a tremendous eye sore. Also, there have been no improvements, to the Belmont Park property, with any thought of local community and/or family engagement. The racing card has deteriorated; the most popular jockey's prefer racing at other tracks unless it's a large Stakes Race. There is no tax relief to us Elmont residents even with this tremendous commercial space. Our taxes just keep going up and up however; our schools are deteriorating with elimination of valuable programs, our schools are overcrowded impacting learning for all our children and many of our roads have not been repaved in more than 50+ years. Our curbs and sidewalks are in need of replacement. Some areas have been restored but not my area of "East Elmont" which is East of Meacham Ave to the Franklin Square Town Line. We have terrible roads, curbs that destroy the undercarriage of many cars, sidewalks that result in numerous injuries with tripping hazards and too many homeowners that have "ILLEGAL RENTALS". The illegal rentals are one of the largest negative factors of the Elmont Community. Our schools are too crowded negatively impacting academic excellence the Elmont School District was always known for. Our streets are too crowded with cars of illegal tenants taking up all of the parking space in front of our homes. The lack of inspection and enforcement, by both the Town of Hempstead and our Nassau County Elected Leaders, to reduce the number of Illegal Rentals and/or have homeowners choosing to rent pay their proper taxes based on a multi-family home rather than a single family is despicable. Our taxes just keep going up & up but nothing is improving in Elmont. Tax increases CANNOT continue to be predominantly a result of and funding Pension & Benefit Increases for Town, State & Federal Employees. IT'S TIME FOR CHANGE!!! Town, State & Federal Employee's should start paying for at least 75% of their benefits and probably a higher percentage. The basis for superior benefits packages with town, state & federal jobs, compared to corporate America jobs, was the salary was much lower so offering a pension and superior benefits made the positions more desirable. However; this is no longer the case. Salaries are very competitive and as a result, pensions should no longer be offered and all employees should contribute the larger percentage of the cost for their benefits and retirement savings. Besides our tax dollars largely funding employee pension & benefit packages; the immense abuse of political power with corruption and theft of all of our tax dollars is an absolute disgrace. With all the employees funded by our tax dollars why isn't there better control and accountability of unnecessary and/or illegal spending and verification of funds to avoid theft and corruption negatively impacting all of us and our communities.

Back to the specifics of Belmont Park; the Town of Elmont is the community most negatively impacted in many ways compared to the other surrounding towns of Floral Park & Bellerose. Specific challenges and negative property value and/or tax implications for Elmont Residents compared to Floral Park & Bellerose residents include the following:

1. Elmont does not have a functional LIRR Station for everyday use like Floral Park & Bellerose do. As a resident of Elmont my choices to use the LIRR are extremely limited. The incorporated villages surrounding Elmont do not offer parking at their stations so unless you pay for a Taxi or Uber you can't use those stations. You have to pay meters at Bellerose and Floral Park but even with needing to pay parking is limited both with space and meter time to avoid being ticketed with a parking violation. Elmont has LIRR Platforms that are only used one day a year, Belmont Stakes Day. Millions of tax dollars were communicated years ago for use with renovating "ALL" the train platforms for everyday use as a result of the initial Project Development Plans initiated many years ago for this Belmont Park Site. However; no upgrades have occurred nor have any plans for upgrading the train platforms been discussed or confirmed. WHY NOT??????? Yes, this station is mandatory with the Belmont Park Development Project but it's also needed by all Elmont residents and should be renovated and permanently opened for use by all Elmont Tax Paying Homeowners of Elmont for everyday use. With the amount of tax dollars we pay for our small Elmont homes and properties its unacceptable that the LIRR Station is not a thought at all for our benefit.

2. Elmont faces the front of Belmont Park on Hempstead Tpke which reflects the awful visual landscape we have to see every day with the rows and rows of stores cars on the Southside of the property. In addition, the Spring/Summer meet was reduced at Belmont years ago adding more weeks to the Saratoga Track as it's become more desirable than Belmont Park. As a result, Elmont residents have views of more empty parking and over the past year or two increasing storage of sand, trucks, and undesirable items unpleasant to view consistently. The towns of Floral Park and Bellerose face the back area of the Track which has more trees, bushes, no parking lots with stored cars, trucks, etc. They only have the fence view on Plainfield Road, located across the street from the Floral Park HS Football Field which extends approx. 100-150 yards. Very few homeowners have the visual eye sores the Elmont residents have. Majority of the Floral Park/Bellerose residents rarely/if ever use Hempstead Tpke for travel/vehicle access as they have Jericho Tpke as their main conduit. The only true impact for them would be the increased flow of traffic on the Cross Island Pkwy during Arena Events.

3. Floral Park/Bellerose have beautiful town/village parks exclusive for their residents. They have a beautiful pool, well maintained ball fields, tennis, volleyball and so much more. Elmont is in dire need of major renovations to both parks, Averill Park & Elmont Road Park. Elmont should have an indoor pool or at least a new outdoor pool @ Averill Park. We should have Volleyball & Tennis Courts. We should have a nice Concession Stand. There is so much space at both Elmont parks and with the tax dollars we pay its disgraceful better and more facilities; events and community sports are not available or offered. Elmont residents are offered & solicited for events and activities at Echo Park but for a higher cost as we're not West Hempstead residents.

4. Elmont does not have any area you would call and/or go to for Community interaction/events like Floral Park/Bellerose has on Tulip Avenue. Majority of the businesses in Elmont are failing and/or vacant. Whereas, majority if not all of, the commercial buildings/businesses throughout Floral Park/Bellerose are thriving which offer both significant tax relief for its residents as well as locations, events and opportunities for all community residents to interact with one another and truly create a great family and fun environment to live in.

Yes, the Islanders should've stayed at Nassau Coliseum and Yes, the residents of Nassau County should've voted "YES" for a new arena but communication and transparency from our Nassau County Leaders was poor to say the least years ago surrounding this matter resulting in a "NO" to move forward with that project. That whole matter was a disgrace.

For years now several options have been offered for the development of the Belmont Property. But, politics, corruption and/or unreasonable/ridiculous personal motives of too many continue to prevent this much needed development of the Belmont Park Site that will ultimately benefit so many, especially the Elmont residents. However; I'M NOT IN FAVOR OF RETAIL/MALL SPACE AT ALL. It's not necessary and would absolutely negatively impact the congestion of the entire area. The Southside property of Hempstead Tpke should be the area where the Arena, The Hotel, A Restaurant or two and a Store or two are built along with parking space for same. I don't understand why and/or how the Arena and Hotel would be built in the current parking area of the Northside of Hempstead Tpke, at the front of

the Paddock/Park area of the Track and the Southside area would be used to build Retail Space and 4000 parking spots. The Arena and Hotel directly in front of the Belmont Racetrack Paddock/Park area would be overshadowed and would destroy the incredibly beauty of Belmont Park in its self. I would absolutely vote "NO" for this option of the project. More and more people shop online. We don't need significant Retail Space on that property. Build the 15,000 seat Arena, Build a Nice Hotel, Build a couple of restaurants and a convenience store or two and use the rest of the area for parking. All of this should be on the Southside of the property across Hempstead Tpke from the Racetrack. RENOVATE AND OPEN THE LIRR PLATFORMS FOR EVERYDAY USE. All Platforms when events are being held and at least one or two platforms for the Residents of Elmont for Everyday USE. Also, the LIRR platform area should include adequate parking for Elmont residents to use without charge as an Elmont Resident via a vehicle Sticker and/or with additional Meter Parking for the occasionally LIRR rider. THE RENOVATION AND 24/7 AVAILABILITY OF THE LIRR TRAIN/PLATFORM area is CRITICAL for all of us Elmont Residents whether the development project for the arena, hotel, etc. goes through or not. WE NEED A LIRR STATION FOR OUR USE. Our tax dollars demand it!!!! We should not have to travel far and/or be overcharged or fined to park at other town stations when there is one in our town already in existence. This is unacceptable.

The Belmont Park area, like pretty much all of Long Island, has too much traffic already. Building an Arena for the Islanders that can also be used for concerts, plays, etc. would only create traffic congestion when events take place. Majority of the events will occur in the evenings and on weekends which are outside of rush hour. There are many areas available for parkway and highway access unless large arena's such as Madison Square Garden, MetLife Stadium, Yankee Stadium and CitiField. MetLife Stadium is probably larger than all of the other venues combined and basically has 2-3 ways in & out of the complex area. It takes hours to leave an event at that place. The Belmont Park Development would not be anywhere near as bad as MetLife provided the Development DOES NOT include unnecessary Retail/Mall Space and only 4000 parking spaces. With the Racetrack, a 15,000 seat Arena, a hotel, a restaurant or two and a store or two; 4000 spots will not be enough. Let alone if a 150,000SF Retail/Mall was added to the equation. The mall/retail space is the only "DISASTER" I see with the development project. As long as the development is reasonable; appealing; not too overwhelming with unrealistic and unnecessary added construction this project is DESIRED, NEEDED AND WILL ONLY BE INCREDIBLY POSTITIVE FOR ALL OF US LIVING AROUND THE BELMONT PARK AREA. It must bring jobs and tax relief to all the residents of Elmont. If the project does not; then I'd rather continue to look at the stored cars.

I hope all the powers that be really consider what makes the most sense for the community and finally vote "YES" and move forward with the development of this property that will help bring jobs, tax relief, enjoyment and increase the property values of all Elmont Residents.

Sincerely,

Donna M. Doyle

—

-----Original Message-----
From: Maria & Rudy Eberhardt
Sent: Tuesday, February 05, 2019 11:07 AM
To: esd.sm.BelmontOutreach
Subject: Islanders project

We live 2 towns away from Belmont, not far from Hempstead Tpke. I feel this is a great opportunity to revitalize an area that has been depressed for far too many years. Business in the area will flourish, small and large. The area will be safer and cleaner than it has been in years. Traffic will be greater, but this is not a daily event. Communities around the coliseum do not seem adversely impacted by patrons attending events and do not envision that being an issue for the new arena. This will greatly enhance a part of Long Island that has little chance for growth. We will all benefit from this new arena. Our island will become competitive with NYC and NJ for top talent. Not always having to go into NYC for concerts and special events will benefit us all. The commute to and from NYC keeps getting more difficult and expensive. It will be great a venue that will be on LI.

From: Richard Ehrlich
Sent: Saturday, December 29, 2018 12:10:48 PM
To: esd.sm.BelmontOutreach
Subject: belmont park project

To whom it may concern:

I would like to express my support for the Belmont project and hope that it will provide some tax relief to me in the way of property tax burden.

Furthermore, I see no way to make this a viable project in terms of installing a sports arena unless the LIRR access is improved not just as a spur as it exists which is westbound only.

Looking at a map of Belmont Park, it appears that the main line of the LIRR runs adjacent to the park on the north side of the racetrack property. It is not impossible to build a connection from the main line so that the trains can enter the park from the east. It's about money and political will. No private property appears to be near where a connection to the park by rail would be made.

Engineering and environmental studies can be done and the access could be provided for sports fans to enter and leave the park no matter if they are headed east or west. This would be a vast improvement over the Uniondale Coliseum which is only accessible by car or bus.

Offering a rail link from either direction would put the sports arena in direct competition with Madison Square Garden which is entirely accessible by LIRR and one better would be not having to travel to Manhattan for sports entertainment.

I would hope this project would allow parking for Elmont residents if the rail link were upgraded for daily use and train service run 24/7. Valley Stream residents have first call on parking at their stations and if Elmont residents go there, they are subject to a summons.

I'm lived here for over 30 years and am hopeful that all this can be done to make Elmont enjoy railroad parking, lower taxes and improved regular rail service and not just running trains for the Belmont Stakes.

Thank you for your attention to this matter.

Yours truly,

Richard Ehrlich

From: Phil Engle
Sent: Monday, February 25, 2019 3:23 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Arena in Belmont

How long must we wait? LI needs a n arena for the NY Islanders and other acts. Nassau has already taken a step backwards w what they did to NVMC. Get this done. Build the arena.

Sincerely

Phil Engle

From: Patrice English-Young
Sent: Wednesday, January 30, 2019 10:49 AM
To: esd.sm.BelmontOutreach

Subject: Re: Belmont Park Redevelopment Project Concerns

Dear Sir/Madame Belmont Park Redevelopment Project:

It is with extreme disappointment that I am writing this letter. After attending the Belmont Park Redevelopment Project public hearing and reading the DEIS, I noted that the impact of the redevelopment on Cambria Heights was not included as part of the discussions/studies regarding the areas listed below. The transportation studies focused on traffic flow to the redevelopment from east and north not west and south of the location. Therefore, I am requesting that transportation and environmental studies be conducted to include reports on the impact the redevelopment has on Cambria Heights which is south west of the redevelopment location. The issues are,

· Impact of traffic on Cambria Heights roads-Belt Parkway, Linden Boulevard, 115th Ave, and Cross Island service road between 109th Ave and Linden Boulevard. They are alternate routes used by motorists when there is congestion on the Cross Island Parkway, Southern State Parkway, and the Belt Parkway. These streets are currently heavily traveled during the morning and evening rush hours because the Cross Island Parkway, the Southern State Parkway, and the Belt Parkway have heavy traffic. With the exception of Linden Boulevard, each of the alternate routes are single lane roads that traverse residential areas.

· Economic impact of the increased traffic on the area police, sanitation, street, and health. Compensation for the increased services needed for additional police, sanitation, and street repair resulting from the extra traffic that will be in the area when the facility has hockey games or and concerts. The cost associated with health effects of increase car exhaust and residence who have conditions such as asthma.

· Effect of the increased traffic on the environmental factors of air and noise pollution. At present, the community endures the noise pollution of the airplanes that fly overhead going to land at JFK airport and the noise from the parkway traffic. The hockey games and concerts would increase the intensity and frequency with which residents will be exposed to these two pollution factors.

I am a 25-year resident homeowner of Cambria Heights. I grew up in Laurelton. I attended middle and high school in south east Queens. I am concerned about the effect the increased transportation would have on the health and safety of my community. I am also concerned about the negative economic impact this could have on the community if there is no financial compensation from the redevelopment to offset the additional cost of services. I am requesting that a study be conducted in the area of Cambria Heights regarding the aforementioned concerns so that sound decisions can be made that include the results of the findings. If you have any question, please feel free to contact me at (718) 528-1029 or sequoa@gmail.com.

Thank you,

Patrice English-Young, Resident, Cambria Heights

C:

Leroy Comrie, NYS Senator

Clyde Vanel, NYS Assemblyman

Melenda Katz, Queens Borough President
I. Daneek Miller, Councilmember, NYC Council District 27

Clive Williams, Board Chair, Queens Community Board 13

Mark McMillan Esq., District Manager, Queens Community Board 13

Bryan Block, President, Cambria Heights Civic Association

From: Steph Fattorini
Sent: Sunday, January 13, 2019 9:18:47 AM
To: esd.sm.BelmontOutreach
Subject: ESD's Proposed Development of Belmont Park DEIS

My name is Stephanie Fa orini and I live at 328 Plainfield Avenue in the Village of Floral Park.

I have reviewed the DEIS regarding the ESD's development at Belmont Park. As I have heard each new piece of the proposed project unfold, as it has been developed in the past few years and announced, I would shake my head and say, "No, they can't possibly be planning this. This is insane." So much of it makes very li le sense to me, and beyond that, seems like a plan simply lacking foresight.

I will state a few points that disturb me about this project:

1. **This is my main and biggest concern: increased traffic and lack of infrastructure to support a project of this scale.**

   As I stated, I live on Plainfield Avenue, just two blocks north of Belmont. Just 18 houses separate me and my family from Belmont's Gate 8. Plainfield is already currently a very busy road with regular every day Long Island traffic. The proposed increase in traffic simply seems debilita ng for this road.

   As you know, the Cross Island Parkway only handles cars. Where do all of the trucks that need to access the Belmont property come from? They likely come from the Long Island Expressway, and then find a way south to Hempstead Tpke. I'm not a city planner, but as someone who knows this area and knows these roads, I can tell you that there aren't that many op ons, and the op ons you have (such as New Hyde Park Rd, Covert Avenue) all have their own limita ons. There are mes of the day currently, every single day, where the traffic is so bad on Plainfield Avenue it becomes a line of idling cars at a stands ll in front of my house—and that's just with every-day, neighborhood, rush-hour traffic. Addi onal cars will paralyze these streets.

   I'm going to repeat that: **addi onal cars will paralyze these streets**. That's not a guess. I'm telling you- that is what will happen to Plainfield Avenue. WE ARE AT CAPACITY.

2. My second concern is regarding the North Lot proposed for parking. The proposed lot is adjacent to the Floral Park-Bellerose School where my children a end school. There is zero protecon f or our children from the traffic and noise this project will bring; just a chain-link fence.

3. Lastly, I am concerned about this latest addion t o the proposal, one that simply makes no sense to me. WHY…why are we building a mall on this site? We have empty retail all over Long Island. Vacant stores are everywhere and sadly more and more are going out of business. Why are we building more retail space when we can't save what we already have? How is a mall beneficial? How is it a soluon?

I truly feel the Village of Floral Park will get crushed by your proposed project. Please listen to our concerns and help us to keep our safe village safe.

From: Michael Fernandes
Sent: Friday, March 1, 2019 7:02:03 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena

Good evening, my name is Michael Fernandes and ive been living on Long Island for my entire life and am in full support of the Belmont Park Arena project. Being a life long Islanders fan, this is something us as fans and as a community need. The Islanders have long been stuck in an arena situation wether it be in an aging Nassau Coliseum, the Barclays Center which never did anything to make it an NHL rink, or the current Nassau Coliseum which is to small for the Islanders. This is the opporunity to make it right for the Fans, Players, and more importantly the people of the Island. The area around Belmont is an eyesore and development of a new arena but the retail,hotel, and shopping district would boost the area and make that area more attractive for visiting teams, fans, and tourists. The big thing that has been attacked during this development has been the traffic situation that would be caused by the events at the arena. New York already has some of the worst traffic in the world and the arena would not cause that much of a difference in traffic to cause a problem. The Cross Island Parkway and Belt Parkway are already jam packed as is and with most games being played at night or on weekend afternoons, the traffic would not cause the big issue that everyone is raising. The biggest issue that i would agree with most people is the issue with the MTA station. That would need to be adressed to make full time service during games and events. This issue should not derail the project and i strongly encourage the ESD to let the project move along and have a shovel in the ground by the summertime.

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

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 18 P 4: 38
LEGAL DEPARTMENT

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Glynn-Ellen Fischelli
Signature

Glynn-Ellen Fischelli
Print Name

Floral Park NY 11001

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

Traffic flow on Plainfield Ave, which runs through a residential section of Floral Park, is already excessive. Please consider the impact of over-developing the site.

From: Douglas Fiumara
Sent: Friday, February 22, 2019 6:10 PM
To: esd.sm.BelmontOutreach
Subject: Belmont arena

Good Day,

I am writing you today in regard to the proposed arena at Belmont Park. I am in favor of this arena and shopping village. Also, this project will provide revenue to the area as well as jobs. It will also keep the New York Islanders in the area. If the project does not get off the ground, the team will be forced to leave.

Also, with the planned train line will provide commuters access to New York City on a daily basis. This will not only provide the people of Elmont easier access to mass transportation but their property values on their homes will go up because of it. I live in Chatham, NJ and when NJ Transit put the Midtown Direct train line in, my house value tripled. I'm sure it will be the same in Elmont.

Thank you for your time.

Sincerely yours,

Douglas Fiumara
20 Woodlawn Drive
Chatham, NJ 07928

Sent from my iPhone

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.

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 DEFINTIVE 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.

Kevin Flood

Village of Floral Park

DEIS Comments/Concerns

Summary:

It is my personal opinion that the DEIS put out by the ESD in relation to the Belmont Park Civic and Land Use Development is grossly deficient. It is my opinion that the ESD is acting in the best interest of the developer, while dismissing the needs and wants of the surrounding communities. The project that has been pushed forward, despite fierce criticism and objection, simply does not fit in or support the residential character of the surrounding communities. This project must be downsized and the DEIS must be scrapped and redone to truly study the detrimental impact this will have on our communities. I also request an additional comment period for the revised DEIS be conducted with the communities surrounding Belmont Park before this project can move forward.

Comments/Concerns:

1. Why was the below grade parking reduced from 2 levels to one level?
2. Has soil samples been taken from Parcel B testing for chemicals in the soil and where the results provided to the public to review?
3. Was petroleum or diesel fuel found in soil of Parcel B?
4. What was the use of Parcel B from 1905 to 1950?
5. What was the reason for incorporating the East Lot into the parking equation?
6. Why has the GPP been designed with the need to override TOH zoning ordinances?
7. Where will the underground distribution feeders run on the Belmont Park campus? A map of the route must be provided in the EIS.
8. Does any land used for the electrical feeders belong to the Village of Floral Park?
9. How close will the electrical feeders be to residential homes?
10. Please confirm that the electrical substation and its underground electrical feeders are being proposed to serve the Proposed project.
11. Will the Belmont Park road need to be reconstructed for the underground distribution feeders?
12. Is there a plan to illuminate Belmont Park road?
13. Will the Belmont Park road be used to accommodate any vehicular traffic or bus shuttles for the development?
14. What municipalities does the Belmont Park road traverse through (all portions)?
15. Did the 2008 planning study and community outreach establish outlet malls as a recommended use? If so, has the ESD recognized the downturn of retail from 10 years ago as well as the incredible growth of Amazon & online shopping and distribution? If that 2008 planning study was repeated today, would a retail outlet center be considered a recommended use?
16. Was the 2017 RFP solicitation intended to strengthen Belmont Park? If so, why does the DEIS claim that the proposed project will not induce growth or attendance to Belmont Park?

17. Why has ESD not provided the study and data used to selecting NYAP as the conditional designee? What were the reasons they were selected and what were the reasons the other bids were not selected? Please provide the study to support the selection.
18. Why did NYAP modify the original plan? The EIS mentions consultation with the community resulted in modification and placement changes for the originally submitted project plan. Specifically, did NYAP change the development of Parcel B due to community outreach or due to demands from a development partner/component? Did this modification results in the project footprint expansion into the North & East lot to accommodate parking?
19. What entity / agency decided to add an additional 7 acres for development on Parcel A? How was that acreage determined? Why was it not part of previous RFP's for the development site?
20. How was Ewing Cole aware of the additional 7 acres of Parcel A (disclosed in the July 2017 RFP) 7 months prior to the release of the RFP?
21. Does Ewing Cole act as a representative for NYRA in the RFP & project plan? Were they involved in any discussion during the Environmental review?
22. In the shared parking arrangement, will any of the North/East/South lots be resurfaced? How will these lots be drained? How are they currently drained?
23. Where exactly will the American Red Cross emergency trucks be relocated?
24. What will be the tallest element of the Hotel and will it be illuminated?
25. In What capacity will the conference center and ballroom facilities be used? What is the expected attendance at these facilities?
26. Is the community space centrally located in one location or spread out throughout the development? If so, how is that considered "community space"?
27. Can 400 spaces accommodate the parking requirements for the hotel? What are the parking requirements for the hotel, including conference and ballroom attendance as well as employees?
28. Can 40 spaces accommodate the parking requirements for the arena? What are the parking requirements for the arena?
29. Can 1,500 spaces accommodate the parking requirements for the outlet Mall? What are the parking requirements for the outlet mall?
30. Please describe the lighting in the North & East Lots, and how it is planned to mitigate its impact.
31. Will the lighting in the North & East Lots be angled away from homes and our school?
32. What will be the height of the lighting in the North & East Lots?
33. Can the lighting be turned off during off hours/non event nights in the North & East Lots?
34. Will trees be planted on the interior & perimeter of the lots to mitigate heat, light & noise pollution in the North & East Lots?
35. The lighting impacts of the North & East Lots 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?
36. 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.

37. 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.
38. 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.
39. What is "security staffing"? Will they be able to enforce the law?
40. Does this site present a new risk for terrorism, bomb threats, mass shootings in the community? If so, is this the type of threats that belong in a quiet residential neighborhood and bordering two schools? Will this project increase these threats in the surrounding communities?
41. Does the projects purpose and need enhance Belmont Park? If so, why does the DEIS state that it will have no impact on the success of Belmont Park?
42. Does the projects purpose and need not create adverse environmental impacts? If so, why does the DEIS state that it will have significant environmental impacts?
43. Does the projects purpose and need create lasting high quality jobs? If so, why does the DEIS state that it will create a majority of Part Time equivalent jobs? Will these jobs be able to sustain a family living in Western Nassau county or eastern queens? Do these jobs provide health care and retirement benefits? Provide data to support these claims.
44. Does the projects purpose and need benefit the surrounding communities? If so, why does the DEIS state that it does not expect additional growth outside the project sites?
45. Does the projects purpose and need benefit maximize sustainable practices? If so, why does the DEIS state that it expects to heat the facility with fracked gas and, per PSEG, the controversial Williams pipeline must move forward to accommodate this massive development?
46. Has the Belmont Park campus ever been submitted for potential historical preservation? If so, what was the date? Who submitted the request and did it have anything to do with the proposed project?
47. If the proposed project introduces major land use affecting the north , south and east lots, why does the DEIS only focus its EIS efforts of the original 43 acre site? Why is the North south & East lots considered secondary study areas?
48. Are the North South & east lots currently illuminated 365 days a year from dusk till dawn? If not, how does the DEIS justify that this will have no impact on community character when these lots are now proposed to be illuminated 365 days a year from dusk till dawn? In addition, how does the DEIS not study the impacts these lots will have on community character with their more frequent use?
49. Does intensification of land uses impact community character?
50. Why does the DEIS refer to the North & East lost as "overflow Parking"? Can the parking on the South lot, parking under the retail facility, and parking under the arena/hotel accommodate the parking needs for the Arena, Hotel & outlet mall? If not, then the need for the North & East lot is not for overflow parking, but for primary parking. Please explain why the term "overflow parking" is used to describe the North & East lots and clarify whether these lots are for primary parking.
51. The DEIS states the outlet mall will compliment, rather than compete with existing retail facilities in the area. Please provide data to support how it will compliment Green Acres Mall, Americana Mall, and Roosevelt Field.

52. Does any existing retail outlet or mall location, within the Long Island region, have any ownership in Value Retail PLC? Would this create a situation of competition with other existing outlet or mall operations within the Long Island area?
53. If the project does not conform to the current land use (residential) how does the DEIS & ESD justify such a project in this area? Using the racetrack grandstand as an example is circumventing the spirit of the land use. The grandstand and racetrack were in existence prior to these zoning laws. The current zoning laws and land use are to protect against this type of overdevelopment and 115 year old structures/properties should be used to justify the need.
54. Does the developer plan to use the Helipad located on the practice track to service the project development and future needs?
55. The DEIS states the underground electric feeders will extend west from the power station. How is this possible?
56. If one of the Elmont Vision plan goals was to provide a buffer between residents & Belmont Park facilities, why has the ESD not listened to the VFP community & provided a substantial buffer between Belmont Park & residents home & schools for the entire border length from Plainfield Ave to the FPBS?
57. The 2008 Updated Nassau County Master Plan calls for investment in infrastructure in transportation. Why does the ESD & DEIS not commit to a full time LIRR station from both West & East to service the project?
58. Please provide the detailed statement of justification under the Smart Growth Impact Statement, allowing this project to move forward without providing mobility through improved public transportation (LIRR) and without conducting community based planning & collaboration with the Village of Floral Park community. If ESD claims to have done this, why has the VFP community concerns not been addressed?
59. When the DEIS refers to "Noise" as potential impact under community Character, does that include light pollution?
60. The DEIS mentions shuttle buses from LIRR train stations. What stations do these shuttle buses intend to leave from? What bus service is intended to run these shuttles?
61. Why does the DEIS not address the community character of the areas immediately abutting the North & East lots?
62. What is the height of the proposed fencing between the North Lot & residences? What is the material and color? Will it be adequate to eliminate the light pollution? It has been requested a large designated, protected in perpetuity, buffer be placed between all residences and schools bordering Belmont Park from Plainfield avenue to the FPBS. Why has this not been incorporated in the DEIS?
63. The DEIS states the North, South & East lots would be used for parking along with the use of shuttle transportation. Where will these buses be stationed? How will they be powered?
64. The DEIS states the North, South & East lots would be used for parking. It then states that "both lots are anticipated to be properly illuminated, resurfaced & striped". How does the DEIS describe these three lots with the term "both"? Are only 2 going to be illuminated, resurfaced & striped? Please explain.

65. The DEIS states the North, South & East lots would be properly illuminated. Please describe in detail how these lots will be illuminated? How will these lights impact community character and light pollution?
66. Please confirm that the power station is for the proposed project and is not needed for the existing NYRA facility. If so, please indicate if the power station and its underground electrical feeders are a direct result of the proposed project.
67. Where exactly will the overhead power lines begin on the Belmont Park property? The DEIS is inconsistent in its description as to where the underground feeders will traverse. Will overhead lines be installed at the Plainfield Ave gate or deep within the Belmont campus? If they are within the Belmont campus, where will they be located? If overhead lines are to be located around the perimeter of the Belmont Park campus, does this mean the removal of trees will be done to accommodate & upkeep these new overhead lines? Why don't the lines extend to Plainfield ave directly through the North lot via underground feeders? What's is the reason for transitioning to overhead line within the Belmont campus and what is the reason for not running them directly to Plainfield through the Southern portion of the North Lot instead of the northern perimeter of the north lot?
68. The DEIS states the applicant proposed a vegetated buffer along the northern boundary of the North lot. Why would this same buffer not be provided to the residential homes bordering the North lot? Would this be efficient in blocking light pollution and the countless number of other disturbances to be expected to impact the community character of the West end of Floral Park?
69. The DEIS must study & consider the impacts on the community character of the West end of the village of Floral Park due to the projects development, use and changes to the north & east lots immediately bordering our residential homes.
70. What law enforcement will patrol the Belmont Park campus?
71. Why would the property owners not coordinate with the VFP police department to ensure safe and secure environment?
72. If the FPFD responds to calls on Belmont Park property, how would this impact the service of the residents of the VFP?
73. The DEIS states that tailgating is prohibited in all parking lots. How will this be enforced? Who will enforce this and what are the ramification of breaking this rule?
74. How does the DEIS define tailgating?
75. How will drainage be impacted with the pavement of the North & East lots?
76. Will the future noise levels of the North & East lot exceed the threshold recommended by NYSDEC? Has road rage & horn honking been included in this study?
77. Will the pavement of the north lot increase Cross Islander Parkway highway noise conditions in the West End of Floral Park?
78. How does the noise level prediction of a concert (NVMC) reflect the noise level prediction of a NYI hockey game where horn honking is excessive?
79. How does the attendance of a 14k seat arena (NVMC) reflect the attendance of a 19k seat arena for noise comparison? What was the number of patrons at the concert event on August 29, 2018 the DEIS studied?
80. Why is there not a no Retail Outlet mall alternative?

81. What prompted the alternative site plan? Why does it not have to go back to the selection committee for review?
82. When the developer states that the current project plan would better maximize economic potential, does that mean for the developers personal profits or the communities economic potential? If the surrounding community prefers the alternative site plan, does this take precedent over the developers "economic potential"?
83. The DEIS states that there a few unavoidable adverse impacts. Has the ESD studied downsizing the project to address these "unavoidable adverse impacts"? For example, removing the outlet mall from the development plans?
84. How is this project justified if, according to the DEIS, "the Proposed Project would not have the potential to induce development"?
85. How is this project justified if, according to the DEIS, "the Proposed Project is not expected to induce additional growth outside of the Project Sites"? Is this is a self contained Project only benefitting the developer?
86. The DEIS provided is so grossly deficient, it is requested it be redone and open for additional review and comment before this project can move any further.

-----Original Message-----
From: francg
Sent: Thursday, February 21, 2019 5:09 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena Comments

To Whom It May Concern:

I am writing today in support of the proposed development at Belmont Park. The Belmont Park area has been a downtrodden and woefully under utilized plot that has unrealized potential to add jobs and tax revenue into the Long Island/NY economy. It is imperative that we find ways to incentivize smart development and instill pride in our community. A new home for Long Island's only professional sports team will help accomplish both of those goals.

While I understand the unknown can cause concern for local residents, we can not continue allow fear and supposition of the worst to govern our decisions. I have been a lifelong resident of New York and have spent years in amazement that a small number of people can prevent development that will benefit the many, in favor of the myopic desires of the few.

While I expect that the arena's developers and ESD to work with local communities to find acceptable solutions where one is available (for example the location of electric station), I also understand that there will be a vocal minority who will oppose this development at every step. I trust that the developers, ESD and state will take the steps necessary to accommodate residents in proximity to the development while concurrently taking the proper steps to facilitate the development of the arena.

Franc Galinanes
Centereach, NY

From: Danny Gandarela
Sent: Sunday, February 24, 2019 11:27 AM
To: esd.sm.BelmontOutreach
Subject: NY Islanders.

We need the New York Islanders in Belmont. It's the only professional Long Island team and it would be great for everyone. This is what long islanders want.

From: Christian Garry
Sent: Sunday, February 24, 2019 10:14 AM
To: esd.sm.BelmontOutreach
Subject: NYI

Hello, my name is Christian. I have been an islander fan since 1978. My parents had season tickets to the islanders from 1979-1998. When I was out of college in 1997, I got a job and was able to pay off my very little debt, buy an apartment, and most importantly, get season tickets. From 1998-2015, I went to 90% of islanders games at the NVMC. When they moved to Brooklyn, I was distraught. Something was missing in LI. Now they are back at NVMC, and a new arena is on its way. I hope and pray the Belmont arena gets built. Not only will it be great for the team, I bet my life that it is great for everyone. I can imagine folks spending the day at the race track, and then heading over to a beautiful arena to see the Islanders. Businesses around the area will thrive, it will create jobs, and in the long run, it will be one of the best things to happen here in forever.

God Bless

From: Gitch22
Sent: Thursday, February 7, 2019 2:40 PM
To: esd.sm.BelmontOutreach
Subject: The Belmont arena

Good afternoon. Although I am not an Islanders fan, I'd like to weigh in on the Belmont arena project. Since the Coliseum has already been modified to meet NHL standards and the Islanders are playing some of their games there, why not forget Belmont and let the Islanders use the Coliseum as their home arena?

I realize that the seating capacity is lower than what Belmont would offer but the Islanders have lead the league in lowest attendance in the past. Even when they played in the Coliseum, they couldn't fill the seats.

Stop wasting time and money on figuring out Belmont and let the Islanders play in Uniondale.

Christine Gietschier

Westbury

From: cpsgames
Sent: Thursday, January 10, 2019 8:58 AM
To: esd.sm.BelmontOutreach
Subject: Belmont project

Since this project had already been decided long ago behind closed doors I wish the surrounding community good luck with this project and these massive structures that will ruin the character of the area, cause major traffic in our quiet community, amongst the host of other issues that will come from this project. From Floral Parks view this will stand out like a sore thumb. Good luck on your home values. I will make sure never to vote for crooked Cuomo again and anyone that supported this project.

Mr. A. Giraldo

Floral Park, NY

From: Robert Goldman
Sent: Saturday, February 23, 2019 1:04 AM
To: esd.sm.BelmontOutreach
Subject: Area CPA

As a local business owner in the area with an office and staff and many clients in the vicinity of Belmont Race Track I am firmly in favor of the proposed project the Belmont area needs to be a year round destination. It will bring in business and use a valuable resource for the area not just the 20 weeks a year that the horses are running at Belmont. In speaking to my clients that go to Belmont regularly their needs to be more options for dining as well other entertainment venues in the area so people will want to go there. I believe once people are used to going the arena they will be more inclined to go to the race track as well.

The year round jobs that the Arena and surrounding complex will bring in will be good for the area and the region as a whole.

My only consternation regarding the project is that their needs to be proper parking and egress to the parking as to not cause backups onto the Cross Island parkway. I believe as long as there are at least the trains to and from Jamaica for the LIRR for each event the venue will be viable and an economic engine the area desperately needs.

Thank for your consideration.

Sincerely yours,

Robert H. Goldman, CPA

Valley Stream, NY

February 23, 2019

-----Original Message-----
From: Bruce Greif
Sent: Friday, January 11, 2019 7:36 AM
To: esd.sm.BelmontOutreach
Subject: TRANSCRIPT of Belmont Park Redevelopment Hearings - Elmont Jan 8-10 ??

hello
how do i get the transcript of the
hearings at the Elmont Public Library Jan 8-10 ??

thanks

Bruce Greif

B

February 2, 2019

As a resident of Floral Park I am against the Belmont Park Redevelopment Project DEIS for the following reasons.

- The impact to vehicle traffic on our local roads and highways will be horrendous.

- Moving large construction equipment and trucks with building materials that are coming from areas north of Hempstead Turnpike thru our single lane local roads, i.e., Tulip Avenue, Carnation Avenue, Plainfield Avenue and Covert Avenue will result in congestion on our roads, the possibility of accidents and damage to the road surfaces.

- Cars coming from north of Hempstead Turnpike going to the arena or the shopping mall will attempt to use these same roads which are currently heavily utilized.

- In the mitigation section of the DEIS, it states that there will be several instances where adverse traffic conditions will occur on local and highway roads. I feel that plans to use the TMP and TEAs along with certain road modifications, turn lanes, restripng , etc. to facilitate traffic flow is a pipe dream. Hempstead Turnpike is already a very heavily traveled road way. Any additional traffic can only result in chaos.

- Access to and from the East Parking lot and the South Parking lot from Hempstead turnpike for a possible 3400 cars will be traffic nightmare. Tilles Center in Greenvale has the local police close Northern Boulevard in both directions to let cars exit an event.
  Closing Hempstead Turnpike to let these cars exit is impractical. Traffic lights will only allow so many cars to exit resulting in long delays.

- Having 2800 cars exiting the North Parking lot onto the Cross Island Parkway will also cause major congestion, delays and potentially be the cause of accidents as drivers try to merge onto the parkway.

Phillip Gribbins

From: mgrisaitis
Sent: Monday, February 25, 2019 2:57 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

Good afternoon,

I wanted to take a moment to say that I am in full support of the building of the Belmont Arena along with the surrounding project. I grew up in Floral Park and have watched good people move out of Nassau County in droves. This construction creates new opportunities for the community. Please get this done and don't let it die on the drawing board.

Respectfully,

Mike Grisaitis

Francis C. Gunther, A.I.A.
Architect
66 Beech Street
Floral Park, New York, 11001
(516) 437-6462
fgunther66@gmail.com

February 27, 2019

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

Via email: BelmontOutreach@esd.ny.gov

Re: Belmont Park Redevelopment Civic and Land Use Improvement Project

Dear Mr. Avolio:

I am writing as an active resident of the Village of Floral Park which abuts the Belmont property and as Chairman of the Village's Architectural Review Board and a member of the Mayor's Task Force reviewing the proposed Belmont project. I have participated in presentations made by ESD to the local communities and have read through the DEIS.

I am concerned that the project as presented in the DEIS is flawed for the following reasons:

- The growth, especially of the retail component since the project was initially presented to the public, makes it just too overwhelming and threatening to its neighboring communities.
- Transportation and Mitigation issues have not been addressed to the level of a competent and thorough DEIS. Chapters 11 and 17 should be completely rewritten to include the real depth of traffic and transportation related issues.

The documentation of the recent increase in fees to your consultant AKRF are reflective of a lack of coordination I feel has resulted from both project scope growth and the concomitant glossing over transportation related issues: site plan changes to reflect added parking; shared parking demand; additional traffic analyses to cover deficiencies in the DEIS document and the removal of "no night racing" from the no-build option.

Deficiencies found in Chapter 11 "Transportation"

STREET NETWORK

- *Studies in Floral Park were limited to Plainfield Ave (6 intersections) and Jericho Turnpike (2 intersections). See pages 11-11&12.*
  Even though the DEIS conclusions and Mitigation Plan acknowledge that traffic congestion along the principal artery leading to and from Belmont (viz. Cross Island Parkway) cannot support the inordinate traffic demand – which will result in drivers using mobile navigation apps resorting to many local streets - the DEIS fails to expand its area of study to examine the impact of the project on local communities.
  Prior to writing the DEIS, the Village of Floral Park had specifically requested a broader and more comprehensive study area. This request had not been addressed in the DEIS.

- *"In each of the traffic peak hours, there are individual traffic movements at specific intersections that currently operate at unacceptable level of service..." See page 11-21.*
  The DEIS acknowledges that the existing traffic traversing Floral Park is unsustainable. Incredibly however, the DEIS concludes that, after construction of the project with its attendant addition of traffic volume (albeit based on incomplete load projections and

without examination of evening peak traffic), that the addition of traffic signals, lane striping and turning and parking restrictions along Plainfield Avenue and Jericho Turnpike are all that would be needed to resolve these compounded traffic problems.

TRAVEL DEMAND

- *"Driving by auto is expected to be the primary travel mode for arena patrons, with 83 and 88 percent of arena patrons arriving by auto for weekday and Saturday hockey games respectively." See page 11-4.*
  This statement contradicts the stated goal of the project to rely significantly upon mass transit, namely the LIRR. Omitting any plausible LIRR path for the majority of Islander fans who will arrive from the east while not providing a plausible mass transit path is simply a fatal failure of the DEIS.

- *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.*
  This statement confirms the DEIS' acknowledgement that its mitigation plan is incomplete – in other words - a failure.

SITE ACCESS AND EGRESS See pages 11-55 to 11-58

- *"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 access to the Proposed Project."*
  How credible is this innocent sounding statement when, after opening, the sheer volume of Belmont traffic will ultimately demand a relief valve onto Plainfield Avenue?
  Reviewing the Chapter 17 Mitigation of the DEIS reveals that the developer plans to kick the can down the road, deferring resolution until an "after the fact" Transportation Management Planner finds some sort of solution.

- *"A two lane, one-way perimeter road would be provided around the North Lot, providing access for autos, shuttle buses, and rider share vehicles."*
  How credible is it to believe that this single track periphery road will work for thousands of cars congested in the north and east lots? It is not credible!

PARKING See page 11-12

- *"The North, South and East Lots would be paved and restriped to maximize the number of spaces that can be accommodated... Parking spaces for coach buses would be provided within the East Lot..."*
  Maximizing parking adjacent to residential neighborhoods means all that can fit, negating the need for a meaningful buffer that isolates light, noise, pollution and deleterious activities from the community.

- "During *times when the North and East Lots are used, shuttle bus service would be provided between these parking lots and the Project Sites."*
  The DEIS fails to account for the impact of bus traffic adjacent to the residential community.

- *During the Saturday midday peak travel hour, the new parking beneath the retail village would not be able to accommodate all of its projected demand. Therefore, a portion of the auto trips for the retail village were assigned to the East Lot."*
  Given the parking demand of over 7,500 spaces coupled with the allocation of only 1,900 spaces (combiued) under the retail village and hotel, this confirms that success of the retail

component is dependent upon full time parking at the North and East lots. The impact of full time retail parking adjacent the residential community is not credibly addressed in the DEIS.

TRAFFIC VOLUMES

- "...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 traffic data to avoid congestion, or by other motorists with a high degree of familiarity with the local street network."* See page 11-21.
  Note the use of the phrase "*may be susceptible.*" A reputable DEIS would be quantitative, not speculative.
  The omission of a comprehensive traffic analysis addressing all neighboring communities underscores the failure of the DEIS to quantify traffic thru the local streets.

- *"The Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network ... and could possibly slow down emergency vehicle response times. However, with the proposed mitigation measures described in Chapter 17, Mitigation, project-generated traffic volumes are not expected to significantly affect emergency vehicle response times"* See page 11-71".
  The phrase "*could possible slow down emergency vehicles*" is another example of unstudied speculation. Coupled with Chapter 17's kick the can down the road approach deferring quantifying deleterious traffic impacts on Floral Park represents either failure or obfuscation of facts the DEIS should address.

POTENTIAL FOR PARKING IN RESIDENTIAL NEIGHBORHOODS *(page 11-91 & 92)*

- *"... there is a possibility that some arena attendees may attempt to park for free in the surrounding neighborhoods, such as the West End of Floral Park. The Mayfair Ave Gate (Gate 9) would be enhanced or staffed with a security guard close to the pedestrian entrance during arena events and prevent arena patrons from parking in the West End of Floral Park and walking in the North Lot to catch a shuttle bus to the arena. Should parking in residential neighborhoods occur, potential mitigation measures that could be addressed are discussed in Chapter 17."*
  The reality is certainly that attendees will attempt to drive to and park in the West End of Floral Park. Neither have been studied in the DEIS

- Paraphrasing the text: *The Traffic Mitigation Plan suggests NYAP would coordinate with local stakeholders, including local municipalities. Potential mitigation measures including strict enforcement of existing parking regulations by ticketing and/or towing or by implementing new parking regulations...)*
  This weak and non-binding suggestion is proof that there is no credible Mitigation plan.

LIRR

- *The DEIS fails to provide a LIRR direct route for those coming from the east.*
  Attendees would need to change at Jamaica and then return to Belmont via one of two round trip trains between Jamaica Station and Belmont Park Station with eastbound trains arriving at Belmont prior to the start of the event and westbound trains departing from Belmont following the conclusion of the event."

  Alternately attendees would de-train at the Floral Park or Bellerose station and then find their way thru the village of Floral Park to Belmont.

  Neither option represents responsible planning
  Neither option could be considered desirable or convincing, especially for the return trip?

Deficiencies found in Chapter 17 "Mitigation"

MITIGATION (page 17-1)

- 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. Significant adverse impacts on LIRR service, pedestrian circulation and vehicular and pedestrian safety were not identified.

  Failure to include LIRR service to Belmont is a failure of both the proposed project and the DEIS.

- *An extensive set of proposed mitigation measures have been developed to address these impacts consisting of:*
  - *Standard traffic engineering improvements*
  - *Adjustments to bus service*
  - *Implementation of a comprehensive Transportation Management Plan (TMP)*

  The standard traffic engineering improvements described in the DEIS are based on the faulty assumption that only 3%to 5% of vehicles coming to Belmont will access the site from the local street network. This is belied by the unquantified volume of Cross Island traffic using navigation assistance apps. 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 fails to address the real concern; namely, the overwhelming increase in local thru traffic caused by heretofore voluminous diversions (not documented in the DEIS) from the already overcrowded Cross Island Parkway to local residential streets.

  Implementation of a TMP simply obfuscates the problem and defers definition and "resolution (if even possible) until some vague time in the future when it will be unfixable. This is contrary to the raison d'etre of a DEIS and the SEQRA process itself. The carpooling suggested in this chapter is simply unrealistic.

  Several key TMP issues are not addressed in Chapter 17:
  - **Who would have control of the TMP?**
  - **How would TMP conclusions/mitigation measures be enforced?**

In short, because of the DEIS failures and deficiencies identified herein, the DEIS should be revised to address these failings and re-issued; the public should be provided with a new comment period to weigh in on the revised proposals and analyses contained in the revised DEIS. If this does not happen, the ESD will have taken away the public's right under SEQRA to meaningfully comment on the project because the initial DEIS was so deficient.

I further request this next phase be performed thoroughly without a rush to construction - until the issues detailed herein, as well as the expressed concerns of other citizens, are addressed.

Yours truly,

Francis Gunther

Cc: Hon. Dominick Longobardi
Hon. Kevin Fitzgerald
Gerard Bambrick

From: Jeff
Sent: Thursday, January 10, 2019 12:24 PM
To: esd.sm.BelmontOutreach
Subject: New arena

To Whom It May Concern:

I wanted to let you know that I am very much in support of the Belmont arena for the Islanders. I think it would not only be great for the hockey team but also for the community at large. Although I am unable to attend the meeting tonight, I hope this email allows my voice to be heard.
Thank you.
Jeffrey Guttman
(Long Island resident for 52 years)

From: Hargett, Mary
Sent: Tuesday, January 8, 2019 4:15:25 PM
To: esd.sm.BelmontOutreach
Subject: Against Proposed Belmont Project

We have lived in Bellerose for over 40 years and are against the proposed Belmont Project, which we believe would very negatively impact quality of life in Bellerose

Mr. and Mrs. Steven Hargett

From: David Harrington
Sent: Friday, February 01, 2019 11:32 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment Project

Dear ESD,

The idea for a new arena at the Belmont location is beyond ludicrous. It defies all common sense to significantly add to traffic congestion in one of the most traffic-congested areas of Nassau and Queens counties that leads to JFK Airport.

For the same reason, traffic congestion, that the late Charles B. Wang's "Lighthouse Project" on the Nassau Coliseum site was rejected by the Town of Hempstead, so too, should this Belmont Arena proposal be rejected.

I have read wehre certain politicians suggest that public transportation will alleviate some of the transportation and traffic congestion issues. Preposterous. The LIRR spur to the Belmont site only heads west, back to Jamaica Station. Most NY Islander fans live east of the Belmont site and the use of this spur will be de minimus. The only time this spur is used now is during the Belmont races in June and anyone who has experienced using that spur on that Saturday of the Belmont race knows that the LIRR spur cannot accommodate a crowd and wait times are extremely long. Several years ago, it took 4 hours for some Belmont race attendees to depart the Belmont racetrack on that LIRR spur. FOUR HOURS!! Are you kidding me??!!

The attempt to re-locate the NY Islanders to the Barclays Center in Brooklyn has failed miserably due to location and a failed attempt to build any type of fan base in Brooklyn. And beside those facts, the Barclays Center was not built as a multi-purpose stadium (beyond stupid) and does not accommodate hockey very well. Trying to depart the Barclays Center after a NY Islanders game is a complete nightmare as the entrance to the LIRR platform is like a funnel that compresses the flow of the crowd into a tight and dangerous space with terrible connections to east-bound LIRR trains. To do so, all connections run through Jamaica Station from the Barclays Center. From personal experience, with my entire family of five, after we finally made it to Jamaica Station (after fighting the crowd just to make the limited LIRR trains leaving the Barclays Center after the Islander game on a Friday night), we elected to take an uber home rather than wait another hour for our LIRR Oyster Bay connection. It was a terrible experience that we would never subject ourselves to again. And have not.

I believe that the Belmont Arena will be a white elephant and will fail as miserably as the Barclays Center experiment has failed. Why? Location, location, location. The number one rule of real estate. This location will never work long-term for the core NY Islander fans.

And what is so frustrating to NY Islander fans is that Nassau Coliseum has ALWAYS been one of the best venues in which to watch a hockey game. The $165mm renovation was a poor attempt to refurbish by downsizing the arena. Again beyond stupid. It is not like the renovation did not have role models for amenities and user-friendly stadiums. All one had to do was look at Citi Field and the new Yankee Stadium to understand what all fans want, to wit, a user-friendly space with modern amenities such as clean & accommodating restrooms, convenient entrance and exit from the arena, and edible food choices. I'm sure for an additonal $50mm, all that might have been achieved at the existing Nassau Coliseum location. It still can be.

The NY Islanders, as recent sell-out crowds attest, is the "home" of the NY Islander franchise. There is no reason to play anywhere else. The Coliseum has parking for convenient enter & exit. Now, all that needs to be added is more space to walk the concourse, larger restrooms and better amenities (lie those at Citi Field) and some corporate boxes to satisfy the NHL. DO that, and all will be well.

Building a trafific mess in Belmont is just a bad alternative and a terrible idea. I agree with the Chief of Police in Elmont. The added traffic congestion in that area will cost lives. EMT vehicles will not be able to get through and the EMTs have a tough enough time with the traffic congestion as it exists today. Our politicians should think hard about the potential loss of life before they move forward on this proposal.

Finally, I have been a season ticket holder of the NY Islanders in the past and my family and I are all huge hockey fans. We want the Islanders to return to the Nassau Coliseum where they belong.

Sincerely,

David F Harrington

From: BrionUS
Sent: Tuesday, February 05, 2019 6:31 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Outreach

Belmont Outreach:

Valuable Long Island resources - like Belmont - should NOT be used for hockey. Hockey is not a Long Island sport and is not played in middle school, high school nor college whereas football, basketball, tennis and baseball are played everywhere on Long Island, eh? I personally do not know a single hockey fan but I do know MANY football, basketball, baseball and tennis fans. Please make better use of Belmont. At worst, bring back the **NY** Giants and/or the **NY** Jets from Noo Joisey.

A hockey arena would be a boondoggle!

Brion Hathaway
Farmingdale

From: Sean Heneghan
Sent: Sunday, February 24, 2019 2:55 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Project

I lived on Long Island for the first 22 years of my life. After that, I took a job in NYC and lived there for a few years before deciding I wanted to move to the suburbs and, importantly, work in the suburbs near where I lived, rather than commuting to NYC every day. I would have loved to have done this on Long Island, but there was seemingly very little of a job market compared to other suburbs like Westchester, Southern CT, etc. For this exact reason, I bought a house in Westchester and now drive to my job close to my house. I'd love to move back to Long Island one day, but Long Island needs development, and it needs jobs, or more people like me will look elsewhere. This project starts us down this path. It's brings interest in Long Island, which has been sorely missing from developers and employers these past years. The Belmont Project is a good step in showing Long Island is not afraid of development and showing developers, employers and people looking to settle down that this is a place to be.

Thank you for your consideration.

Sean Heneghan

From: Luke Heneghan
Sent: Thursday, February 28, 2019 12:27 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Project Support

Hi Michael,

My name is Luke Heneghan and I just wanted to show my support for the Belmont Project. I grew up in Nassau County and I am proud to call Long Island my home. My family owns a restaurant in Point Lookout NY and I have a new brewery & taproom scheduled to open up in Long Beach this summer 2019. I mention this to hopefully represent some of the many small business owners in Nassau County that truly want to see our county thrive.

While Suffolk County has seen a huge economic boost directly from brewery and winery tourism, I strongly feel the more densely populated Nassau County needs a modern urban development project like Belmont to remain relevant and attractive for tourists, future homeowners, and business owners. While our family already made the investment in new businesses in Nassau County, I can honestly say our decision would've been easier if we knew that this type of destination was coming and the future of Nassau County that much brighter. If the project does go through, we will be extremely excited about the great potential of our small businesses going forward.

Thank you for listening,

Luke

From: Erin Hennelly
Sent: Wednesday, February 27, 2019 9:05 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Project

To Whom it May Concern

I wanted to email this group to express my support for the upcoming project at Belmont Park. The vision for this project will bring positive economic activity to the area and be a true revenue generator and benefit the local businesses as well. As a lifelong Long Islander and someone who has lived near Elmont most of my life, I truly believe a project like this is what the area needs. We have the opportunity to make a difference and transform the area to make it a destination for entertainment, shopping, dining, etc. Please push this forward , as both New York and Long Island cant afford to keep shooting down projects that will benefit us financially , and provide a positive impact on our way of life.

Thank you

Erin Hennelly.

From: Lynn Henry
Sent: Saturday, February 23, 2019 4:05 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Race Track Development

TO: Empire State Development Corporation

As a Floral Park resident who grew up in Cambria Heights and thus has always lived in the area, I want to add my thoughts to the proposed development of Belmont Race Track. I'm not opposed to responsible development but the plans that have been presented are too much for the area.

I question how the proposal was originally presented to the community and then somehow it grew and grew....sneak it by the community?? Is that ethical? Is that respectful to the residents?

Traffic Conditions
The roads surrounding Belmont Race Track were not designed to handle the current load of rush hour traffic so how could they absorb the increased load of game/concert traffic? I, along with any other commuter, will attest to the wasted time/gas spent inching along in traffic on not only on Cross Island Parkway but Hempstead Turnpike and Jericho Turnpike as well. It's frustrating and stressful sitting in bumper-to-bumper traffic night after night. This new complex would make it so much worse. (As an aside, the amount of trash on the parkway shoulders now is disgraceful....it would only get worse?)

Stores
Why add a shopping complex? With so many stores closing some of their stores if not all of them (Macys, Sears, Penney's, Toys R Us, Babies R Us, Payless) and malls struggling to find new tenants how could this be a good idea?

LIRR
I believe Belmont should be a full-service station to support the local communities. The last I heard is that there will be two trains before/after events. How many Islander fans from Eastern Nassau and/or Suffolk will take a train into Jamaica and then out to Belmont and do the reverse

commute? Who would do that especially on a weeknight when they have to go to work/school the next day?

Utilities
I am really concerned about the water, gas etc. issues that have been raised. The surrounding neighborhoods would be severely impacted as would the proposed arena and hotel..

Jobs
We need good, steady jobs....not minimum wage jobs that are there only when there's a game/concert.

PLEASE think through the ramifications before it's too late and our community and our quality of life are ruined.

Lynn Henry

From: George Holiat
Sent: Sunday, February 24, 2019 4:09 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject:

To Whom it May Concern,

My name is George Holiat and I am emailing you to express my support for the construction of a Belmont Arena, future home of the New York Islanders. I hope you consider this message during and after environmental review, as this project is imperative for our Long Island home, with both community and economic implications.

Sincerely,

George Holiat

From: Nadia Holubnyczyj-Ortiz <>
Sent: Thursday, February 28, 2019 2:51 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment Proposal

Below is my statement to be entered as testimony in opposition to the proposed project as it currently stands:

In August of 2018, Empire State Development released the Response to Comment for Final Scope of the Draft Environmental Impact Statement. It contained all public statements made during the public comment period, including a statement I read as President of the Floral Park Hillcrest Civic Association.

Let it be known here and now that the Empire State Development misrepresented the intent of the statement, as quoted, made by me on behalf of the civic association.

Empire State Development extracted a VERY small portion of the statement to manipulate it to their needs. The entire statement is adamantly opposed to the development and its proceedings as it is currently proposed. In fact, reading further in to the statement I made on March 22, 2018 it should be noted:

> "...the plan as is currently intended is a self-contained environment
>
> fabricated to generate income solely for its own, private, for-profit
>
> cause, taking advantage of tax loopholes all on the back of the hosting
>
> municipalities..."

Evidently, the motive by Empire State Development is to conjure up support from communities that, in reality, does NOT exist.

If you have twisted the truth with regards to the Hillcrest Civic Association, how many other truths have you manipulated?

One then is forced to wonder about the transparency of the entire process.

The Latin phrase "Falsus in uno, falsus in omnibus" – false in one thing, false in everything – easily comes to mind.

To be clear, the Floral Park Hillcrest Civic Association rejects the portrayal of support as documented in the Response to Comments for Final Scope of the Draft Environmental Impact Statement dated August 28, 2018.

Respectfully submitted,

~Nadia Holubnyczyj-Ortiz

From: jdhummel
Sent: Sunday, February 24, 2019 10:37 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

NYS/Long Island/Queens need to be bold and just push ahead with the Belmont Project. All too often, the loud voices of the few frustrate a project that would benefit the many. The question should not be whether this project should proceed, but how it can be built in a smart, sustainable way. A big issue that needs to be addressed is traffic. There should be a commitment to link the project to the transit system (LIRR and/or subway) at some point in time in the future.

I've lived on LI my whole life and have rooted for the Islanders since the '80s. This project's success is critical to this area due to the jobs it would create in the short- and long-term, it would ensure that the Islanders stay in New York, and it would send a clear message to developers and companies that they can successfully pursue other development projects that have merit. It's time to stop the bleeding. Please know that LIers are behind this project!

From: michael i
Sent: Tuesday, January 15, 2019 11:33 AM
To: esd.sm.BelmontOutreach
Subject: Full Support of Belmont Arena

I am writing this email as a NY State taxpayer to show my full support for the arena project at Belmont Park. For over 100 years this piece of land has hosted some of the most important events in the world. It is the epicenter of sports on Long Island and I think it is the perfect location to build a brand new arena for our beloved New York Islanders.

The New York Arena Partners group clearly shows a willingness to engage with the community and make sure that their concerns are heard. Everyone wants a full time LIRR stop at Belmont Park, and I think it would be wonderful if we could find a way to accomplish that. However I do not believe that it is necessary to have in place the day the doors open at a beautiful new arena that Long Island so desperately needs. Rome wasn't built in a day.

All of the concerns about traffic and noise are just that, noise. The community has co-existed beside this wonderful sports complex for over 100 years. It is not new that this land is here to provide entertainment for our great community. Finding ways to monetize and use this land not just for horse racing but for the full 365 day calendar is so important to our fiscal future and we should be thanking the lord above that New York Arena Partners is willing to self finance this project when so many sports teams today hold local municipalities hostage for tax dollars to develop new arenas. I'm so thankful for that.

It is clear that the people opposing this project have no plan and no alternatives. Empty parking lots do not generate the tax revenue we so desperately need. No technology firms will be building campuses in Belmont Park as long as any of us are alive. No other entities have ever expressed a desire to develop this land.

I can not wait to watch as we break ground on this historic development and hope I should be so lucky to not only take my kids to this wonderful new arena, but perhaps one day even my grandchildren so that we may all share the excitement and pride of our beloved Island.

Sincerely,

Michael Isserlis

From: Damian Jagustyn
Sent: Tuesday, February 05, 2019 6:08 PM
To: esd.sm.BelmontOutreach
Subject: Excited for the Islanders' Belmont Arena!

To whomever it may concern:

Saw the Newsday story and just wanted to say I am extremely excited for this project to begin and host this Islanders during the 2021 season (hopefully the ceiling is constructed low like the old Coliseum to keep the ambiance loud).

It would be so refreshing to finally have an impressive arena on the Island which can make Long Island Residents proud to call theirs.

All the best,

Damian Jagustyn

From: J B
Sent: Friday, March 01, 2019 12:28 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: No Arena

There should be No Arena built at Belmont Park. The Islanders should go back to playing all of their games at Nassau Coliseum. Traffic would be a nightmare if Belmont Park was used for more than just racing horses. Think about the residents who bought their homes bordering empty parking lots for its tranquil community who will be annoyed on a regular basis if an arena is built. It's bad enough if an arena is built but there are plans for a hotel & retail spaces. You have to look at the overall picture of this environment--the arena project at Belmont should be stopped.

From: Bladimir Jimenez
Sent: Thursday, February 21, 2019 10:50 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Development Project

Hello,

Writing in regards to the Belmont Development project. I feel strongly that a stipulation to build a quality Community Center should be a requirement of the lease. It would be a great benefit to the community as a whole.

Thank you,

Blad

Edward Ambrosino - Would Like to Correct Information Sent To You Via Email

From: Jon Johnson Sr <mrcardinalpres@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/7/2019 9:23 AM
Subject: Would Like to Correct Information Sent To You Via Email

Good Morning,

You recently received an Email requesting you join in a petition pertaining to the Belmont Redevelopment Project.. Below are two FALSE Statements which was emailed to you.

Before you consider signing onto this Petition, you should know the facts...

[**The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park.** These communities include Floral Park, **Elmont**, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and **we have not had any representation in regards to the development at Belmont Park.**

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park **will have a negative impact on the surrounding communities** and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.]

As a 20 plus year resident of the Elmont Community NO ONE Group of Person Speaks for Our town. There are Residents which reside in the Town of Elmont which feels
totally different from the sentiment expressed in the above letter. Its very disingenuous for anyone or group to speak for other people.

Also, there are Representatives from the surrounding communities sitting at the table giving valuable feedback and information to the ESD pertaining to this project. I myself
is a member of the CAC Advisory committee. There are 13 other community representatives sitting at the table..

If you decide to sign onto this petition, before you do I suggest you take the time to come to Elmont and Speak to some of the voting Tax paying Residents which feel this project will bring
opportunity and much needed help to our Town.. It would be the responsible thing to do on your part to engage in making an formed decision.

Thank you for taking the time reading this correspondence...

Thanks again.

Jon Johnson Sr
President
Elmont Cardinals Sports Club
(347)866-2324

Dream As If You'll Live Forever,
Live As If You'll Die Today.

Lebron James

From: Josh Johnson
Sent: Thursday, January 17, 2019 5:27:51 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment Comment from Elmont community member

Hello,

My name is Joshua Johnson and I have lived in Elmont for all of my 21 years of life with my family who has been in the community way before I was born in the Parkhurst section. What all of us agree on is the need for Elmont to be revitalized. For a community that is so diverse socioeconomically and racially, we lack a sense of an established area/ downtown that should make a statement being that it is the first town centrally located on Long Island east of the NYC border. We lack good quality restaurants, transportation, and entertainment options for those in the surrounding area and region to enjoy. That is why so many millennials feel as if there is nothing to do on Long Island so they would rather spend their time elsewhere, move to the city or another region that has easy access to fun-filled amenities. This plan could bring life to a region that many people see as dull with nothing to do but eat and sleep.

The community needs a park with fun modern amenities that could separate itself from other parks in the area, walking/ jogging paths, a quality fitness center that could tie into the whole sports theme of the development so we wouldn't have to go to other communities for the gym or specialized instruction classes, and a full-time LIRR station to support the development so that it could meet its full potential as well as the need to serve the community. I don't see the purpose of this going forward without the guarantee that the station will be constructed while the development is being built as well. The purpose of redeveloping Belmont Park should be to redevelopment every aspect of it that needs to be fixed. So as stated, make the mark with this Project by doing what is right logically and monumentally by asking the developers to help in constructing a true LIRR station, and giving the community quality lifestyle amenities in the process of everything else. That would please everyone who lives close to Belmont.

...

From: Josh Johnson
Sent: Wednesday, January 30, 2019 1:52 AM
To: esd.sm.BelmontOutreach
Subject: Re: Belmont Park Redevelopment Comment from Elmont community member
Importance: High

To follow up on what I said about having some sort of fitness facility as part of the development to tie in with the whole sports active vibe, having a brand such as Life Time Athletic or Equinox there would be nice for the region since the market is there for clubs on that level.

From: Melissa Just <>
Sent: Monday, February 25, 2019 6:23 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

To whom it may concern,

I am very excited that the islander are heading to Belmont! I am completely supportive of the arena being built in Belmont and am excited to see it! I think it will be a great thing to be added to the community

Thank you,
Melissa Just

From: Frank Kaplan
Sent: Tuesday, February 05, 2019 12:21 AM
To: esd.sm.BelmontOutreach
Subject: Islanders fan in NYC

How are you guys going to award a team who hasnt generated revenue in over 30 years? The Islanders were losing up to $20 Million a year even with a winning team and got kicked out of Nassau. I've been to all of the Coliseum games. Not one has had Every seat filled like fans said they would. The fanbase is too miniscule. Scalpers/BSE/Islanders Owners are eating the ticket money. Struggling to fill 13k. How are they filling 18-19k? It's not going to happen. They have never averaged a sellout. 2 trains on Gameday? LOL. Yea that'll work. For a business to succeed that need a lot of new clientele. Without Fulltime transit,there's no chance. No one seems to have any plan about how to make it a Fulltime station or How much it will cost. Its a waste of money and will sit empty like IZOD CENTER.Corporates and regular NYC aren't trekking to Belmont with no fulltime transit. Not everyone wants to drive or doesn't drive. It's 2019. Suburban sports don't do well financially at all. Ask why Arizona Florida Ottawa and Carolina in the NHL want to move to an Urban area? Answer: More to do in regards to Bars,Restaurants,etc in the immediate area. They also have Fulltime transit. Look at Barclays, Prudential,TD Bank Arena, Bridgeport Arena and MSG. All have lots to do in the area and transit. This Belmont project is pointless. It wont be an attraction for free agents. John Tavares left the Islanders because athletes like Full arenas and outdoor life near the arena. This is an awful idea. Build at Citifield. Wayyyy better choice. They can attract a lot of new fans over there. Lots of Mets fans love the Islanders. Something to consider. Take care

From: Dan Keating
Sent: Monday, February 25, 2019 1:52 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

To Whom It May Concern,

I am getting very disappointed on how many projects on Long Island and Metro NY that are being turned away. We need progress here. We need to create jobs. We need to expand entertainment options. We need to give people reason stay here and not leave the state. I cannot state how much I am for this project. We need to build up our local economy and this is a way to do it. Please approve this project and get shovels in the ground.

Thank you,
Dan Keating

From: Brendan Kelly
Sent: Tuesday, February 05, 2019 12:33 AM
To: esd.sm.BelmontOutreach
Subject: Arena

Hope you can break ground by may!!!! Very exited for the county!! Thank you for creating jobs.

From: t
Sent: Thursday, January 10, 2019 12:16
PM **To:** esd.sm.BelmontOutreach
Subject: BELMONT DEVELOPMENT

Hello,
I am writing to voice my concerns about the proposed development on the Belmont Race Track property. My wife and have lived in Floral Park for over 35 years, for 30 of those years we've lived on the dead end of Mayfair Ave which as you are aware has a Belmont Gate at the end. That gate is approximately 200' from my home.

We are supporters of the track as they have been a good neighbor to Floral Park and want to see it thrive going forward, what we don't want to see is an unbridled land grab.

We support the arena as originally outlined where it did not utilize the North Parking Lot which is adjacent to our home. Our objection is with the addition of the 400-500/ft2 retail mall which not only takes the parking spaces originally allocated for the arena but instead result in additional vehicle traffic taxing the already overburdened access roads.

Thus far we hear that there are no plans to open the Mayfair Ave gate but this is the same group that presented an approx. 45 acre project and then grew it to a 160 acre project, a 400% increase.

The mall is unnecessary and short sighted- there is no shortage of retail outlets for shopping in Nassau Co, Roosevelt Field has 2.4 million /ft2 of shopping and is maybe 7 miles away. Who are the anchor tenants they plan to bring to this property? Does anyone know? Brick and Mortar retail is on the decline.

My fear is that the Mall will not succeed (by design) and then mysteriously they will suggest that they replace it with a casino.
We would like to see this project scaled back to how it was originally presented.

Thank you,

Kevin Kennedy

From: Frank Keryc
Sent: Tuesday, February 05, 2019 12:36 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena / LIRR

Hi

I know there are issues in the LIRR providing service to the Belmont Arena but it would be really great to have a full time LIRR Station. If you are going to an Islanders game or concert or some other event at the arena AND you take the train to the city for work, it would be great where you can park your car in the morning and take the LIRR to the city. An example is the commuter parking offered at Citi Field. There should be a way to have a shuttle service that runs every 20-30 minutes from Belmont to Jamaica.

Frank Keryc Jr

From: Eric K.
Sent: Monday, February 25, 2019 4:48 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: New Arena

Dear New York State, ESD, and Belmont:

It is VITAL that we finally get some sort of positive development for Long Island that brings jobs, community pride, and a destination for OUR area. It's been far too long that our only professional sports franchise has gone without a secure home for so long. It is not just about hockey but ALLLLLL the other events that will take place at the new beautiful Belmont Park Arena.

The Nassau Coliseum is great but it is old. It is not going to get the top acts. The largest Suburban community in America is Long Island we deserve a first class destination. We should not have to go into Manhattan or Brooklyn to see the top events in our tri state area.

We: Long Island and also Queens being real close deserve a first class arena for any event that we desire. Islanders, NCAA basketball tournament, all the new concerts Long Island will now get, and all the events for kids like Disney on ice and so much more. Not only will the new arena bring jobs, but it will also allow the area to have trade shows.

Belmont Park Arena could be the best arena in the country. A Destination for the AREA!

THIS MUST HAPPEN!

Lets Go ISLANDERS!!!!

Sincerely,

A life long Nassau Native

Eric Kiperwassser

From: Phil Konigsberg
Sent: Friday, January 11, 2019 2:05 AM
To: esd.sm.BelmontOutreach
Subject: Comments on the Belmont Park Redevelopment Plan

Although I do not live in the immediate area I would like to provide my input on this proposed redevelopment of the Belmont Park Racetrack area. I have no doubt that the planned redevelopment with the addition of a new arena that will be home for the NY Islanders, as well as other entertainment events throughout the year will bring gridlock conditions to the Cross Island Parkway prior to and after every event held there.

Without the arena and the additional shopping venues the Cross Island Parkway is heavily travelled and unless one travels past the area between the hours of 12 Noon to 3 PM most often cars are not going to be able to maintain the posted speed limit.

The Long Island Railroad facilities to the existing station must be enhanced to provide service that will be an incentive to the public to forgo their car and take the train.

Thank you.

Phil Konigsberg

Smokefree Community Advocate
Bayside Smokefree Housing Alliance

From: Richard Krumbholz
Sent: Wednesday, February 27, 2019 8:56 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: The New York Islanders Belong at Belmont Park!

Please don't let a few local residents interfere with what we are trying to accomplish here.

The New York Islanders belong home on Long Island!

Both Brooklyn and Uniondale are not viable options for a professional hockey team.

Belmont is the perfect place for our young and up and coming franchise to call home.

The fanbase has never been more energized to finally have our own state-of-art arena.

It's long overdue and we owe it to Long Island to keep our team here. Without approval, Long Island's only professional sports team will have no choice but to relocate again, but this time it will be out of New York.

Please don't let this happen!

Horse racing season and hockey season do not interfere with each other. Traffic going into Belmont Park will not be an issue. We can make this work.

Thank you for your time.

Let's Go Islanders!

Richard Krumbholz
Merrick, New York

From: Thomas Kubler
Sent: Monday, January 14, 2019 9:48:05 AM
To: esd.sm.BelmontOutreach
Subject: BELMONT PROJECT

To Whom it May Concern:

Floral Park has been battling many issues that will affect the quality of life for our residents for years to come. The lirr 3Rd track is underway, and now the Belmont Project has become way too big. The size & scope will cause unbearable traffic conditions, and place a major strain on the ability of our emergency services to provide protection to our community. I am not against the arena for the Islanders, but there is not a need for another mega mall, in addition to the hotel, and retail space by the arena. The LIRR station needs to become fully functional, and there needs to be protection for the areas by our schools.

Please listen to the residents that will bear the burden of this, and scale the project back to what was originally proposed.

B est Regards,

Thomas A. Kubler

From: Arek Kurkciyan
Sent: Saturday, February 23, 2019 5:20 AM
To: esd.sm.BelmontOutreach
Subject: In support of New Arena

Yes, I am an Islanders fan but I'm also a resident within the area. A vote of YES for the arena is not only a vote to keep a hockey tradition alive in Long Island but it's also a vote to infuse economic growth in the area. Taxes keep going up and jobs keep leaving the area, we have a chance to correct this. There are so many cities out there begging, crying and fighting to bring a major sports team to their city because they know how it helps grow the community not only by the infusion of tax dollars but also by creating a bond between family, friends and strangers when they come together to cheer for their team.
I've been following the Islanders with my brother and father since I was a kid. We have all grown and we live apart now but one thing always brings us together, and that is an Islanders game. By going to the game or watching it on TV, we bond together just as I'm sure there are other fathers, brothers, sisters and mothers out there that do the same. Don't end this tradition for us and others, it would be more than just an economical disaster.

So please vote Yes for the arena in Belmont.

Sincerely,

Arek Kurkciyan

From: ella1892
Sent: Friday, January 11, 2019 4:46 PM
To: esd.sm.BelmontOutreach
Subject: Elmont Resident

Hello

My name is Ella Laguerre. My family and I have been living in Elmont for the past 25 years. We love Elmont because it offers our family all the amenities of living in a suburb, yet we are in close proximity to the city.

The houses in Elmont are beautiful. We enjoy a peaceful environment here in Elmont. The air is breathable because there are plenty of trees. Elmont is safe and clean.

Most importantly, Elmont is a very diverse community and has some of the best schools in the nation. My family takes great pride in living in Elmont.

Thus, my family is strongly against the Belmont Park Redevelopment Project.

Please reevaluate the scope of this project.

We already have two large Shopping malls nearby Elmont; The Green Acres Mall in Valley Stream and the Roosevelt Field Mall in Garden City. It's not necessary to open a Shopping mall in Elmont.

Moreover, destination shopping is certainly not viable for our residents.

Our greatest fear is that the 250 room hotels will eventually be converted into a Casino.

As regards to the 18,000 seats arena. It will attract too many activities, which will lead to traffic congestion on the Cross Island Parkway, Hempstead Turnpike, Jericho Turnpike, and on our residential streets as motorists will look for shortcuts to get to their destination.

Traffic jam will cause environment pollution here in our lovely Elmont and neighboring Towns. Indeed, our air will be polluted. We will definitely have noise pollution and water pollution.

Our Worst fear is that crimes will also increase due to heavy alcohol consumption in such arena.

Having criminals such as sexual predators near our children and their schools is troublesome.

A big arena like that may probably attract terrorist attacks and mass shootings.

My mother Josette Laguerre have worked very hard to buy our beautiful home in Elmont. I also worked very hard to help pay the mortgage of our little paradise on earth.

We are Haitian Americans. Having this beautiful house here in Elmont is certainly the fulfillment of "our American dream".

We are not planning to move.

Please do not ruin our beloved Elmont.

Please do not sacrifice our beloved Elmont for Big Corporation profits.

Governor Cuomo should meet with our community to hear and listen carefully our concerns.

Sincerely,

Ella

From: Laliguori
Sent: Tuesday, February 05, 2019 7:50 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena Project

To whom it may concern,

As a tax payer in the State of NY and a Long Island Resident I am not in favor of this project for the Belmont property. You have a perfectly suitable existing site in Uniondale with the Nassau Coliseum property. Seems like its been a political situation causing the most common sense decision to utilize the existing site at Uniondale. Renovate the Nassau Coliseum the correct way. The existing infrastructure already exist at this location. You have plenty of open space there to build any complimentary venues such as movie theatres, hotels, ect.

At the end of the day Nassau and Suffolk County needs only 1 properly built Coliseum not 2 or 3 (another proposed one in Ronkonkoma). Seems like there's a hidden agenda / scam behind this whole project and its not going to benefit the tax payers on Long Island. Seriously at the end of the day you will have 2 coliseums within miles from each other competing to host venues in order to keep there sites profitable. Do the right thing and revitalize the Uniondale site along with scrapping this Belmont project.

From: Robert Landers
Sent: Monday, January 28, 2019 12:03 PM
To: lot.sm.NewYorkLotteryRules; esd.sm.BelmontOutreach; esd.sm.nys-longisland
Cc: Jonathan_Duran@nigc.gov; boxseats@nyrainc.com
Subject: Meeting Notifications: Proposed Rule for Casino Occupational Licensing and Vendor Registration Amendments

Youth Olympic Accreditation Card Number (Accreditation Number): 1032565

PokerStarLive Card Number is: 3002 3917 7000 3042

Crown Resorts Membership Number: 31150836

New York Gaming Commision Agenda Item 3 Rulemaking: Totalisator Systems

Belmont Park Redevelopment Civic and Land Use Improvement Project

Except as provided in Section provided in Section IV(B) of this Agreement, the Nation shall have total exclusivity with respects to the installation and operation of Casino Gaming and Gaming Devices, by the State or any state authorized entity or person, within the following geographic area: Oneida County, Madison County, Onondaga County, Oswego County, Cayuga County, Cortland County, Chenango County, Otsego County, Herkimer County and Lewis County in the Settlement Agreement by the Oneida Nation the State of New York the County of Madison and the County of Oneida IV. A. Subject to subparagraphs 12(a)(2) and 12(a)(3), the Nation shall have total exclusivity with respect to the installation and operation of, and no person or entity other than the Nation shall permitted to install or operate, Gaming DEvices, Including slot machines, with geographic area(Chemung County, Schuyler County, Yates County, Ontario County, Wayne County) in the Seneca Nation of Indians -State Gaming Compact between the Seneca Nation of Indians and the State of New York12.(a)(1)(i)-(iv). Memorandum of Understanding between the County of st. Lawrence, the Saint Regis Mohawk Tribe and the State of New York 14. states that an Act of Congress to forever extinguish all Mohawk land claims against St. Lawrence County, the State, the New York Power Authority(NYPA) and all other land claim defendants prior to the Settlement Agreement signed by the parties taking effort. Pursuant 25 USC § 2706(b)(7) the National Indian Gaming Commission may enter into contracts with Federal, State, tribal and private entities for activities necessary to the discharge of the duties of the Commission and, to the extent feasible,contract the enforcement of the Commission's regulations with the Indian tribes.

Robert Landers

From: Robert Landers <robert.landers@ymail.com>
Sent: Thursday, February 21, 2019 3:56 PM
To: cirwin@theinnovationgroup.com; esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: audit_mics_inquiry@nigc.gov; dlabetti@nyrainc.com; mravencraft@ntra.com
Subject: Re: TIG Drives Education and Networking at the Inaugural Betting on Sports America(Draft Environmental Impact Statement Comment)

Youth Olympic Accreditation Card Number (Accreditation Number): 1032565
PokerStarLive Card Number: 3002 3917 7000 3042

Crown Resorts Membership Number: 31150836

Horse Racing- What can be learned about the Country's existing punters? New York State

Of the sums so retained, the applicable tax rates shall be as set forth in this paragraph plus fifty percent of the breaks; provided, however, fifty percent of the breaks accruing from an off-track betting corporation licensed in accordance with section one thousand eight of this article and from simulcast theatres licensed in accordance with section one thousand nine of this article, shall be paid to the agriculture and New York state horse breeding and development fund as outlined in the Racing, Pari-Mutuel Wagering and Breeding Law Article 10 Section 1018 1. Pursuant 25 CFR § 542.11 (2) gaming operations that contract directly with a state regulated racetrack as a simulcast service provider, but whose on-site pari-mutuel operations are conducted wholly or in part by tribal gaming operation employees, shall not be required to comply with paragraphs (h)(5) thru (h)(9) of this section. 31 CFR § 1021.500 states that casinos and card clubs are subject to the special information sharing procedures to deter money laundering and terrorist activity requirements set forth and cross referenced in this subpart.

Robert Landers

robert.landers@ymail.com
(305)927-5238

THIS DOCUMENT CONTAINS INFORMATION INTENDED FOR THE EXCLUSIVE USE OF THE INDIVIDUAL TO WHOM IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PROPRIETARY, PRIVILEGED, CONFIDENTIAL AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW

On Wednesday, February 20, 2019, 12:05:16 PM EST, CDC Gaming Reports Inc. <reports@cdcgamingreports.com> wrote:

April 23 - 25, 2019

New York and New Jersey

Join The Innovation Group (TIG) and fellow sports betting thought-leaders this spring at the inaugural Betting on Sports America for four days of premium networking, education and the largest, dedicated sports betting expo hall in the United States. The impressive lineup of

speakers will feature key stakeholders from across the industry, including executives from Hard Rock International, Mohegan Sun, NBA, NJDGE, PGA Tour, Pinnacle and PointsBet.

TIG's intersecting expertise in the tribal gaming market and sports wagering has been tapped to support the following session:

Tribal View - How Do Tribes See the Sports Betting Opportunity?

Wednesday, April 24 | 2:45 - 3:30 P.M.

One of the biggest topics for debate. How will the tribes respond to the sports betting revolution in a gaming arena where exclusivity and compacts are the order of the day? Featured session speakers include:

Walt Fales

SVP of Strategic Development,

Enterprise Gaming

Caesars Entertainment Corporation

Sheila Morago

Executive Director

Oklahoma Indian Gaming Assn.

Joseph Webster

Managing Partner

Hobbs, Straus, Dean & Walker, LLP

Brian Wyman, Ph.D.

SVP, Operations & Data Analytics

The Innovation Group

TIG also is excited to cohost a truly unique networking opportunity on Wednesday evening at Meadowlands Racing and Entertainment from 7 p.m. - midnight. Join us at

The Betting on Sports America Networking Party and enjoy an exclusive, behind-the-scenes look at The Meadowlands' Fan Duel Sports Book. Details here.

ARE YOU A TRIBE OR OPERATOR LOOKING FOR GUIDANCE ON HOW TO GET IN THE GAME NOW?

Check out our Sports Betting Playbook or review our 2019 Gaming Growth Opportunities to see which states we're watching closely.

Upcoming Webinar on Sports Betting

Stay tuned for more details about the first installment of the 2019 ELG Webinar Series. Betting on Sports America and The Innovation Group are partnering to present a session this spring

previewing speakers and content from their upcoming event. Follow @gaming_leaders and @SBCGamingNews for updates.

From: Robert Landers
Sent: Monday, March 25, 2019 10:36 AM
Subject: Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

Seed of Inundation UNGM Number: 410395
Youth Olympic Accreditation Card Number (Accreditation Number): 1032565
PokerStarLive Card Number: 3002 3917 7000 3042
Crown Resorts Membership Number: 31150836

Memorandum of Understanding regarding regulatory program coordination between the Susquehanna River Basin Commission and the New York State Department of Environmental Conservation
1)Long Island National Wildlife Refuge Complex

Pursuant 9 CFR § 151.6 the owner, agent, or importer who applies for a certificate of pure breeding for any animal offered for duty-free entry under this part, shall execute on ANH Form 17-338 a statement that the animal so offered for entry is the animal described in the pedigree certificate furnished to the inspector as prescribed in § 151.4. 50 CFR § 30.11(a) states that feral animals, including horses, burros, cattle, swine, sheep, goats, reindeer, dogs, and cats, without ownership that have reverted to the wild from a domestic state may be taken by authorized Federal or State personnel or by private persons operating under permit in accordance with applicable provisions of Federal or State law or regulation. Animal species which are surplus or detrimental to the management program of a wildlife refuge area may be taken in accordance with Federal and State laws and regulations by Federal or State personnel or by permit issued to private individuals in agreement with 50 CFR § 31.14(a). The United Nations and United States of America Agreement regarding the Headquarters of the United Nations Article II Section 4 (a)(4) states that the United Nations ay establish and operate in the headquarters district facilities for point to point communications to the same extent subject to the same conditions as permitted under applicable rules and regulations for amateur operators in the United States, except that such rules and regulations shall not be applied in a manner inconsistent with the inviolability of the headquarters district provided by section 9(a).

Robert Landers

From: Carl Laron
Sent: Sunday, February 24, 2019 12:07 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment

Michael Avoli

Empire State Development

633 Third Avenue

New York, NY 10017

Writing to express support for the Belmont Park redevelopment project. While I recognize that there a going to be some negative impacts to the surrounding community, as would be the case with any meaningful development on the site, I believe the economic benefit to the entire region make that a worthwhile trade-off. Besides giving the track the boost is so obviously and desperately needs, the arena brings back a treasured asset to the Long Island community, and the shopping complex provides important direct economic benefits that Nassau needs to get it's finances in order once and for all. Perhaps most important, the project will bring with it a sizable number of jobs -- jobs that fit those with a wide range of skills and needs. It's a clear overall win for the vast majority of those in the region.

Carl Laron

From: Bryan Larson
Sent: Saturday, February 23, 2019 2:52 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena

To whom it may concern,
Thank you so much for deciding to build this arena! I've been a life long resident of Long Island in Nassau County. I've seen over the year multiple projects get stalled or held up and not get built. I am in my thirties now and 80% of my friends have already left the Island because there is nothing left here. Prices are too high and the island is stuck in the past. It hasn't brought anything for my generation to be encouraged by.
When I took around Long Island, all the development I see is the same. Long Island loves to build 55+ communities. All you need to do is look at the strip behind the source mall with Meadowbrook Pointe and the new Country Pointe residential communities being built right now in Plainview. These are popping up all over the place helping the older generation, while projects to develop the Nassau County HUB and such are constantly put down.

My generation is leaving Long Island in record numbers. I can't give you the exact number, but I have plenty of empirical evidence based on all the people I talk to in my age group. If Long Island continues to only build residential communities, the island is going to isolate and lose it's younger generation and become a place of retiring parents living far away from their kids.

This project will create jobs, opportunity, and hope. It will bring in quality entertainment to between the Islanders, concerts, and various shows that can be held in NASSAU COUNTY. It will give my generation a reason to want to remain on Long Island, where my family is from. My older brother has already moved away. I don't want to leave the Island I love it here, but honestly there isn't much left and I'm tired of this being the state of "No" on every project. The state already lost Amazon because we said "No". If this project falls through, I will start to believe that nothing can be built here unless it directly benefits the older generation and I will have no reason to stay here, even if my family is from here.

I support this project 100%. Let's finally start to move Long Island into the future, instead of holding it up in the past.

Sincerely,

Bryan Larson, 30

North Bellmore, NY

-----Original Message-----
From: George Lasher
Sent: Friday, January 11, 2019 9:39 AM
To: esd.sm.BelmontOutreach
Subject: Islanders Arena

Gentlemen

My advice to you is to drive the Cross Island and SSP and NSP a few times a week and see what the traffic there is already like. Without a SIGNIFICANT upgrade including new lanes on CIP, traffic will be a worst nightmare than traffic near met Life.

The better place to locate this arena is Ronkonkoma. EASY access via the LIRR right down the Ronkonkoma line. Easy access via the LIE which already has 4 lanes each way.

--
George Lasher

From: rondacpa1
Sent: Thursday, January 03, 2019 4:52 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

Please do not ruin our beautiful town with this large project. Come take a walk in the west end of Floral Park to see the trees and hear the birds at Belmont. If you pave parking lots it will destroy wildlife and ruin our views. Please no mall! Drive around the surrounding area, you will see empty storefronts. There is no demand for more stores here. Thank you for your time and attention to this matter.

Sincerely,

Ronda Lauria

February 27, 2019

To Whom It May Concern:

My name is Cord Lehman, I am 22 years old, and I proudly write in full support of New York Arena Partners and the Belmont project. My family has had season tickets to the New York Islanders since the 1970s. Prior to the 2017-18 season, I became a season ticket member myself after my family decided to not continue to Brooklyn following the 2014-15 season. I have not missed an Islander regular season home game since Friday, March 31, 2017 against the New Jersey Devils. Despite not being a season ticket holder, that game was one of only four I missed in the entire 2016-17 campaign. I was at Belmont Park for the announcement of the Islanders winning the bid on December 20, 2017.

I have been to a total of 21 arenas across the National Hockey League. They are (in order of I have attended) Nassau Veterans Memorial Coliseum (Uniondale, NY), Madison Square Garden (New York, NY), Le Centre Bell (Montréal, QC), AmericanAirlines Center (Dallas, TX), BB&T Center (Sunrise, FL), Barclays Center (Brooklyn, NY), Prudential Center (Newark, NJ), Joe Louis Arena (Detroit, MI), PNC Arena (Raleigh, NC), SAP Center at San Jose (San Jose, CA), Capital One Arena (Washington, DC), Amalie Arena (Tampa, FL), Scotiabank Arena (Toronto, ON), PPG Paints Arena (Pittsburgh, PA), Wells Fargo Center (Philadelphia, PA), Bridgestone Arena (Nashville, TN), T-Mobile Arena (Paradise, NV), Little Caesars Arena (Detroit, MI), Honda Center (Anaheim, CA), Staples Center (Los Angeles, CA), and Enterprise

Center (St. Louis, MO). In March 2019, I expect to add two more in Xcel Energy Center (St. Paul, MN) and Bell MTS Place (Winnipeg, MB). My experiences in traveling to these arenas have taught me so much about how these arenas function, along with what works and what does not. I also have a very good understanding of how to alleviate some of the concerns a group of residents have expressed. I can assure you that many of these concerns are actually non-issues.

I myself, do worry about traffic around the arena, but I have no concerns about it. I realize that I live in New York where there is always going to be traffic. If it adds another 10-15 minutes to my commute, it's not the end of the world. The thinking that the project's traffic would create bottleneck like Belmont Stakes Day is false.

I am more concerned about how the LIRR plans to operate trains to and from the arena on event days. I am not satisfied with two trains pregame and two trains postgame and I demand that there be more. I do not want to have a missed connection at Jamaica, especially if there are service disruptions. There must be trains running between Jamaica and Belmont every 10-20 minutes or so on event days. It is just too important. Fans should be able to stay in the area after events to grab a drink at a bar or a bite to eat at a restaurant. They should not feel rushed to get out of a parking lot or to run to catch the train. In Washington, there are announcements of when the last train leaves the nearest metro station, otherwise people are stuck trying to grab a rideshare like Lyft or Uber. To me, that is extremely unacceptable in New York. This needs to be taken care of in time for opening night. While I just mentioned Lyft and Uber, I think it is important to ensure that there are designated areas for rideshare services to drop off and pick up anyone attending an event. I have found this to be very useful in other

arenas across the country. I am not looking to give favoritism, but I do believe these areas should be as close to the arena as possible in an area easily navigable with excellent signage. This signage should also be clear for finding the Long Island Rail Road.

Parking is also a concern for me. I do believe there should be parking garages instead of open lots. Arriving late to an event can be nerve-wrecking. Having to walk far is not acceptable to me either, especially when the weather is cold and windy. I think a parking garage allows for people to walk safely, keeps cars out of the elements, and makes traffic flow a lot easier.

I mentioned before about how people can patron a bar or a restaurant after an event. I want to bring up what Detroit did with their “District Detroit” plan surrounding Little Caesars Arena. What the Detroit Red Wings did was create what they call the “Via”. It opens a portion of the main concourse independent of the event. They built gathering spaces such as a restaurant and a bar. Even before the doors open, you can walk into The Via, go through security, and have your ticket scanned. From there, all the restaurants, shops, and concession stands within this space are open. You can’t walk down to your seats just yet but I find this addition to be quite useful, especially in cold weather. Some teams will have events inside the arena after a game concludes. I think this would be beneficial to Belmont. This should not just extend to the arena but also how there are plans for a hotel. That hotel will bring in journalists, fans other teams, and opposing players. All of them should have places in the area to patron that are safe but reputable. Giving them a first-class quality space for entertainment on off-nights makes the New York Islanders organization and Long Island as a whole look phenomenal.

The New York Islanders cannot remain at Barclays Center or Nassau Coliseum long term. Brooklyn Sports & Entertainment does not treat Islander fans like first class. Their reputation on Long Island is poor. The Islanders need their own arena to attract fans and free agents without looking as a minor league joke in the big leagues. It is imperative that the team can be in a position to attract corporate sponsors, allowing for us season ticket members and fans that buy single game tickets to enjoy low reasonable prices. In 2016 for Round 2, Game 3 of the Stanley Cup Playoffs, tickets at Barclays Center were as low as $35. That fall, the New York Rangers were charging $65 for the last row in a preseason game. I don't want to see Islander fans paying over $100 for the last row in any game, and this arena helps achieve that.

I hope my comments on this proposal are taken seriously, because I have studied the behaviors of fans across the league and I believe this project has the potential to be the best in all of professional sports.

Very truly yours,

Cord Lehman

From: Timothy Leonard
Sent: Saturday, March 02, 2019 11:09 PM
To: esd.sm.BelmontOutreach
<belmontoutreach@esd.ny.gov>
Subject: Don’t do it

From: Michael Leone
Sent: Thursday, February 21, 2019 7:41 PM
To: esd.sm.nys-longisland <nys-longisland@esd.ny.gov>
Subject: Belmont

If the article I just read is true and you are delaying islanders from building at Belmont even further because a few people in the area are nimby then this is why nothing ever gets done in NY. Haven't we learned from amazon backing out that this is not the way to do business. I wouldn't blame the owners one bit for being fed up and moving the team to a more business friendly state along with the thousands of residents leaving every year. Common sense just let them start building and work with them to improve issues and concerns while under construction. Too much red tape and beuracratic bs in this state. It's becoming a state known for not being pro business. Let those that complain have their neighborhood that is falling apart and have an empty parking lot. That's what they deserve. I can't wait to move out of this garbage state already.

-----Original Message-----
From: Michael Leone
Sent: Friday, February 22, 2019 1:28 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Islanders

Please approve the islanders arena and development at Belmont. This is critical for Long Island and the last hope to keep the Islanders in New York. Belmont is decaying and the area around it is in desperate need of development. This will help further development in the area and create jobs. It will also lead to LIRR renovations in the future and better service. It will show after the failed amazon debacle that NY is pro business and development. Too many people and businesses are fleeing NY and Long Island in droves to tax friendly states. We need to stop this bleeding and fast. Let them start building and continue negotiations and address concerns as it goes on, but to delay or stop the development until then would be a disaster. What message would that send to future developers. Please don't let a few letter writer complaining stop what is best for NY and LI. Look what it did to LIC and amazon deal. Let's go Islanders!

From: Liz Lewis
Sent: Sunday, February 24, 2019 11:53 AM
To: esd.sm.BelmontOutreach
Subject: Islanders in Belmont!

To whom it may concern,

I'm writing this email to support the construction of an arena for the NY Islanders! As a very loyal fan, whose goes to almost very game both in Brooklyn and on the Island, I would be attending almost all games at the new Belmont area. The Islanders deserve a new, up to date, state of the art arena here, back on the island, where their true fans are. They are incredible men who deserve to be treated like any other team in the league.

Thank you so much,

Elizabeth Lewis

From: Betsy Liebmann
Sent: Monday, January 21, 2019 3:28 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Redevelopment

To whom it may concern:

I live on Tulip Avenue in Floral Park and have for the entire 50+ years of my life. I have also been a teacher in the Elmont School District for the past 35 years, so I feel very tied to two communities that will be greatly impacted by the proposed overdevelopment of Belmont Park.

Floral Park is a great community and a wonderful place to live. Living on one of the Village's busiest roadways, of course, I have seen how traffic has increased in a major way. Many evenings when I return home from work, I spend a few minutes sitting in my car in front of my house waiting for an opening in traffic flow so I can back into my driveway. This is in an effort to make it easier and safer to exit my driveway when I next go out. I can't imagine how much harder getting around safely will become to get around the Village if the number of cars and trucks grows exponentially.

Having had the experience of being the caregiver to both my parents during their last illnesses, there were a few times when a medical emergency meant we needed help. The response time of the FP Police and volunteer EMTs was nothing less than amazing. How will that stay the same when streets become regularly clogged and gridlocked? It is a very scary thought.

The safety of students traveling to and from school, whether walking, by bus or car, will be made much more difficult. I don't just mean it will take longer, it will become more dangerous. Common sense dictates that more cars and trucks on the roads will mean more accidents.

Lastly, as a teacher for over three decades, it is clear that ensuring school safety has become much more challenging than when I began my career. The scope of the proposed development makes that immeasurably more difficult for our schools.

School buildings, and the students inside them, will be harder to protect as well, especially playgrounds and playing fields.

The surrounding communities will not benefit if this proposal proceeds. Please reconsider these detrimental plans.

Thank you,

Betsy Liebmann

From: Andrew London
Sent: Friday, February 22, 2019 8:59 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Support for Belmont Arena Project

To the members of the ESD:

I am writing to implore you to approve the Belmont Arena project. This is far too valuable of an economic opportunity to waste. We can not let this project go by the wayside like what happened with Amazon in Long Island City. We need the job and economic growth in the neighborhood as Elmont has become stagnant over the years.

The opposition to this project appears to be politically motivated and should not let us lose sight of what's truly important for our prosperity and livelihood.

In sum, I encourage you to greenlight this project and bring a ray of light back to our community.

Thank you for your time.

Sincerely,

Andrew London

From: Patrick Longo
Sent: Saturday, February 23, 2019 3:02 AM
To: esd.sm.BelmontOutreach
Subject: All For Belmont Arena

I am a die hard islanders fan and I'm all for the Belmont arena! The Islanders and their fans haven't had a place to call him in years, and it's finally time to call Belmont home. Not only will it be great for the team and the fans but it will also benefit the arena around it. Local business will be helped and it will attract more people. I really hope the arena will be built. Lets go Islanders!

From: Michael Lopez
Sent: Friday, March 01, 2019 4:40 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

Hello,

I attended the public meeting held at the Elmont Library several weeks ago concerning the proposed Belmont Arena.

Personally, I believe this development will be a tremendous mistake, since the highways and roads to and from this venue is will in no way be sufficient to accommodate the resulting traffic. Anyone familiar with the Cross Island Expressway knows that the traffic on this highway is often at a standstill and that the construction of a 19,000-seat arena, a shopping mall and a hotel will certainly exacerbate the problem. The fact that we have not received guarantees from the LIRR that trains will be added to the Belmont arena during events held at the location is very, very unfortunate.

I'm sure many of the letters/e-mails you have received concerning this project have centered around the resulting traffic. With the recent anniversary of the bombing of 1 World Trade Center in 1993 in which a truck bomb was detonated below the tower, I could not help but think about the planned construction of the shopping mall. I read that parking for this mall will be located below the mall itself. My question has to do with what security measures will be in place to prevent an incident similar to what happened at 1 World Trade Center in 1993 from taking place at this mall? Will automobile/trucks entering the parking lot situated below the mall be inspected to ensure none of them are loaded with explosives? I am the furthest thing from being an alarmist; however, we need accept the fact that there are deranged individuals out there and we must take every precaution necessary to ensure the safety and security of individuals visiting this venue.

Thank you for your time.

Michael Lopez (Floral Park resident)

From: Randy Lunenfeld
Sent: Thursday, February 28, 2019 11:26 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena Approval

To whom it may concern:

I'm writing in hopes that you will approve the Belmont Arena project. The arena will help revitalize the area surrounding the racetrack and help bring back growth and prosperity to the neighborhood. It will create many positive effects on the community such as job growth, a gathering point for families to come together whether it be for an event or shopping, and also a much needed hotel for the area. The boon it would create for the economy would be tremendous. Without this project and having to start over from scratch, would lead to many more years of stagnation.

Furthermore, having a hockey team in the neighborhood would also have a very positive impact on the economy of the restaurants in the neighborhood. The good the project brings will far outweigh any of the potential negative ramifications it may bring about.

I encourage you to please vote to approve the project.

Thank you very much.

-Randy Lunenfeld

-----Original Message-----
From: Maureen MacDonald
Sent: Tuesday, February 05, 2019 10:04 PM
To: esd.sm.BelmontOutreach
Subject: Too much!

I am totally opposed to the overbearing scope of the Belmont arena project. It has grown to a size that is completely detrimental to the quality of life in surrounding communities.
I am particularly concerned about the plan for over 100 stores as part of the project in light of the poor performance of retail businesses. Traffic concerns are also prominent since the Cross Island Pkwy. is extremely congested already. This entire project has to be reevaluated with the objective of a massive scale-down.

From: Duncan MacDonald <>
Sent: Thursday, February 28, 2019 1:35 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: Sue A. MacDonald <smacdona@optonline.net>
Subject: Belmont Park Development Plan

J'Accuse!

My wife Sue and I have been residents of the Village of Floral Park, Nassau County for almost half a century. We came here and stayed so long because FP is like a diamond in the rough. Amidst the hustle and bustle of nearby Queens and busy major thoroughfares, FP is nestled by boundaries that happily for decades have kept it private, quiet, safe and free for diverse multitudes of families to raise their children in wonderful K-12 schools. One of those boundaries is beautiful Belmont Park (BP).

The Belmont Park Development Plan (BPDP) poses an existential environmental threat to Floral Park and the other communities that border BP. Unfortunately, it seems, Empire State Development officials are leaning in its favor.

I know you have been swamped by reams of papers from residents, community groups and various organizations urging NYS to radically alter or totally enjoin the BPDP. I've read many of those papers against what we've been told will be a mega-development at Belmont. For the life of me I cannot understand why the developers appear on their way to a victory. The damages the BPDP will impose on the BP area are real, severe and will never go away. Never!

For that reason alone, I believe NYS has a moral duty to approach its final decision with great caution.

It is best to keep in mind the "park" component of Belmont Park. To Floral Parkers BP has been a genuine park for over a century. I am sure the other communities near it have felt the same way through the years.

As it is, BP is uniquely blessed with engaging collections of beautiful trees, abundant, diverse shrubs and flowers in every direction. It is the home of perhaps the greatest horse farm in the world, not to mention a farm for all the other animals it keeps for the benefit of its majestic equines.

BP is also an important, thriving, wildlife ecosystem for scores of different birds from all over the Americas, raccoons, rabbits, opossums, garden snakes, squirrels and more. The BPDP unequivocally means their world is going to be erased in perpetuity by wrecking crews and covered over with one of the worst pollutants in the world: cement.

Cement to swell the portfolios of big companies and their owners, while entombing a piece of nature that NYS officials – indeed, all of us – should furiously be working to save and enhance for our descendants for decades to come.

I have been baffled for years by the various plans to develop BP, going back to the hateful casino proposals a decade ago. Not once anywhere, not from any politician or government official, and sadly not from any of my neighbors across FP, have I ever heard anyone make a case for developing the non-racing areas of BP into a traditional park. Often, when I proposed as much, the response was ridicule.

As I see it, there are up to 100 acres, maybe more, of BP that could relatively cheaply be landscaped to create a park to serve the hundreds of thousands of families that reside within 5 miles of it. A park, in short, with:

- A multitude of trees, shrubs and grasslands for picnicking, reading a book, mini-farming;
- Sights to delight our eyes and imaginations;
- Paths for strollers, lovers, bikers and maybe horse-back riding;
- Ball fields and tennis courts;
- Facilities to teach environmentalism;
- Job opportunities for landscapers, rangers, coaches, teachers, security, concessions, parking attendants;
- Benefits that will enhance community property values (cf. Central Park);
- By products that will generate tax revenues;
- All its relevant parts powered by solar energy; and perhaps best of all
- Reasons for people to visit the park to improve their health.

In comparison, the goal of the BPDP is to lure low and middle income people indoors to spend money and promote profits for people who live far from the BP area in rich, low-trafficked, large-plotted communities that are landscaped to resemble parks. Parks, no less!

What a travesty! What hypocrisy!

Another comparison we know all too well are the likely consequences of the BPDP to communities in Queens and Nassau Counties: traffic strangulation, noise and light pollution, wasted energy generation, decline in property values, increases in crime, steep escalation of costs for local governments, residential flight and a deep communal sense of betrayal by their government.

You know this to be so. Were any of you to live in a place like Floral Park or Elmont, you'd be in our camp against the BPDP. You'd know the Plan is as divisive and rotten as the day is long.

If the developers want to do something that will rebound to their respective legacies they should drop their Plan and tap into their private foundations to raise the money needed to adopt my proposal. They should then lobby Governor Cuomo to give it his blessing. Heck, they could even name parts of the park after themselves if they want. Or cede the honor to the Governor.

Do the right thing. Be bold. Think of Fredrick Law Olmstead. Dazzle us by favoring an environmental resurrection for Belmont Park. Please, please, give us the "stuff which dreams are made on".

Duncan A. MacDonald

From: Martin Maguire
Sent: Wednesday, January 23, 2019 10:50 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment

My name is Martin Maguire. My wife,Margaret, and I are lifelong residents of Bellerose Village near Belmont. I want to voice my strong opposition to the proposed redevelopment as it presently stands. Our main concern is the traffic nightmare this project will cause,not only during the development but also the continuing traffic snarls during game day and other special events.

There are two issues. First the main artery, the Cross Island Parkway (CIP) is just that- a Parkway which does not allow any commercial traffic,so during the two to three year development phase, all the construction trucks will have to use the LIE and then come into Floral Park, Elmont etc via residential streets.This will contribute to an already overloaded village infrastructure.

The second issue is the non commercial traffic on the CIP. Since there is no consideration for Mass Transit with an LIRR route and station stop coming from the East where most of the Islander fans live, it will necessitate them driving and using local streets and the CIP. The CIP is already a parking lot at 4-6pm every evening during the week now and that is without any events at Belmont. During the Belmont Stakes, the Floral Park/Bellerose area becomes impassable and that is only one day a year for which the residents adjust their lives. Imagine this scenario on a regular basis. It will destroy our quality of life in this area.

On a business level, your representative stated at the meetings that a " Come Early,Stay Late" policy would be stressed to the fans coming to the events in order to mitigate the traffic flow. This is nonsensical since most fans do not want to spend time waiting around. They want to get in and out. Fans driving to the event may come initially but after they see the traffic snarls getting to and from Belmont on the side streets and the CIP, they will not want to come to the games and attendance will steadily decline which will be disastrous for the developers also.

I urge you to reconsider this ill- thought out concept since without a permanent LIRR station and train service coming from the EAST, the traffic will choke our villages and ultimately result in a decline in arena attendance.

Thank you for considering these points. Please rethink this plan now before it is too late.

From: Ryan Maher
Sent: Saturday, February 23, 2019 12:10 AM
To: esd.sm.BelmontOutreach
Subject:

Good evening,
I am writing in my concern of the arena not going through. I think it's a wonderful chance at great development for a pretty poverty enriched area. The arena project would bring millions and millions of dollars to ELMONT every year. The project needs to be done and bring the Islanders home to Long Island. Thanks

From: jmalfonsi28
Sent: Friday, March 1, 2019 11:59:42 PM
To: esd.sm.BelmontOutreach
Subject: Concerns about Belmont Redevelopment

Hello, I'm concerned with the increase in traffic with proposed plan, how the police and fire are to respond given the unmitigated traffic. How will first responded be able to provide the same level of service to floral Park. Who will handle traffic with all of the 40,000+ visitors per day?

From: jmalfonsi28
Sent: Saturday, March 2, 2019 12:12:56 AM
To: esd.sm.BelmontOutreach
Subject: Over 300 Retail Stores Closed in Last 48 Hours

Please reconsider the Belmont redevelopment mega mall. The community does not want it.

In the last 48 Hours over 300 major retail chains closed their stores. gap, jc penny and Victoria's Secret. Retail is dead. Please reconsider

Thank you.

From: Mannle, Kathleen (HBO)
Sent: Friday, March 01, 2019 3:50 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Concerned Citizen

As a resident of floral park for all of my life I am extremely concerned about this project and what it will mean for my family. I grew up in Floral Park and I am now raising my family here. I live on Hemlock Street which runs parallel to Plainfield so I will be completely affected by the increased traffic. My children go to Floral Park Bellerose school and I am very concerned for them with all that will be going on near them. There are so many better projects that can come here, we do not need a sports arena with drinking and driving, a hotel and another mall.

Please do not let this project happen.

Kathleen Mannle

From: Myron Marinbach
Sent: Wednesday, January 9, 2019 9:48:07 AM
To: esd.sm.BelmontOutreach
Subject: Islanders project

I am not so sure this proposed new home for the Islanders makes sense. The location is barely in Nassau County bordering on Queens which makes it inconvenient for those on the Island to get there with a car
Or with the Long Island Railroad. At best those taking the railroad would have to take 2 trains to get there. No great incentive there. What's going to happen with the facility the rest of the time when the Islanders don't play? Will there be concerts
and special events? It's too bad a Soccer StAdium can't be part of the plan. Soccer
Is a growing sport on Long Island, more so than hockey and would add to the appeal
of the plan. Certainly there is no need for more stores. We have plenty of those in and around the area. It's hard to envision seeing the Islanders coming close to selling out
games in this location. It's a good idea in terms of creating jobs for the short term
but the reality is that in the long term
the Cons outweigh the Pros.

Regards,

Myron Marinbach

From: Kurt Maurer
Sent: Tuesday, January 08, 2019 3:44 AM
To: esd.sm.BelmontOutreach
Subject: The Belmont Project will destroy our quality of life.

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. I am concerned for my two daughters as well as all the other children in the neighborhood. The traffic alone will be dangerous and expose us all to unnecessary pollution.

Please put a stop to this. It is unfair to all the surrounding residents.

Thank you,

Kurt Maurer

From: joe mazzotta
Sent: Thursday, January 10, 2019 1:13 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Arena and Complex

Belmont Park Arena and Complex

I have read the report and am totally satisfied with what I see. I hope to see this project on a fast track. I think the project could even be expanded beyond the current scope and I would look favorably at that if proposed. I do not believe we should fear big projects but just plan well to accommodate them. The sooner there is a shovel in the ground the better.

If there was one thing from my perspective that could make this project even better it would be the placement of the project in my neighborhood 14 miles east on **Hempstead Turnpike / Conklin Street at the intersection of Route 110 in Farmingdale**. And timing could not be better to do so for the reasons below. So here's my last ditch effort to push for that but if not lets get Belmont on a fast track.

1) This East Farmingdale area is ripe for new development on a large scale basis.

2) A proposal to build a "mini-version" of Forest Hills, Queens has just been taken off the table due to community opposition for the project being too massive and building heights too high. The project included multiple residential towers and integrated retail, restaurants and entertainment. One proposal even included a minor league hockey arena. The planned Farmingdale project was much larger than the Belmont proposal so the Belmont Project would be a good fit. I'm sure Suffolk County and the Township of Babylon would be thrilled to entertain this project. They want development in the area.

Key Reasons why the Belmont Project would work great at the Farmingdale location:

1) The property sits less than one mile east of the Nassau-Suffolk border. You can't find a more appropriate location for the New York Islanders. From a historical standpoint, the Islanders training facility in the 70's and 80's was located at this site.

2) The property is directly adjacent to the East Farmingdale Long Island Railroad station. The station is tentatively scheduled for renovation and re-opening. There are no logistic or cost nightmares with the LIRR at this sight as there are at Belmont. This station is on the LIRR main line and the second track project to Ronkonkoma has just been completed. LIRR travel times at the peak hour of 6PM are:

> Manhattan/Penn Station to Farmingdale - about 53 minutes
>
> Brooklyn/Atlantic Terminal to Farmingdale - about 54 minutes
>
> Jamaica/Queens to Farmingdale - about 33 minutes
>
> Ronkonkoma, Suffolk County to Farmingdale - about 27 minutes

3) A Rapid Bus Transit System is planned for Route 110 running north and south traversing every major Long Island East/West artery. Its southern terminus will be at the Amityville LIRR station (4.2 miles south) which sits on the south line of the LIRR which is the most heavily traveled commuter rail line in the nation.

***Items 2 and 3 above easily solve the mass transit needs and concerns.

4) Route 110 traverses every major Long Island East/West highway as follows:

> Southern Parkway is 1 mile south of the site and runs through the most densely populated areas of Nassau and Suffolk Counties.
>
> Sunrise Hwy (Rt 27) is 3.7 miles south of the site.
>
> Long Island Expressway (Rt 495) is 3 miles north of the site.
>
> Northern Parkway is 4 miles north of the site.
>
> Jericho Turnpike (Rt 25) is 6.5 miles north of the site.

5) Republic Airport sits immediately south of the property. Historically, the Islanders have flown their charter flights in and out of Republic Airport.

6) Farmingdale State College sits about 1 mile north of the site.

7) Route 110 is a major business and employment district with multiple thousands of jobs in the immediate area.

8) There are about 1.4 million people in Nassau County and another 1.4 million people in Suffolk County within a 30-35 minute drive of the site.

9) Another 6.5 million people reside in the boroughs of Manhattan, Brooklyn and Queens who could conveniently travel to the site via the LIRR in under 1 hour.

From: John McDonough
Sent: Friday, March 01, 2019 2:45 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Islanders arena

Hello,

I am writing to voice my opinion FOR the Belmont arena. As a resident of a neighboring town, a brand new state-of-the-art arena is exactly what these communities need. It will create jobs, revenue and a pride in the community, the last of which is probably the most important. To have a professional team in your neighborhood will put us on the map nationally, and not just for one Saturday in June. That is something very few towns have the privilege to say and some of the outright falsehoods I have heard about the amount of traffic, noise and disruption is an embarrassment. A small minority of "lobby against everything" will stop at nothing to keep their sliver of power in their section of the world. you build neighborhoods based around business and when jobs come in, standards of living increase and communities thrive.

This arena project comes at the perfect time. The vast majority of folks want it but work and live their lives so they are not being heard and I wanted to speak up and at least let you know that I care about this and want "shovels in the ground" as soon as possible.

Thank you.

John McDonough

From: Dennis McEnery
Sent: Wednesday, February 27, 2019 11:52 AM
To: belmontoureach@esd.ny.gov
Subject: Belmont Park development DEIS comments

As a Belmont Park task force member for Floral Park, it appears that our State ESD officials say that they want to listen to the local communities. Unfortunately what we are telling them is not what they seem to want to hear.

We understand that the hockey arena at Belmont Park seems all but inevitable. If it does fail, however, it will not be the community fault but their own. The New York Islanders announced on May 22, 2018 the hiring of Lou Lamoriello as President of Hockey Operations. Let us hope Lou Lamoriello can now lead the Islanders to another Stanley Cup instead of the slap shot operation that has plagued their organization for years.

The arena, however, must also have a robust infrastructure and community to host the Hempstead Turnpike monstrosity. That infrastructure must include the municipal clean energy cogeneration facility which will provide the hosting communities with a steady electrical supply and guaranteed revenue stream for the rest of this new century.

The proposed retail megamall is just too much in too small an area and is unwanted and unneeded at Belmont Park. Some restaurants and complimentary stores such as one selling personalized Islander jerseys is reasonable, but building another Miracle Mile sized retail center catering to foreign tourists in the at least 4 to well over 9 million range is just out of character with the world class professional sport venue that Belmont Park should continue to be.

The third prong on the three pronged spear being aimed at our community is the 250 room hotel on the Belmont Park campus. Just as the former sleepy Marriott at LIE exit 58 with over 200 rooms is now a VLT casino with a hotel and not the other way around, giving Hard Rock Casinos & Hotels a foothold at Belmont Park is fraught with peril. Plus all the new construction needs to be no taller than the 105 feet high grandstand already setting the prevailing scale of the site

Given the recent developments relating to Sports Book Betting becoming legalized along with the resounding success of the NHL Las Vegas Knights does anyone not foresee the same taking place at Belmont Park too?

Therefore there needs to be a GUARANTEED revenue stream for all 3 hosting municipalities of the Village of Floral Park; the Town of Hempstead; and Nassau County on an EQUAL share basis. A venue hosting fee of 7.5 percent on any NEW revenue streams at Belmont Park is not unreasonable or unfair.

There also needs to be a peace of mind and actual space between Belmont Park and its adjacent neighbors. For Floral Park, maintaining the open space and even restoring it to its prior natural state, is a true mitigation in order to avoid protracted litigation.

That open space must include the long promised but not yet operational water recharge basin for the west end of Floral Park. Once in place the Floral Park recharge basin could even host a controlled dog run space when water is not actively being recharged there.

In sum, que sera sera on the arena; a maybe on the hotel but not a casino in any way; and just say no to the mega-retail monstrosity.

As for mitigation, creating a clean energy facility; obtaining a steady guaranteed revenue stream; reestablishing a natural buffer area; finishing the recharge basin with a dog run on top of it. Add in a REAL master plan for Belmont Park and maybe, just maybe, we can have a constructive give and take dialogue with the State and other Belmont Park stake holders.

Dennis McEnery

From: Dennis McEnery <>
Sent: Wednesday, February 27, 2019 12:26 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: NYAP transportation experts STANTEC demonstrate the significant adverse transportation impacts

As a member of Floral Park's Belmont Task Force, I have been provided the opportunity to review various documents which the vast majority of community members are not even aware exist. Among the many buried documents which the vast majority of community residents have never seen is the attached Memo to Empire State Development from Sumeet Kishnani and Graeme Masterton of Stantec dated June 19, 2018 relating to BELMONT ARENA TRANSIT RIDERSHIP PROJECTIONS AND SERVICE REQUEST, the contents of which are incorporated by reference as if fully included herein.

It is understood that Stantec is NYAP's public transportation experts and that their information is among the most reliable information available in considering the potential adverse impacts the proposed megaproject at Belmont Park.

As an initial matter, Stantec apparently relies upon ACTUAL traffic patterns and impacts actually experienced at Value Retail's much discussed but little understood Bicester Village outside of Oxford England. Now that NYAP and its experts have made specific reference and reliance upon actual traffic patterns and impacts on the hosting English communities, it is demanded that such "back up" information be required to be made available to the public to see what ACTUALLY has taken place at Bicester Village. This included, but is not limited to, the traffic chaos that Bicester Village has created in England, as well as the traffic mitigation measures that have been undertaken which should be implemented at and around Belmont Park BEFORE a single new event takes place there.

Reviewing the estimates, if 15 percent of the Arena and retail guests are estimated to use LIRR, in a typical non-event day, the NYAP's own experts anticipate an average of about 600 persons per hour [400 to 800 persons] from 8AM to 5PM, which is ten hours, or 6000 LIRR users per day. If 6000 LIRR

riders are 15 percent of the total visitors, then that is 40,000 visitors a day, which is 14.6 MILLION A YEAR! Welcome to the new WOODBURY COMMONS [which has 13 million visitors a year].

Even taking the experts "low" average of 400 persons per hour at 4,000 LIRR users per day, if 4000 is 15 percent of the total daily visitors, then that is roughly 27,000 visitors a day, which is 9.86 MILLION A YEAR. So as between 3 million, 6 million or 9 million, the 9 million visitors a year to retail megamall alone is a reasonable estimate.

As for the events at the 19,000 seat arena, the experts estimate 750 riders two hours before the event, 1,800 people an hour before the event, and 300 people during the event, for a total of 2,850, so the remaining 16,150 obviously coming via other means i.e. auto. Once again using the same ratios, 4,250 non LIRR users two hours before the event, 10,200 an hour before the event, and 1,700 during the event. It is also interesting to note that while 2,850 will go to the arena from Penn Station, only 2,200 will go back to Penn station, a leakage of 650 attendees.

The charts beginning on page 11 of 14 are difficult to read and confusing, especially focused upon Black Friday November 25 2021, which projects 4,251 estimated visitors to the "Retail Venues" when Bicester's Retail Village in England is absolutely grid locked and the recent traffic disaster at Tanger Outlet in Deer Park have demonstrated.

Obviously it is very disappointing that the attached information was NOT included within the DEIS itself, which demonstrates that the proposed LIRR service to Belmont only for events and only 2 trains in and 2 trains out is simply inadequate.

By way of further comment, the experts' proposed schedule of 30 daily trains from 9:15 AM until 10:52PM with one seat service from Penn Station to Belmont Park, is GREATER than the just 20 daily trains from Penn Station to Floral Park during the same period, only FOUR [4] of which are one seat service! [page 5 of 14]

The experts' preferred proposed schedule of 30 daily trains from 9:53 AM until 11:30PM with one seat service from Belmont Park to Penn Station, is GREATER than the just the just 15 daily trains form Floral Park to Penn Station during the same period, with only ONE [1!] of which is one seat service! "Change at Jamaica" will be an unheard phrase by their "retail destination" customers, while Floral Park residents will shortly be trekking through Jamaica when the LIRR's new track 9 "Brooklyn Scoot" platform becomes operational.

This is another reason that the North lot at Belmont Park should be designated as a municipal parking facility operated by the Town of Hempstead and the Village of Floral Park, instead of NYAP or even NYRA on non-Belmont Stakes race days.

The fact that the attached information was never shared with members of the public prior to the public sessions which took place at Elmont Public Library last month and the fact that NYAP has not provided the public transportation modeling based upon their actual transportation experiences and activities at Bicester Village outside of Oxford England, including even “Black Friday” the day after Thanksgiving or “Boxing Day” the day after Christmas is inexcusable.

The DEIS needs to be redone and resubmitted.

Dennis J. McEnery,
esq.

Stantec

Memo

To:	Empire State Development	From:	Sumeet Kishnani Graeme Masterton
		Date:	June 19, 2018

Reference: Belmont Arena Transit Ridership Projections and Service Request

This memo describes projected transit ridership at the Belmont Arena site, and includes service recommendations to meet this demand. Stantec has prepared this memo on behalf of New York Arena Partners ("NYAP") in the context of their development of an arena-anchored, mixed-use development adjacent to Belmont Park.

Executive Summary

The proposed Belmont Arena project (the "Project") includes destination retail, a 19,000-seat Arena, and a hotel on the site adjacent to Belmont Park. The mix of uses on event days would include Arena attendees, retail guests, racetrack attendees, hotel users, and employees. To meet the demand and guest expectations, the following recommendations are made for LIRR transit service:

- Two trains per hour are requested between New York Penn Station and Belmont, during peak operating hours (9AM-5PM). This is similar to the transit service provided at Bicester Village, a similar Value Retail development, near London. This service frequency would meet the guest and employee ridership demands, and it would also allow for an average wait time of no more than 15 minutes.
- The service would ideally provide one-seat access between New York Penn Station and Belmont, to encourage higher transit utilization.
- Three trains per hour would be required during the pre- and post-event peak hours.
- A fourth train may be required during the pre-event peak hour for weekend midday events, when retail activity is projected to be higher than on weeknights.
- Additional event service outside the pre- and post-event peak hours would help meet the demand for early-arriving or late-departing guests.

For the purposes of this analysis, we have assumed that a small percentage of guests would take transit (LIRR) to the site. This includes 15% of Arena attendees and retail guests, and 30% of Arena and retail employees. Generally, to accommodate this demand, train service would be required during the day for retail, and special service would be required in the evening for a game or concert at the arena. Each condition is discussed below as well as a combined weekend daytime when an arena event may occur during the peak retail hours.

Typical Non-Event Day

Based on these estimates, the projected rail-based ridership demand to the site from Manhattan or connecting via Jamaica is between 400 to 800 persons per hour between the hours of 8AM and 5PM on a typical non-event weekend day, and 200 to 400 persons per hour between these hours on a typical non-event weekday. The retail customer targeted for this site is more likely to utilize rail than bus and have expectations of a one-seat journey from Manhattan. Arrival volumes are projected to be highest in the early morning hours (between 8AM and 12PM), while departures are expected to be higher between 12 PM and 5PM.

Reference: **Belmont Arena Transit Ridership Projections and Service Request**

The transit demand projections are based on the actual temporal distribution profile of vehicle arrivals and departures at Bicester Retail Village, which is comparable in size to the retail component of the Project and features 30-minute frequency rail service from central London (Marylebone Station) with a trip time averaging around one hour.

The retail entry demand is highest between 8 AM and 5PM. Based on these demand observations and the transit mode share described above, the projected retail demand for a non-event weekday and weekend day are shown in Figure 1.

Figure 1: Non-Event Day Transit Demand

An analysis was conducted to determine the type of service that would be required to meet this demand, based on the following assumptions:

- Retail guests would desire a one-seat ride from New York Penn Station to Belmont. A two-seat connection with a transfer at Jamaica would greatly inconvenience these guests and may affect the transit mode share adversely. Many of these guests are expected to take rideshare, taxi, or transit from their point of origin to Penn Station, so it is essential to provide a reliable, convenient, one-seat connection between Penn Station and Belmont.
- The average wait time for a train should be similar to that in London, at 15 minutes or less. Two trains per hour would achieve this objective.
- The transit service should accommodate the peak demand.
- The transit service for retail users would primarily be required outside of commuter peak hours (e.g., between 8 AM and 4 PM).

Based on these assumptions, our recommendation is for two trains per hour between New York Penn Station and Belmont Park Station between the hours of 9 AM and 5 PM. Ideally, this would be in the form of a train from Penn Station that stops at Jamaica, enters Belmont Station, and then returns to Penn Station.

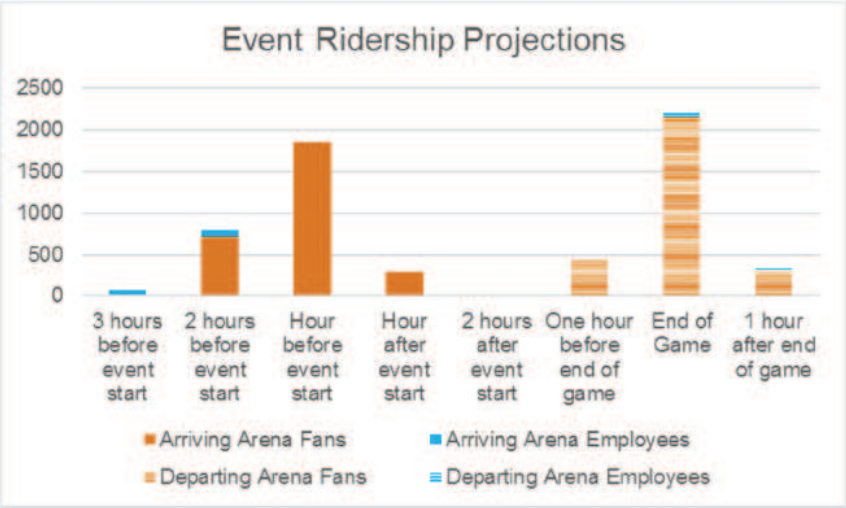
Weeknight Events

A majority of the fans (65%) are assumed to arrive during the hour before the start of the event. Some fans are projected to arrive early, and a small percentage are projected to arrive after the start of the event. Similarly, most fans (75%) are assumed to leave within the hour after the end of the game. As shown in Figure 2, there would be a demand of around 750 riders two hours before an event, and about 1,800 people an hour before the event, with about 300 people seeking train service within the first hour after an event starts. For departures,

there is an expectation that there could be about 2,200 riders seeking trains back to Penn Station in the first hour after the event.

To accommodate the projected demand, we would like to request a train during a time 1-2 hours prior to the event, three dedicated trains during the 6:30-7:30 hour (weeknight NHL events and concerts will start at 7:30 or later.), and one train after 7:30 for late-arriving guests. In the hour after the event, three trains would be required during the peak egress hour, and one train for late departing guests an hour after the end of the game. Ideally, the three peak-hour egress trains would be situated at the Belmont Station at the end of the game to facilitate faster loading times for fans departing the Arena.

Figure 2: Pre-and Post-Event Transit Projections

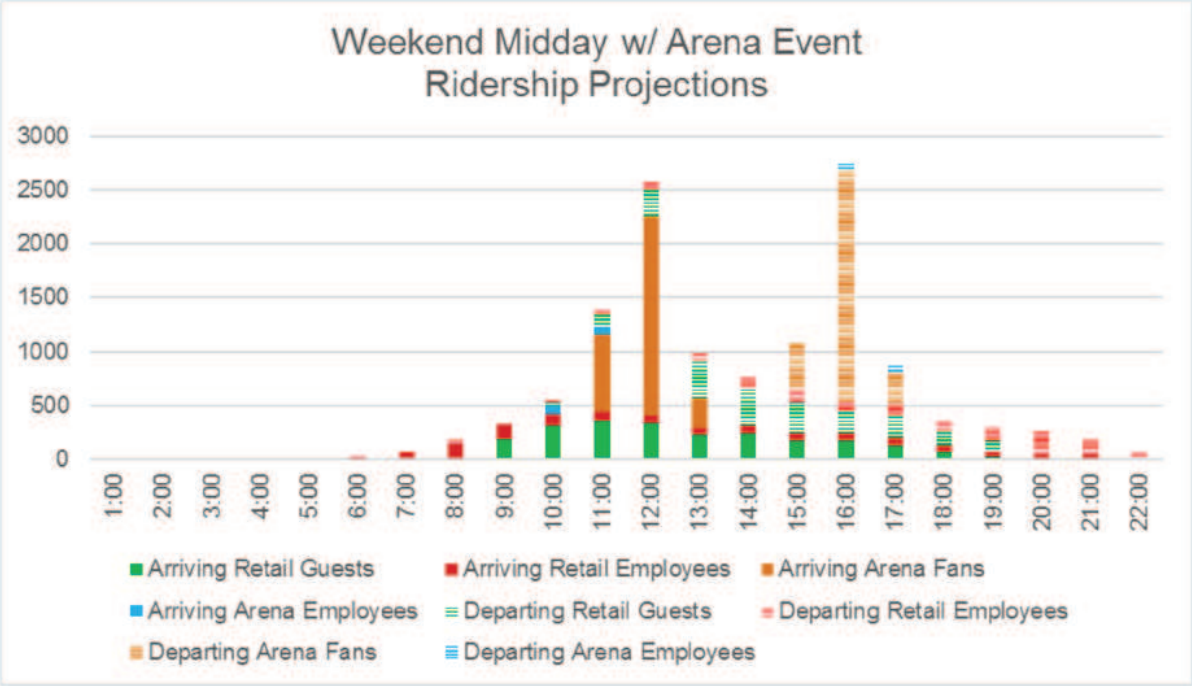


Weekend Midday Events

The highest hourly transit ridership is projected to occur during weekend midday events (e.g., Saturday 1PM NHL event), when there would be an overlap between peak retail and Arena activity. Figure 3 shows the projected demand on a peak weekend day. The peak passenger demand is projected to be some 2,500 passengers in the peak hour, with about 2,000 arriving passengers and 500 passengers departing (primarily retail guests). In the post-event peak hour, the passenger ridership demand is projected to be up to 3,000 passengers. Three dedicated egress trains operating at capacity would accommodate this demand in the peak hour, but an additional (fourth) train during the weekend midday egress hour would provide a better travel experience for both Arena and retail guests with less congested trains.

The transit ridership projection at times other than the peak ingress and egress hours is less than 1,500 passengers per hour, of which approximately 1,200 passengers are projected to travel in the peak direction (entering the Site before the game, and exiting the Site after the game). Our request of two trains per hour between 9AM and 5PM should provide sufficient capacity for both site-generated demand and some background weekend transit demand for these off-peak weekend hours.

Figure 3: Weekend Midday Event Day Transit Projections



Conclusion

In summary, we would like to request the following to accommodate the projected transit ridership of the proposed Project:

- Two trains per hour from New York Penn Station to Belmont, on a daily basis, between the hours of 9AM and 5PM. These would be existing services that are routed into and out of Belmont.
- One train 1-2 hours before an event start time, to accommodate early arriving guests. Regular 30-minute service would meet this demand.
- Three trains from New York Penn Station to Belmont to accommodate the ingress demand on a weeknight (6:30-7:30PM for a 7:30 start), and three trains to accommodate the egress demand.
- One train 1 hour after the event ends, to accommodate late-departing guests.
- For a peak weekend midday event, three pre-game peak hour trains should be sufficient to accommodate the projected ridership. Arena departures are more concentrated than arrivals, and a fourth train is recommended in the hour after an event to provide a better, less congested experience for both retail and Arena guests. With regular planned 30-minute service, this would require one additional special event train in the pre-game peak hour, and two additional special event trains in the post-game hour.

- All of these services would ideally provide one-seat access between Belmont and Penn Station, with a stop at Jamaica to provide connectivity for other riders. A one-seat ride is essential to encourage transit ridership for retail and Arena guests.
- A sample schedule is shown Figure 4, assuming additional, dedicated trains are provided between Penn Station and Belmont.

Figure 4: Train Schedule – Service to Belmont Park

Daily Train Service to Belmont Park

Lv. Penn Station	Arr. Jamaica	Ar. Belmont Park	Lv. Belmont Park	Lv. Jamaica	Ar. Penn Station
9:15 AM	9:36 AM	9:48 AM	9:53 AM	10:05 AM	10:26 AM
9:45 AM	10:06 AM	10:18 AM	10:23 AM	10:35 AM	10:56 AM
10:15 AM	10:36 AM	10:48 AM	10:53 AM	11:05 AM	11:26 AM
10:45 AM	11:06 AM	11:18 AM	11:23 AM	11:35 AM	11:56 AM
11:15 AM	11:36 AM	11:48 AM	11:53 AM	12:05 PM	12:26 PM
11:45 AM	12:06 PM	12:18 PM	12:23 PM	12:35 PM	12:56 PM
12:00 PM	**12:21 PM**	**12:33 PM**	**12:38 PM**	**12:50 PM**	**1:11 PM**
12:15 PM	12:36 PM	12:48 PM	12:53 PM	1:05 PM	1:26 PM
12:45 PM	1:06 PM	1:18 PM	1:23 PM	1:35 PM	1:56 PM
1:15 PM	1:36 PM	1:48 PM	1:53 PM	2:05 PM	2:26 PM
1:45 PM	2:06 PM	2:18 PM	2:23 PM	2:35 PM	2:56 PM
2:15 PM	2:36 PM	2:48 PM	2:53 PM	3:05 PM	3:26 PM
2:45 PM	3:06 PM	3:18 PM	3:23 PM	3:35 PM	3:56 PM
3:15 PM	3:36 PM	3:48 PM	4:00 PM	4:12 PM	4:33 PM
3:30 PM	**3:51 PM**	**4:03 PM**	**4:08 PM**	**4:20 PM**	**4:41 PM**
3:37 PM	**3:58 PM**	**4:10 PM**	**4:15 PM**	**4:27 PM**	**4:48 PM**
3:45 PM	4:06 PM	4:18 PM	4:23 PM	4:35 PM	4:56 PM
4:15 PM	4:36 PM	4:48 PM	5:00 PM	5:12 PM	5:33 PM
4:45 PM	5:06 PM	5:18 PM	5:23 PM	5:35 PM	5:56 PM
5:15 PM	5:36 PM	5:48 PM	5:53 PM	6:05 PM	6:26 PM
5:45 PM	**6:06 PM**	**6:18 PM**	**6:23 PM**	**6:35 PM**	**6:56 PM**
6:15 PM	**6:36 PM**	**6:48 PM**	**6:53 PM**	**7:05 PM**	**7:26 PM**
6:30 PM	**6:51 PM**	**7:03 PM**	**7:08 PM**	**7:20 PM**	**7:41 PM**
6:45 PM	**7:06 PM**	**7:18 PM**	**7:23 PM**	**7:35 PM**	**7:56 PM**
7:10 PM	**7:31 PM**	**7:43 PM**	**7:48 PM**	**8:00 PM**	**8:21 PM**
9:32 PM	**9:44 PM**	**10:05 PM**	**10:10 PM**	**10:22 PM**	**10:43 PM**
9:52 PM	**10:04 PM**	**10:25 PM**	**10:30 PM**	**10:42 PM**	**11:03 PM**
10:02 PM	**10:14 PM**	**10:35 PM**	**10:40 PM**	**10:52 PM**	**11:13 PM**
10:12 PM	**10:24 PM**	**10:45 PM**	**10:50 PM**	**11:02 PM**	**11:23 PM**
10:52 PM	**11:04 PM**	**11:25 PM**	**11:30 PM**	**11:42 PM**	**12:03 AM**

Weekend Midday Event Days Only
Weekday and Weekend Evening Events Only
Daily Service
Pre-Event Peak Hour
Post-Event Peak Hour

NEW BELMONT ARENA - "SAMPLE" EVENT SCHEDULE							RETAIL VISITORS					Total LIRR Riders (Arena + Retail)		
Date	Event	Start Time	Type	Estimated Attendance	Holidays	Estimated LIRR Riders for Arena Event - 15% of Attendees	Estimated Visitors Before 5pm	Estimated LIRR Riders Retail Shopping - 15% of Visitors Before 5pm	Estimated Visitors After 5pm	Estimated LIRR Riders Retail Shopping - 15% of Visitors After 5pm	Total LIRR Riders Retail Shopping - 15% of Visitors	Total LIRR Riders (Arena + Retail)	LIRR Riders from the West - 90%	LIRR Riders from the East - 10%
Fri, Oct 1, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,238	360
Sun, Oct 3, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct , 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Tue, Oct 5, 2021							251	638	508	76	71	71	6 2	71
Wed, Oct 6, 2021							251	638	508	76	71	71	6 2	71
Thu, Oct 7, 2021	sla. de s Rec la Seeso	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Fri, Oct 8, 2021	Half House Concert	7:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 39	2,195	2
Sat, Oct 9, 2021	Motor Sports	2:00 PM; 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Sun, Oct 10, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 11, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 12, 2021							251	638	508	76	71	71	6 2	71
Wed, Oct 13, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Thu, Oct 1 , 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 15, 2021	Motor Sports	7:00 PM	Family	11,500		1,725	251	638	508	76	71	2, 39	2,195	2
Sat, Oct 16, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Oct 17, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 18, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 19, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	251	638	508	76	71	3,26	2,937	326
Wed, Oct 20, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	251	638	508	76	71	3,26	2,937	326
Thu, Oct 21, 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 22, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 23, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,238	360
Sun, Oct 2 , 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Oct 25, 2021							251	638	508	76	71	71	6 2	71
Tue, Oct 26, 2021	Ethnic Concert	8:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 39	2,195	2
Wed, Oct 27, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Thu, Oct 28, 2021							251	638	508	76	71	71	6 2	71
Fri, Oct 29, 2021							251	638	508	76	71	71	6 2	71
Sat, Oct 30, 2021							7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Oct 31, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,238	360
Mon, Nov 1, 2021						-	251	638	508	76	71	71	6 2	71
Tue, Nov 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Wed, Nov 3, 2021	Half House Concert	7:00 PM	Concert	11,500		1,725	251	638	508	76	71	2, 39	2,195	2
Thu, Nov , 2021						-	251	638	508	76	71	71	6 2	71
Fri, Nov 5, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	251	638	508	76	71	3,11	2,802	311
Sat, Nov 6, 2021						-	7,311	1,097	673	101	1,198	1,198	1,078	120
Sun, Nov 7, 2021	Half House Concert	7:00 PM	Concert	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Mon, Nov 8, 2021						-	4,251	638	508	76	71	71	6 2	71
Tue, Nov 9, 2021						-	4,251	638	508	76	71	71	6 2	71
Wed, Nov 10, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71	3,26	2,937	326
Thu, Nov 11, 2021						-	4,251	638	508	76	71	71	6 2	71
Fri, Nov 12, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71	3,11	2,802	311
Sat, Nov 13, 2021	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,097	673	101	1,198	3,598	3,238	360
Sun, Nov 1 , 2021						-	7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Nov 15, 2021						-	4,251	638	508	76	71	71	6 2	71
Tue, Nov 16, 2021						-	4,251	638	508	76	71	71	6 2	71
Wed, Nov 17, 2021						-	4,251	638	508	76	71	71	6 2	71
Thu, Nov 18, 2021	Field Family	7:00 PM	Family	11,500		1,725	4,251	638	508	76	71	2, 39	2,195	2
Fri, Nov 19, 2021	Field Family	10:00 AM; 2:00 PM; 7:00 PM	Family	11,500		1,725	4,251	638	508	76	71	2, 39	2,195	2
Sat, Nov 20, 2021	Field Family	10:00 AM; 2:00 PM; 7:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Sun, Nov 21, 2021	Field Family	2:00 PM	Family	11,500		1,725	7,311	1,097	673	101	1,198	2,923	2,630	292
Mon, Nov 22, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71	3,26	2,937	326
Tue, Nov 23, 2021	sla. de s Rec la Seeso	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71	3,11	2,802	311
Wed, Nov 2 , 2021						-	4,251	638	508	76	71	71	6 2	71
Thu, Nov 25, 2021					THANKSGIVING DAY		4,251	638	508	76	71	71	6 2	71
Fri, Nov 26, 2021	WWE/UFC	7:00 PM	Family	11,500		1,725	4,251	638	508	76	71	2, 39	2,195	2
Sat, Nov 27, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,097	673	101	1,198	3,748	3,373	375
Sun, Nov 28, 2021					Hanukkah	-	7,311	1,097	673	101	1,198	1,198	1,078	120
Mon, Nov 29, 2021					Hanukkah	-	4,251	638	508	76	71	71	6 2	71
Tue, Nov 30, 2021	Corporate / Community / O	6:00 PM	Other	3,500	Hanukkah	525	4,251	638	508	76	71	1,239	1,115	12
Wed, Dec 1, 2021					Hanukkah	-	5,31	797	635	95	892	892	803	89
Thu, Dec 2, 2021	islanders Regular Season	7:30 PM	Hockey	16,000	Hanukkah	2, 00	5,31	797	635	95	892	3,292	2,963	329
Fri, Dec 3, 2021	islanders Regular Season	7:30 PM	Hockey	16,000	Hanukkah	2, 00	5,31	797	635	95	892	3,292	2,963	329
Sat, Dec , 2021	Full House Concert	8:00 PM	Concert	17,000	Hanukkah	2,550	9,139	1,371	8 1	126	1, 97	4 7	3 9 2	05
Sun, Dec 5, 2021					Hanukkah	-	9,139	1,371	8 1	126	1, 97	1,97	1,3 7	150
Mon, Dec 6, 2021						-	5,31	797	635	95	892	892	803	89
Tue, Dec 7, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	892	3,292	2,963	329
Wed, Dec 8, 2021						-	5,31	797	635	95	892	892	803	89
Thu, Dec 9, 2021	Full House Concert	8:00 PM	Concert	17,000		2,550	5,31	797	635	95	892	3, 2	3,098	3
Fri, Dec 10, 2021						-	5,31	797	635	95	892	892	803	89
Sat, Dec 11, 2021	Ethnic Concert	8:00 PM	Concert	11,500		1,725	9,139	1,371	8 1	126	1, 97	3,222	2,900	322
Sun, Dec 12, 2021	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	9,139	1,371	8 1	126	1, 97	3,697	3,327	370
Mon, Dec 13, 2021						-	5,31	797	635	95	892	892	803	89
Tue, Dec 1 , 2021	Corporate / Community / O	6:00 PM	Other	3,500		525	5,31	797	635	95	892	1, 17	1,278	1 2
Wed, Dec 15, 2021						-	5,31	797	635	95	892	892	803	89
Thu, Dec 16, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	892	3,292	2,963	329
Fri, Dec 17, 2021						-	5,31	797	635	95	892	892	803	89
Sat, Dec 18, 2021						-	9,139	1,371	8 1	126	1, 97	1, 97	1,3 7	150
Sun, Dec 19, 2021						-	9,139	1,371	8 1	126	1, 97	1, 97	1,3 7	150
Mon, Dec 20, 2021						-	5,31	797	635	95	892	892	803	89
Tue, Dec 21, 2021						-	5,31	797	635	95	892	892	803	89
Wed, Dec 22, 2021						-	5,31	797	635	95	892	892	803	89
Thu, Dec 23, 2021						-	5,31	797	635	95	892	892	803	89
Fri, Dec 2 , 2021					CHRISTMAS EVE	-	5,31	797	635	95	892	892	803	89
Sat, Dec 25, 2021					CHRISTMAS DAY	-	9,139	1,371	8 1	126	1, 97	1, 97	1,3 7	150
Sun, Dec 26, 2021						-	9,139	1,371	8 1	126	1, 97	1, 97	1,3 7	150
Mon, Dec 27, 2021	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	5,31	797	635	95	892	3,292	2,963	329

Tue, Dec 28, 2021						-	5,31	797	635	95	892		892	803	89
Wed, Dec 29, 2021	Disney On Ice	2:00 PM, 7:00 PM	Family	11,500		1,725	5,31	797	635	95	892		2617	2,356	262
Thu, Dec 30, 2021	Disney On Ice	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	5,31	797	635	95	892		2617	2,356	262
Fri, Dec 31, 2021	Disney On Ice	2:00 PM, 5:00 PM	Family	11,500	NEW YEAR S EVE	1,725	5,31	797	635	95	892		2617	2,356	262
Sat, Jan 1, 2022	Disney On Ice	10:00 AM, 2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,067	673	101	1,198		2923	2,630	292
Sun, Jan 2, 2022	Disney On Ice	2:00 PM, 5:00 PM	Family	11,500		1,725	7,311	1,067	673	101	1,198		2923	2,630	292
Mon, Jan 3, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Jan , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Wed, Jan 5, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Jan 6, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Fri, Jan 7, 2022	College Hockey	7:00 PM	Hockey	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Sat, Jan 8, 2022	College Basketball	Noon	Basketball	17,000		2,550	7,311	1,067	673	101	1,198		37,8	3,373	375
Sun, Jan 9, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Mon, Jan 10, 2022	WWE/UFC	7:00 PM	Family	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Tue, Jan 11, 2022						-	4,251	638	508	76	71		71	6,2	71
Wed, Jan 12, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Jan 13, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Fri, Jan 1 , 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Sat, Jan 15, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Jan 16, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Mon, Jan 17, 2022					MLK DAY	-	4,251	638	508	76	71		71	6,2	71
Tue, Jan 18, 2022						-	4,251	638	508	76	71		71	6,2	71
Wed, Jan 19, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Thu, Jan 20, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Fri, Jan 21, 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Jan 22, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Jan 23, 2022	Harlem Globetrotters	2:00 PM	Family	11,500		1,725	7,311	1,067	673	101	1,198		2,923	2,630	292
Mon, Jan 2 , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Tue, Jan 25, 2022						-	4,251	638	508	76	71		71	6,2	71
Wed, Jan 26, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Jan 27, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Fri, Jan 28, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Sat, Jan 29, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Jan 30, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Mon, Jan 31, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Feb 1, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	638	508	76	71		1,239	1,115	12
Wed, Feb 2, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Feb 3, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Fri, Feb , 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Feb 5, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Feb 6, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Mon, Feb 7, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Feb 8, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Wed, Feb 9, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Thu, Feb 10, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Fri, Feb 11, 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Feb 12, 2022	College Basketball	Noon	Basketball	17,000		2,550	7,311	1,067	673	101	1,198		37,8	3,373	375
Sun, Feb 13, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Mon, Feb 1 , 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Feb 15, 2022						-	4,251	638	508	76	71		71	6,2	71
Wed, Feb 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Thu, Feb 17, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Fri, Feb 18, 2022	College Hockey	7:00 PM	Hockey	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Sat, Feb 19, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,198		2,923	2,630	292
Sun, Feb 20, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Mon, Feb 21, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Feb 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Wed, Feb 23, 2022	Cirque Du Soleil	7:00 PM	Family	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Thu, Feb 2 , 2022	Cirque Du Soleil	7:00 PM	Family	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Fri, Feb 25, 2022	Cirque Du Soleil	2:00 PM, 7:00 PM	Family	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Sat, Feb 26, 2022	Cirque Du Soleil	2:00 PM, 7:00 PM	Family	11,500		1,725	7,311	1,067	673	101	1,198		2,923	2,630	292
Sun, Feb 27, 2022	Cirque Du Soleil	Noon, 7:00 PM	Family	11,500		1,725	7,311	1,067	673	101	1,198		2,923	2,630	292
Mon, Feb 28, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Mar 1, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Wed, Mar 2, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Thu, Mar 3, 2022						-	4,251	638	508	76	71		71	6,2	71
Fri, Mar , 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Mar 5, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Mar 6, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Mon, Mar 7, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		900	4,251	638	508	76	71		1,81	1, 52	181
Tue, Mar 8, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		900	4,251	638	508	76	71		1,81	1, 52	181
Wed, Mar 9, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Thu, Mar 10, 2022						-	4,251	638	508	76	71		71	6,2	71
Fri, Mar 11, 2022	NCAA Tournament	Noon, 7:00 PM	NCAA	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Sat, Mar 12, 2022	NCAA Tournament	Noon, 7:00 PM	NCAA	17,000		2,550	7,311	1,067	673	101	1,198		37,8	3,373	375
Sun, Mar 13, 2022	NCAA Tournament	2:00 PM	NCAA	17,000		2,550	7,311	1,067	673	101	1,198		37,8	3,373	375
Mon, Mar 1 , 2022	HS Sports	7:00 PM	Amateur Sports	6,000		900	4,251	638	508	76	71		1,81	1, 52	181
Tue, Mar 15, 2022	HS Sports	7:00 PM	Amateur Sports	6,000		900	4,251	638	508	76	71		1,81	1, 52	181
Wed, Mar 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Thu, Mar 17, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	638	508	76	71		2, 39	2,195	2
Fri, Mar 18, 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Mar 19, 2022						-	7,311	1,067	673	101	1,198		1,198	1,078	120
Sun, Mar 20, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Mon, Mar 21, 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Mar 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Wed, Mar 23, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Mar 2 , 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Fri, Mar 25, 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Mar 26, 2022	islanders Regular Season	3:00 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Mar 27, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,198		37,8	3,373	375
Mon, Mar 28, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	638	508	76	71		3,26	2,937	326
Tue, Mar 29, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	4,251	638	508	76	71		3,11	2,802	311
Wed, Mar 30, 2022						-	4,251	638	508	76	71		71	6,2	71
Thu, Mar 31, 2022						-	4,251	638	508	76	71		71	6,2	71
Fri, Apr 1, 2022						-	4,251	638	508	76	71		71	6,2	71
Sat, Apr 2, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Sun, Apr 3, 2022	islanders Regular Season	7:30 PM	Hockey	16,000		2, 00	7,311	1,067	673	101	1,198		3,598	3,238	360
Mon, Apr , 2022						-	4,251	638	508	76	71		71	6,2	71
Tue, Apr 5, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	638	508	76	71		1,239	1,115	12

Wed, Apr 6, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Apr 7, 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,251	636	506	76	71	3,11	2,802	311
Fri, Apr 8, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Apr 9, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 10, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 11, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Apr 12, 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,251	636	506	76	71	3,11	2,802	311
Wed, Apr 13, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Thu, Apr 1 , 2022	islanders Post Season	7:30 PM	Hockey	16,000		2,00	4,251	636	506	76	71	3,11	2,802	311
Fri, Apr 15, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Apr 16, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 17, 2022					EASTER	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 18, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Apr 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Apr 20, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Apr 21, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Apr 22, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Apr 23, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Apr 2 , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Apr 25, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Apr 26, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Apr 27, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Apr 28, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Apr 29, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Apr 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 1, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, May 2, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, May 3, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, May , 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, May 5, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Fri, May 6, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, May 7, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 8, 2022					Mothers' Day	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, May 9, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, May 10, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, May 11, 2022	Ha' House Concert	7:00 PM	Concert	11,500		1,725	4,251	636	506	76	71	2,39	2,195	2
Thu, May 12, 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Fri, May 13, 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, May 1 , 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, May 15, 2022	Large Conference	Noon	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Mon, May 16, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, May 17, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, May 18, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, May 19, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, May 20, 2022	e Sports	7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1, 52	161
Sat, May 21, 2022	e Sports	2:00 PM	Other	6,000		900	7,311	1,067	673	101	1,196	2,098	1,886	210
Sun, May 22, 2022	e Sports	2:00 PM	Other	6,000		900	7,311	1,067	673	101	1,196	2,098	1,886	210
Mon, May 23, 2022	WWE/UFC	7:00 PM	Family	11,500		1,725	4,251	636	506	76	71	2, 39	2,195	2
Tue, May 2 , 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Wed, May 25, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, May 26, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, May 27, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	4,251	636	506	76	71	2, 39	2,195	2
Sat, May 28, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, May 29, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Mon, May 30, 2022					MEMORIAL DAY	-	4,251	636	506	76	71	71	6,2	71
Tue, May 31, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Jun 1, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Jun 2, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Jun 3, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Jun , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Jun 5, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 6, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Tue, Jun 7, 2022						-	4,251	636	506	76	71	71	6,2	71
Wed, Jun 8, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Thu, Jun 9, 2022	Belmont Stakes Event	3:00 PM	Festival	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Fri, Jun 10, 2022	Bel_ o t Sta es E. e 1	:00 PM	Festival	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Jun 11, 2022	Belmont Stakes Event	5:00 PM	Festival	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jun 12, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 13, 2022	HS Graduation	10:00 AM; 2:00 PM; 7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1, 52	161
Tue, Jun 1 , 2022	HS Graduation	10:00 AM; 2:00 PM; 7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1, 52	161
Wed, Jun 15, 2022	HS Graduation	10:00 AM; 2:00 PM; 7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1, 52	161
Thu, Jun 16, 2022	HS Graduation	10:00 AM; 2:00 PM; 7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1, 52	161
Fri, Jun 17, 2022	Ha' House Concert	7:00 PM	Concert	11,500		1,725	4,251	636	506	76	71	2, 39	2,195	2
Sat, Jun 18, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, Jun 19, 2022					FATHERS DAY	-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jun 20, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Jun 21, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Jun 22, 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Thu, Jun 23, 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Fri, Jun 2 , 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Jun 25, 2022	Large Conference	Noon; 7:00 PM	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jun 26, 2022	Large Conference	Noon	Other	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Mon, Jun 27, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Jun 28, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Jun 29, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Jun 30, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Jul 1, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Jul 2, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Jul 3, 2022	Corporate / Community / O	6:00 PM	Other	3,500	INDEPENDENCE DAY	525	7,311	1,067	673	101	1,196	1,723	1,550	172
Mon, Jul , 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Jul 5, 2022						-	4,251	636	506	76	71	71	6,2	71
Wed, Jul 6, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Jul 7, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Jul 8, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Sat, Jul 9, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7 8	3,373	375
Sun, Jul 10, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jul 11, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Jul 12, 2022						-	4,251	636	506	76	71	71	6,2	71

Wed, Jul 13, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Jul 1 , 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Jul 15, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Jul 16, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Jul 17, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Jul 18, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Tue, Jul 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Jul 20, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Thu, Jul 21, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Fri, Jul 22, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Sat, Jul 23, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	7,311	1,067	673	101	1,196	1,723	1,550	172
Sun, Jul 2 , 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	7,311	1,067	673	101	1,196	1,723	1,550	172
Mon, Jul 25, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Jul 26, 2022						-	4,251	636	506	76	71	71	6,2	71
Wed, Jul 27, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Jul 28, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Jul 29, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Jul 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	7,311	1,067	673	101	1,196	3,7,8	3,373	375
Sun, Jul 31, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Aug 1, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Aug 2, 2022	Religious Conference	Noon	Other	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Wed, Aug 3, 2022	Religious Conference	Noon	Other	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Thu, Aug , 2022	Religious Conference	Noon	Other	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Fri, Aug 5, 2022	Religious Conference	7:00 PM	Other	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Sat, Aug 6, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Aug 7, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Aug 8, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Aug 9, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Aug 10, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Aug 11, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	636	506	76	71	2,,39	2,195	2
Fri, Aug 12, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Aug 13, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, Aug 1 , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Aug 15, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Aug 16, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Aug 17, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Aug 18, 2022	Misc Family Show	7:00 PM	Family	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Fri, Aug 19, 2022	Misc Family Show	7:00 PM	Family	6,000		900	4,251	636	506	76	71	1,61	1,52	161
Sat, Aug 20, 2022	Misc Family Show	2:00 PM, 7:00 PM	Family	6,000		900	7,311	1,067	673	101	1,196	2,096	1,886	210
Sun, Aug 21, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Aug 22, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Aug 23, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Wed, Aug 2 , 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Aug 25, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Aug 26, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Aug 27, 2022	Amateur Sports	2:00 PM, 7:00 PM	Amateur Sports	6,000		900	7,311	1,067	673	101	1,196	2,096	1,886	210
Sun, Aug 28, 2022	Amateur Sports	2:00 PM	Amateur Sports	6,000		900	7,311	1,067	673	101	1,196	2,096	1,886	210
Mon, Aug 29, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Aug 30, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Aug 31, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Sep 1, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Sep 2, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Sep 3, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Sun, Sep , 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Sep 5, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Sep 6, 2022	Corporate / Community / O	6:00 PM	Other	3,500	***LABOR DAY***	525	4,251	636	506	76	71	1,239	1,115	12
Wed, Sep 7, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Sep 8, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Sep 9, 2022	Half House Concert	7:00 PM	Concert	11,500		1,725	4,251	636	506	76	71	2,,39	2,195	2
Sat, Sep 10, 2022	Amateur Sports	2:00 PM, 7:00 PM	Amateur Sports	6,000		900	7,311	1,067	673	101	1,196	2,096	1,886	210
Sun, Sep 11, 2022	Amateur Sports	2:00 PM	Amateur Sports	6,000		900	7,311	1,067	673	101	1,196	2,096	1,886	210
Mon, Sep 12, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Sep 13, 2022						-	4,251	636	506	76	71	71	6,2	71
Wed, Sep 1 , 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Sep 15, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Fri, Sep 16, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326
Sat, Sep 17, 2022	Ethnic Concert	8:00 PM	Concert	11,500		1,725	7,311	1,067	673	101	1,196	2,923	2,630	292
Sun, Sep 18, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Sep 19, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Tue, Sep 20, 2022	islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	4,251	636	506	76	71	2,51	2,262	251
Wed, Sep 21, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Sep 22, 2022	islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	4,251	636	506	76	71	2,51	2,262	251
Fri, Sep 23, 2022						-	4,251	636	506	76	71	71	6,2	71
Sat, Sep 2 , 2022	islanders Pre-Season	7:30 PM	Hockey	12,000		1,800	7,311	1,067	673	101	1,196	2,996	2,696	300
Sun, Sep 25, 2022						-	7,311	1,067	673	101	1,196	1,196	1,076	120
Mon, Sep 26, 2022						-	4,251	636	506	76	71	71	6,2	71
Tue, Sep 27, 2022	Corporate / Community / O	6:00 PM	Other	3,500		525	4,251	636	506	76	71	1,239	1,115	12
Wed, Sep 28, 2022						-	4,251	636	506	76	71	71	6,2	71
Thu, Sep 29, 2022						-	4,251	636	506	76	71	71	6,2	71
Fri, Sep 30, 2022	Full House Concert	8:00 PM	Concert	17,000		2,550	4,251	636	506	76	71	3,26	2,937	326

From: Dennis McEnery
Sent: Wednesday, February 27, 2019 4:12 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org
Subject: Need to identify number of jobs and average salaries of each

Empire State Development, the state's economic development agency, issued a nearly 700-page draft environmental impact study showing that the project would increase traffic congestion in the area, even with additional Long Island Rail Road trains running to and from the site on game days. But the information did not include the memorandum of understanding within the DEIS itself.

Note $150,000 annual average salary for 25,00 to 40,000 workers touted in now abandoned Amazon deal. How much are the average Belmont Park jobs going to be?

Dennis J. McEnery,
esq.

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New York State Urban Development Corporation
d/b/a Empire State Development
633 Third Avenue
New York, New York 10017

New York City Economic Development Corporation
110 William Street
New York, New York 10038

The City of New York
City Hall
New York, New York 10007

November 12, 2018

Holly Sullivan
Head of WW Economic Development
Amazon.com Services, Inc.
2121 7th Ave
Seattle, WA 98121

Long Island City Development Project

Dear Ms. Sullivan:

This memorandum of understanding (the "MOU") sets forth certain understandings and agreements among New York State Urban Development Corporation d/b/a Empire State Development ("ESD"); The City of New York (the "City"); New York City Economic Development Corporation ("NYCEDC"; together with the City and ESD, the "Public Parties"), and Amazon.com Services, Inc. (the "Company"), with respect to a project to create, in coordination with the Company's development partners, a new corporate headquarters for Amazon.com, Inc. and its affiliates in New York City, including the design, development, construction, renovation and operation of what will initially be approximately 4,000,000 square feet of commercial space and the creation of 25,000 new jobs with an average wage of over $150,000 annually within 10 years of the date hereof, with a planned expansion for a total of 6,000,000 to 8,000,000 square feet of commercial space that is expected to result in the creation of up to 40,000 new jobs within 15 years of the date hereof (the "Project").

The Public Parties and the Company agree to work diligently together in good faith to undertake the actions described herein in order to implement the Project expeditiously and successfully.

1. Development Sites. The Project will be located in the Borough of Queens on some or all of the public and private sites depicted on Attachment A to this MOU, and/or potentially other nearby sites to be mutually determined by the Public Parties and the Company

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(collectively, the "Development Sites"). The Project is anticipated to include a new corporate headquarters and other uses described in Section 11(b) below.

2. Design Guidelines. The Public Parties and the Company will agree on a set of design guidelines (the "Design Guidelines") for the Project. These Design Guidelines shall be generally consistent with the LIC Waterfront Design Guidelines developed by the City's Department of City Planning. The Design Guidelines shall be reflected in the Development Plan referenced in Section 3 below and will be incorporated into the transaction documents for the Project.

3. Development Plan. The Company will submit to the Public Parties, for their review and approval, a development and land use plan (the "Development Plan") for the Project that is consistent with the Design Guidelines. The Development Plan will contain an overall project timeline mutually agreed upon by the Public Parties and the Company (the "Project Timeline") setting forth the timeframe within which the development of each of the facets of the Project should occur, including commercially reasonable construction and occupancy milestones for the Company consistent with the time frames described in the first paragraph of this MOU, which shall include (i) construction commencement on a new mixed-use office building or buildings of at least 1,500,000 gross square feet on the Public Development Sites (as defined below) (the "Initial Construction Phase") within twelve (12) months of final approval of a general project plan (the "GPP") and the leasehold conveyance of the Public Development Sites (excluding the DOE Premises) by ESD to the Company or its development partners, subject to extension due to unavoidable delay; (ii) completion of construction of the Initial Construction Phase within 48 months of construction commencement, subject to extension due to unavoidable delays; and (iii) occupancy of substantially all of the commercial office space of the buildings completed within the Initial Construction Phase by the Company and its affiliates (i.e., any entity that directly or indirectly through one or more intermediaries controls, is controlled by, or is under common control with the Company), no later than twelve (12) months after substantial completion of construction of the Initial Construction Phase. The Development Plan shall also incorporate certain key commitments described in Section 11(b) below, as well as the Department of Education building (the "DOE Premises") and the other Development Sites currently owned by the City (collectively, the DOE Premises and such other Development Sites are hereinafter referred to as the "Public Development Sites"). The Public Development Sites may be reconfigured by agreement of the Public Parties and the Company.

4. Financial and Operating Plan. The Company will prepare and submit to the Public Parties a plan describing in general terms the financing and operating plan for the Project (the "Financing and Operating Plan"). This Financing and Operating Plan will include a projected budget for the Project as well as a statement of proposed sources and uses of funds that will be used to develop the Project.

5. Public Parties Commitments.

(a) Subject to the review and acceptance by the Public Parties of the Development Plan and Design Guidelines, and the Financing and Operating Plan, and in accordance with statutory requirements, including all necessary State and City approvals, the Public Parties will utilize diligent efforts to:

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(i) adopt a GPP that incorporates the Design Guidelines, the Development Plan (containing the Project Timeline), and the Financial and Operating Plan, make project findings and take such other actions and proceedings under the New York State Urban Development Corporation Act (the "UDC Act") as may be necessary or convenient to establish the Project as one or more "projects" under the UDC Act;

(ii) complete all necessary public review and approval processes, including State Environmental Quality Review ("SEQR"), and coordinate the activities of all City and State agencies involved in such reviews and approvals;

(iii) secure passage of any necessary legislation to facilitate financing and implementation of the Project;

(iv) relocate City agencies that currently occupy portions of the Public Development Sites in a manner that is in accordance with the Development Plan and Project Timeline (the cost and expense of these relocations shall be borne by (1) the Company and/or its development partners in the case of the relocation of NYCDOT to the site identified on Attachment A and the temporary relocation of DOE parking to new sites, and (2) the City, in the case of the DOE Premises, utilizing proceeds from the fair market rental of the DOE Premises, as described in Attachment B hereto);

(v) undertake a community outreach process with the Company from the public announcement of the Project to the final approval of the GPP in order to engage all relevant stakeholders with respect to the Project;

(vi) acquire and dispose of the Development Sites (or ground lease for ninety-nine (99) years, in the case of Public Development Sites, as the same may be reconfigured with the consent of the Public Parties) to the Company or its development partners, including any acquisition or disposition necessary to facilitate the PILOT transactions that are contemplated in Section 7 below; and

(vii) fund public-serving infrastructure improvements in the adjacent neighborhood, as is customary through the capital budget appropriation process, in addition to those funded through the Infrastructure Fund described in Section 7(d) below.

(b) The Public Parties recognize that the Company needs access to the Development Sites and agree to assist in securing access to a helipad on the Development Sites, as part of the Development Plan and subject to FAA approval. If the Public Parties and the Company mutually agree that an onsite helipad is not feasible, the Public Parties will assist the Company in securing access to a helipad in an alternative location in reasonable proximity to the Development Sites. Any new construction would be at the Company's sole expense, and, in order to minimize disruption to the surrounding communities, the Company agrees to: (i) limit flights and landings to corporate use by the Company; (ii) cooperate with the Public Parties in selecting the least disruptive feasible location on the Development Sites; (iii) restrict landings to no more than 120 per year; and

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(iv) require that all flights be exclusively over water or the Development Sites, to the extent consistent with applicable laws, rules and regulations.

6. Project Implementation. Upon completion of the actions described in Section 5 above in accordance with the Project Timeline, the Public Parties and the Company shall take such actions as are required to implement the Project as generally described herein, subject to the review and approval by each party thereto of the form and content of the agreements in order to implement the Project.

7. Disposition of Development Sites.

(a) Public Development Sites. ESD will acquire from the City for nominal consideration the City's fee title to each of the Public Development Sites, subject to the City's right to reacquire fee title to each such site, subject in each case to the ground lease for such site, at any time on or after the fortieth (40th) anniversary of the first rent payment described below becoming due with respect to such site. ESD will net lease (for a term not to exceed 99 years) the Public Development Sites (other than the DOE Premises, which shall be leased on the terms set forth in Attachment B) to the Company, its development partner, or a joint venture comprised of the Company and its development partner, for a total agreed base rent payment, exclusive of PILOT, of $850,000 per annum (such price being consistent with the competitively procured terms of NYCEDC's prior agreement with the Company's development partner and reflective of costs to be assumed by the Company that include but are not limited to City agency relocations as described in Section 5(a)(iv)(1) above and the Specific Infrastructure and Community Commitments described in Section 11(b) below), together with other terms, covenants and conditions that are customary for City transactions of this type, including with respect to lease and rent commencement, rent obligations, security deposit or other customary assurance reasonably acceptable to the Public Parties, assignment and transfers, completion and payment guarantees, and representations and warranties. The leases shall include an obligation to implement the requirements described in Section 11(b) below. The rent will commence on a date to be agreed upon by the parties and will escalate in accordance with an agreed upon schedule based on the Consumer Price Index. These lease payments will be subject to certain abatements if the City agencies do not relocate within the respective timeframes called for in the Project Timeline, provided that the Company has otherwise timely performed its obligations with respect to such relocations. ESD hereby agrees to assign all rent payments to NYCEDC as lease administrator for the City.

(b) DOE Premises. Certain terms regarding the lease of the DOE Premises by the Company are attached hereto as Attachment B.

(c) Private Development Sites. The Company shall convey, or shall cause the private Development Site owners to convey, fee title to each of the private Development Sites (the "Private Development Sites") to ESD for $1.00, subject to ESD's obligation to convey fee title to each of such sites to the Company or its designee after the issuance of a temporary certificate of occupancy for improvements at each such site.

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(d) PILOT; Infrastructure Fund.

(i) Each Development Site lease with ESD shall include a provision obligating the lessee to make payments in lieu of real property taxes ("PILOT") throughout the term of the lease (which for each Private Development Site lease shall be limited to the period ending upon the reconveyance of such site to the Company or its designee as described in Section 7(c) above) in an amount equal to the real property taxes that would otherwise be due with respect to land and improvements if such property were not otherwise exempt from real property taxes, less the amount of any as-of-right real property tax abatements applicable to the property. The assessed value of any portion of the property that is occupied by public sector or other exempt uses shall be excluded in the calculation of PILOT.

(ii) Until the date of the City's reacquisition of fee title to any Public Development Site, which shall occur at the City's option on or after the 40th anniversary of the rent commencement date for each such site (such date to be agreed upon by the parties), ESD shall assign at least fifty percent (50%) of the PILOT received pursuant to the leases for the Public Development Sites into an account (the "Infrastructure Fund") to be held by NYCEDC, with the balance to be assigned by ESD directly to the City for deposit to the City's general fund. The Infrastructure Fund shall be used to pay for any infrastructure improvements (including but not limited to streets, sidewalks, utility relocations, environmental remediation, public open space, transportation, schools and signage) outside of the Development Sites (but within a to-be-determined geographical area within Long Island City) and for such additional uses to be determined by NYCEDC on a discretionary basis after giving consideration to the recommendations of an Advisory Board to be appointed by the Public Parties at such time that the Infrastructure Fund is sufficient to finance one or more capital projects.

8. As of Right Tax Incentives. The Company may apply for any as-of-right tax benefits that may be applicable to the Project. NYCEDC and ESD will assist the Company with respect to any such as-of-right tax benefits, as they would in the ordinary course.

9. Project Incentives. The State, through ESD, will offer a package of Project incentives to the Company including Excelsior tax credits and a capital grant. The details of that package and the commitments required of the Company in exchange for those incentives are articulated in the attached incentive proposal from ESD labeled Attachment C.

10. Workforce Development.

(a) The City (or NYCEDC), ESD and the Company agree to make an initial investment of $5 million each (totaling $15 million) beginning in calendar year 2020 to fund workforce development initiatives in connection with the Project. The Company will collaborate with the Public Parties over the next ten (10) years, to develop workforce development initiatives that will impact thousands of students and workers. These initiatives may include the following:

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(i) New York City-based technology training programs targeting non-traditional demographics including NYCHA residents, combined with Company recruiting and interviewing efforts directed to students graduating from such programs and interested in employment by the Company. Programs may include: (1) accelerated technology training programs through third-party training providers with experience serving New Yorkers; (2) programs established under the NYC Tech Talent Pipeline, the City's Industry Partnership developing pathways for New Yorkers to tech careers; and/or (3) the provision of space on the Development Sites for workforce development programming that cultivates talent from all backgrounds, including graduates from accelerated technology training programs and local college students;

(ii) Internships and work-based learning opportunities for public high school students. These could include internships and career exploration activities (e.g., career days, mock interviews, site visits, and other work-based learning opportunities); and

(iii) Additional programming and training that are reflective of the Company's talent attraction and retention goals in New York City, including the implementation of programs with City and State colleges that build upon the Company's past efforts.

(b) In addition, the Company will hold or participate in events on a semi-annual basis at Queensbridge Houses such as job fairs and resume workshops in order to promote employment opportunities to NYCHA tenants for at least the initial three years of the project, starting in calendar year 2020. Thereafter, the parties will collaborate in good faith to determine additional measures to support NYCHA tenants.

11. Company Commitments. The Company will make the following commitments in connection with the Project:

(a) Development Costs. With the exception of any incentives and other benefits to be provided by the Public Parties as described above, each Development Site lessee will be solely responsible for all other costs in connection with the Project, including the costs of required environmental impact mitigation measures identified through SEQR that are either (i) located on the Development Sites, or (ii) are by their nature costs typically borne by a private developer and are in the direct vicinity of the Development Sites and are directly related or attributable to the Project (e.g., ingress/egress to the Development Sites).

(b) Specific Infrastructure and Community Commitments. The Company, in cooperation with the lessee/developer(s) of the Development Sites, will:

(i) be responsible for the financing, construction and maintenance of all necessary infrastructure improvements within the Development Sites, including but not limited to: (1) internal streets, sidewalks, utilities, and sewers, and for the cost of any improvements to sewer infrastructure that are required to directly serve the Development Sites; (2) shoreline and bulkhead reconstruction required for the

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Development Sites; (3) a public waterfront esplanade and adjacent public open space; and (4) those amenities described in Section 11(b)(iii) below, and will maintain such infrastructure, in accordance with the Project transaction documents, Development Plan, Design Guidelines, and any additional requirements under the GPP, and/or as required by law. The Company, in cooperation with the lessee/developer(s) for each Development Site, shall also construct and relocate utilities within the Development Sites, all in accordance with the Development Plan;

(ii) collaborate with the Public Parties to facilitate the dedication of one site controlled and/or owned by the Company's development partner(s) or other parties for the use of an intermediate public school or primary public school within Long Island City; and

(iii) collaborate with the Public Parties and the Company's development partner(s) on required program uses to be located at the Development Sites in accordance with the Development Plan, which shall include the following program elements to be allocated by development phase in a manner acceptable to the Public Parties, and subject to the program delivery phasing requirements specified in the Development Plan: (1) approximately 10,000 zoning square feet ("zsf") of workforce development and training space and approximately 43,650 square feet of public open space, to be located at the Public Development Sites; (2) approximately 263,600 zsf of light manufacturing space, 25,000 zsf of community facility use/artist workspace, 10,000 zsf of art and tech accelerator space, 22,500 zsf of prebuilt incubator space, and 80,000 zsf of step-out space, to be located either at the Development Sites or at other Long Island City sites reasonably approved by the City; and (3) approximately 106,000 square feet of public open space to be located at the Private Development Sites.

(c) Community Engagement. The Company will assist the Public Parties with community engagement and outreach and provide representatives to join briefings with elected officials and involved community boards, as well as public hearings and meetings concerning the Project.

12. M/WBE Commitments. The Public Parties and the Company are dedicated to furthering the participation of minority- and women-owned businesses and the hiring of minorities, women and local residents with respect to the Project, in accordance with applicable laws and the requirements set forth in Attachment C.

13. Project Coordination. The Public Parties each agree to designate a qualified person or persons with appropriate authority as its senior project coordinator(s). The senior project coordinators will work directly with the Company to endeavor to ensure that all administrative details relating to the Public Parties and the development of the Project are processed in the most efficient and expeditious fashion possible. The senior project coordinators may designate subject-matter specialist coordinators and additional coordinators as needed.

14. Support for Innovation. The Public Parties understand that an innovative economy that supports new technology development, environmental sustainability and forward-looking

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products and services is of paramount importance to the Company and agree to continue their commitment to foster and develop this type of atmosphere within New York State, New York City and Long Island City, while balancing the needs of workers and the public.

15. Public Announcements. The Public Parties and the Company agree to reasonably cooperate with respect to any public announcement or public disclosure of any information of any type or nature given by one party to the other (or otherwise obtained) relating to the transactions described in this MOU. The first public announcement of the Project will be made by the Company alone, but coordinated between the Company and the Public Parties. Promptly following the Company's public announcement, the City and State will issue a joint press release with respect to the Project. Prior to such public announcement, the Company and the Public Parties shall not make any public announcements concerning the Project and the transactions described herein.

16. Project Timing. The Public Parties and the Company acknowledge and agree that the timely completion of Project milestones in accordance with the Project Timeline is essential to ensure the long-term success of the Project. Accordingly, each party agrees to use diligent efforts to accomplish its respective obligations in accordance with the Project Timeline to be agreed upon among the parties.

17. Further Assurances. The Public Parties agree to do all things and take all actions reasonably required after the date hereof to fulfill their obligations hereunder, including the obtaining, execution, and delivery of all necessary or desirable signatures, filings, consents, authorizations, and approvals as expeditiously as is possible.

18. Legal Requirements. It is understood and agreed that the actions and approvals contemplated herein are subject to all applicable legal requirements.

19. Governing Law; Venue. This MOU shall be governed by, and construed in accordance with, the laws of the State of New York (without giving effect to principles of conflicts of laws). The parties hereto agree that any and all claims asserted by or against any or all of the Public Parties arising under this MOU or related thereto shall be heard and determined either in the courts of the United States located in New York City or in the courts of the State of New York located in the City and County of New York.

20. MOU Obligations. The Company and the Public Parties agree that, except as set forth in Section 15 above, (a) neither the provisions of this MOU, nor any discussions had or to be had between the Company and the Public Parties in respect of the Project shall in any event form the basis for any action against, or claim of liability on the part of, any or all of the Company and the Public Parties; and (b) this MOU is non-binding and does not create or give rise to any legally enforceable rights or legally enforceable obligations or liabilities of any kind on the part of any party hereto. The terms of this Section 20 shall survive the expiration or earlier termination of this MOU.

21. Termination. This MOU is terminable at will by the Public Parties or the Company upon sixty (60) days' written notice.

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22. Notices. Any notices, statements, certificates, requests, demands, or other communications required or permitted to be given to any party to this MOU will be in writing and delivered by overnight mail, addressed to the parties at their respective addresses set forth above or to such other addresses as such party may designate in the manner herein provided. Notice will be deemed received on the date of receipt.

This MOU may be executed and delivered in counterparts by facsimile or other electronic means, each of which so executed and delivered counterpart is original, and such counterparts, together, shall constitute but one and the same instrument. Each of the parties hereto agrees to additionally execute, and deliver, original copies of this agreement circulated subsequent to its initial execution and delivery by facsimile or other electronic means.

Please execute this MOU below to indicate your acknowledgment of, and agreement to, the foregoing.

Signature Page Follows

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Very truly yours,

NEW YORK STATE URBAN DEVELOPMENT CORPORATION d/b/a EMPIRE STATE DEVELOPMENT

By: DocuSigned by: Howard Zemsky 66F2D82A1882465...
Howard A. Zemsky
President and Chief Executive Officer

THE CITY OF NEW YORK

By: DocuSigned by: Alicia Glen 58D54B1F03294F9...
Alicia Glen
Deputy Mayor for Housing and Economic Development

NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

By: DocuSigned by: James Patchett D83A3409FE51417...
James Patchett
President and Chief Executive Officer

ACKNOWLEDGED BY:

NEW YORK STATE DIVISION OF THE BUDGET

By: DocuSigned by: 2E6C7E6CEA804A6...
Robert Mujica
Director of the Budget

AMAZON.COM SERVICES, INC.

By: DocuSigned by: Brian Huseman 43771361E6CD46C...
Name: Brian Huseman
Title: Authorized Representative

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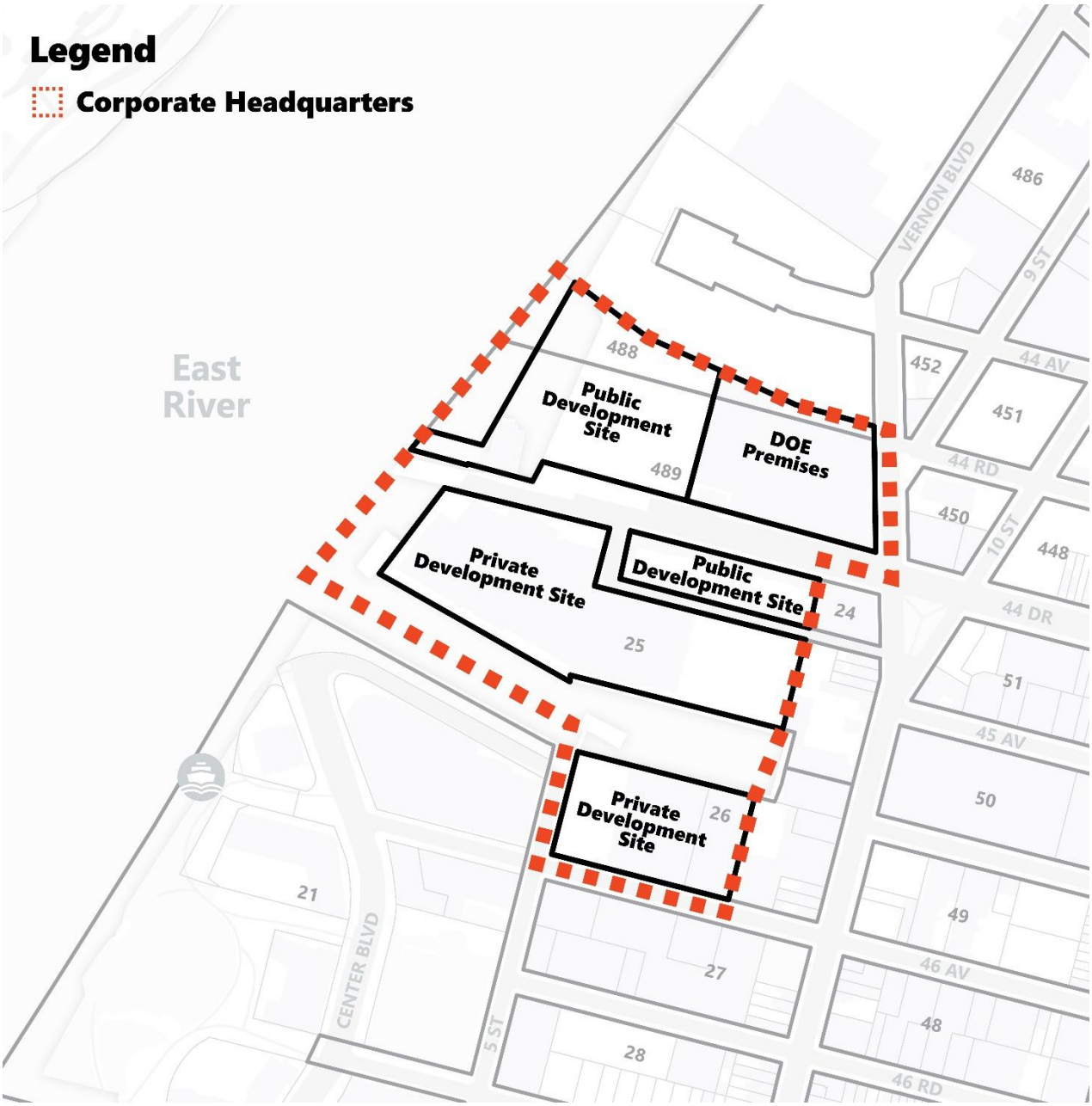
Attachment A

Development Sites Map



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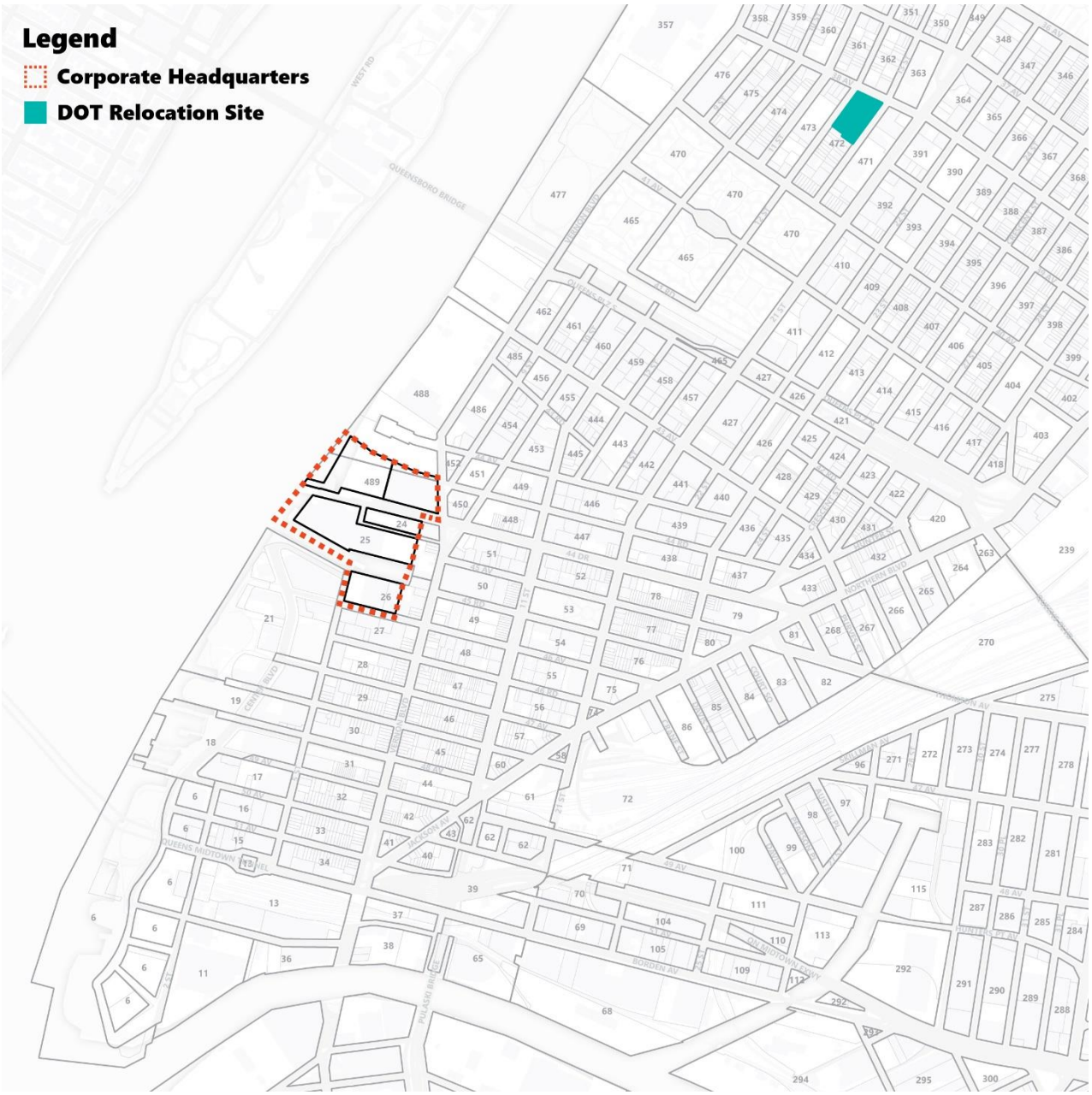
Attachment A – Development Sites Map –Page 2



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Attachment B

DOE Premises Lease Transaction Terms

1) Due Diligence Period. By no later than March 11, 2019 (the period from the date of the MOU to such date, the "Due Diligence Period"), the Company shall perform any necessary due diligence with the permission of the City and inform the Public Parties if it intends to enter into a 99-year net lease (the "Lease") for an approximately 672,000 square foot building located at 44-36 Vernon Boulevard in Long Island City, Tax Block 489, lot 1 and Tax Block 488, lot 11 (the "DOE Premises").

2) City Covenant. During the Due Diligence Period, the City agrees that it will not lease the DOE Premises to any third party unless the Company notifies the Public Parties that it does not intend to lease such premises. If during the Due Diligence Period, the Company notifies the Public Parties that it intends to lease the DOE Premises (the "Lease Notice"), the City agrees that it will not lease the DOE Premises to any third party as long as the Company and the Public Parties are diligently seeking to obtain approvals for the Project.

3) Lease Implementation. After the Company delivers the Lease Notice, the Public Parties shall use diligent efforts to negotiate the terms and conditions of the Lease transaction with the intention that ESD, the City and the Company will execute and deliver a binding Agreement (the "Agreement") for the DOE Premises within a mutually agreeable timeframe (not exceeding one hundred and twenty (120) days) after the final adoption by ESD of the GPP. The Agreement will include a substantially final form of the Lease (on terms customarily provided by the City) to be executed and delivered by ESD and the Company upon satisfaction of all conditions precedent to such execution, which shall include, but are not limited to, the following:

a) the City's relocation of all tenants at the DOE Premises by January 1, 2022 (provided that such period shall be extended by the total number of days elapsed from the date of approval of the GPP to the date of execution of the Agreement, such extension not to exceed one hundred and twenty (120) days in the aggregate); and

b) the acquisition of fee title to the DOE Premises by ESD (which the City agrees to facilitate in accordance with the terms of the disposition of the Public Development Sites as set forth in the MOU).

4) Rent. The initial annual base rent (the "Base Rent") shall equal the fair market rental value as determined by an Appraisal (as defined below). Based upon an analysis of comparable recent building sales prices in the vicinity of the DOE Premises, the parties hereby stipulate that such amount does not exceed, and therefore the Base Rent shall not exceed, the value of $500 per built gross square foot multiplied by 6.25%. The Base Rent will commence upon delivery of vacant possession of the DOE Premises to the Company and shall be increased in each subsequent Lease year by the product of the Base Rent for the immediately preceding lease and the lesser of (a) the 12-month cumulative increase in the Consumer Price Index for All Urban Consumers in New York – Northern New Jersey-Long Island area or a successor index for the immediately preceding Lease year, and (b) three percent (3%).

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5) Appraisal. No later than 90 days prior to the proposed closing date of the Lease, NYCEDC shall obtain and share with the Company an independent appraisal (the "Appraisal") of the fair market rental value of the DOE Premises as built and taking into account sales of, and income generated at, comparable commercial use properties exclusively for the period prior to the date of the MOU and any capital investments made by the City in coordination with the Company after the date of the MOU.

6) PILOT. For each tax year or portion thereof during the term of the Lease, the Company, as tenant, shall pay PILOT in accordance with Section 7(d) of the MOU.

7) Compliance with Law. The Lease will require the Company to comply with all applicable Federal, State, and Local laws.

8) MOU. The terms set forth in this Attachment B are deemed to be a part of the MOU, subject to all of the terms and conditions set forth therein.

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Attachment C

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NEW YORK STATE OF OPPORTUNITY. | Empire State Development

November 12, 2018

Holly Sullivan
Head of WW Economic Development
Amazon.com Services, Inc.
2121 7th Ave
Seattle, WA 98121

Dear Ms. Sullivan:

On behalf of New York State and Empire State Development, please let me express our enthusiasm for working with you and Amazon.com Services, Inc. to establish a headquarters in New York State.

Based on our discussions, Amazon.com Services, Inc. will establish a headquarters in Long Island City of 4,000,000 to 8,000,000 square feet, create 25,000 jobs with a potential expansion of up to 40,000 jobs and invest as much as $3,686,400,000 over 15 years.

In recognition of the scale and projected economic impact of this project, New York State is offering Amazon.com Services, Inc. incentives structured on a post-performance basis that are valued at up to $1,705,000,000, if the company creates as many as 40,000 jobs.

Please review the attached Incentive Proposal to see how New York State and Empire State Development are prepared to assist Amazon.com Services, Inc. with its project located in the New York City Region of New York State. If you choose to accept our offer, please acknowledge your decision by endorsing the last page of the attached proposal and returning one copy to me and one copy to Edwin Lee, Senior Vice President of Empire State Development's Loans and Grants Department, by Monday, December 31, 2018.

Jeff Janiszewski, Senior Vice President of Strategic Business Development, can be reached at (518) 292-5200 for any questions at your convenience. We look forward to working with you on this extraordinary project.

Very truly yours,

DocuSigned by:
Howard Zemsky
66F2D82A1882465...
Howard Zemsky, President & CEO

cc: Greg Mailman
Edwin Lee
Jeff Janiszewski

Attachment: ESD Incentive Proposal

DocuSign Envelope ID: 6EFED19D-80AE-48AD-8129-4714D2327776

INCENTIVE PROPOSAL

Amazon.com Services, Inc.

November 12, 2018

This **Incentive Proposal** outlines the general terms and conditions of the incentive package being offered by Empire State Development ("ESD")* to Amazon.com Services, Inc. to assist with its job creation and retention project in Long Island City, Queens County. This offer is subject to the availability of funds, completion of any applicable (1) non-discrimination and contractor diversity, (2) environmental and historic and (3) smart growth review requirements, approval by the ESD Directors, applicable statutes, and compliance with program requirements.

* The New York State Department of Economic Development and the New York State Urban Development Corporation, d/b/a Empire State Development, are collectively referred to as ESD.

I. GENERAL INFORMATION

a) Recipient Name:	Amazon.com Services, Inc. (the "Recipient"). For purposes of this Incentive Proposal, all references to "Recipient" shall include Amazon.com Services, Inc., its affiliates, successors and assigns. The word "affiliates" means and includes any entity that directly or indirectly through one or more intermediaries controls, is controlled by, or is under common control with Amazon.com Services, Inc.
b) Contact Information:	Holly Sullivan Head of WW Economic Development 2121 7th Ave Seattle, WA 98121 Phone : (240) 535-6768 E-mail: hollyss@amazon.com
c) Project Location(s):	Long Island City, NY 11101
New York State Empire Zone:	N/A
d) Type of Business:	Back office-headquarters
e) Number of Full-time, Permanent Employees at all NYS Locations as of Today's Date:	4,747
f) Number of Full-time, Permanent Employees at Project Location(s) as of Today's Date:	0
g) Number of Part-time or Seasonal Employees, or Full-time Contract Employees at Project Location(s) as of Today's Date:	0

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II. PROJECT SPECIFICS

a) Project Description: Establish an additional headquarters operation for the Recipient housed in a major corporate campus in the Long Island City area of Queens County.

b) Estimated Schedule:
Begin: January 2019
Complete: December 2033
Estimated ESD Directors' Approval: November 2019

c) Recipient Employment Commitment:
Grant Funds: Recipient will employ 25,000 (with the potential of up to 40,000) new Full-time Permanent Employees at the Project Location by January 1, 2034. New positions may not be filled by transferring employees from other New York State locations.

Excelsior Jobs Program: Recipient will employ 25,000 Net New Full-time Permanent Employees at the Project Location by June 30, 2028. New positions may not be filled by transferring employees from other New York State locations.

d) Time Period Required for Employment to be maintained at Project Location(s):
Grant Funds: Through January 1, 2037

Excelsior Jobs Program: Through January 1, 2029

New York State Job Bank: ESD encourages the Recipient to post, to the maximum extent feasible, job openings associated with this project through the New York State Job Bank, where New Yorkers can view the region in which they live, see which industries are growing and find out what jobs are available in various economic sectors. Job listing options include:

- Self-posting – No cost service allows businesses to manage their job orders throughout the recruitment process. http://newyork.us.jobs
- Indexing – No cost service to allow jobs posted on your company website to upload daily to the New York State Job Bank. http://us.jobs/indexingrequest.asp

Definition of Full-time Permanent Employee: (i) a full-time, permanent, private-sector employee on the Recipient's payroll, who has worked at the Project Location for a minimum of 35 hours per week for not less than four consecutive weeks and who is entitled to receive the usual and customary fringe benefits extended by Recipient to other employees with comparable rank and duties; or (ii) two part-time, permanent, private-sector employees on Recipient's payroll, who have worked at the Project Location for a combined minimum of 35 hours per week for not less than four consecutive weeks and who are entitled to receive the usual and customary fringe benefits extended by Recipient to other employees with comparable rank and duties.

Definition of Full-time Contract Employee: a full-time private sector employee (or self-employed person) who is not on the Recipient's payroll but who works exclusively for the Recipient at the project location for a minimum of 35 hours per week for not less than four consecutive weeks, providing services that would

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otherwise be provided by a Full-time Permanent Employee. The position held by a Full-time Contract Employee must be a year-round position.

For the Excelsior Jobs Program: a full-time permanent employee must be on the payroll for more than six months of a year in order to qualify for benefits. Jobs transferred from employment at another location of the Recipient in the State or with a related person or business located in the State are not net new jobs for purposes of the employment commitment.

III. PROJECT BUDGET

You have informed us that the following costs will be incurred to complete this project. It is understood that these costs are estimates, based on the best information available to date. If these figures change, please inform your ESD contact as soon as possible.

Total Estimated Cost: $3,686,400,000

IV. ESD INCENTIVES

Capital Grant

a) Amount: $505,000,000 (the "Grant")

b) Use of Funds: Reimbursement for capital costs associated with office buildout valued at $75 per square foot, but not exceeding $480 million in total.

Reimbursement for a portion of site preparation and infrastructure improvements valued at $25 million.

c) Requirements: The grant is intended to reimburse the Recipient for a portion of its investment in New York; therefore, Grant funds will be disbursed annually in arrears during the fifteen (15) year term listed below when the full investment milestone for each Project Year is achieved.

This section sets forth (i) how grant funds will be disbursed, (ii) when grant funds will be subject to recapture, and (iii) how the Recipient can recover grant funds that have been recaptured.

Project Year	Net New Jobs (Cumulative)	Investment	Disbursement
2019	700	$64,512,000	$33,400,000
2020	2,900	$202,752,000	$26,400,000
2021	5,900	$276,480,000	$36,000,000
2022	7,900	$184,320,000	$24,000,000
2023	11,900	$368,640,000	$48,000,000
2024	15,900	$368,640,000	$48,000,000

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2025	17,900	$184,320,000	$24,000,000
2026	20,789	$266,250,240	$34,668,000
2027	23,150	$217,589,760	$28,332,000
2028	25,000	$170,496,000	$22,200,000
2029	26,500	$138,240,000	$18,000,000
2030	27,750	$115,200,000	$15,000,000
2031	31,750	$368,640,000	$48,000,000
2032	35,000	$299,520,000	$39,000,000
2033	40,000	$460,800,000	$60,000,000
2034	40,000	0	0
2035	40,000	0	0
2036	40,000	0	0

(i) Disbursements of Grant Funds

For each Project Year listed above, ESD will disburse the amount listed for that Project Year, in arrears, provided that the Recipient: (a) makes one hundred percent (100%) of the required investment for that Project Year, and (b) achieves eighty-five percent (85%) of the Net New Jobs (Cumulative) for that Project Year (cumulatively, the "Disbursement Criteria"). If Recipient fails to meet the Disbursement Criteria for any Project Year, ESD will withhold grant funds until such time as the Disbursement Criteria for that Project Year have been met.

(ii) Recapture Terms and Process

If in any Project Year the Recipient's number of Net New Jobs (Cumulative) is less than the Net New Jobs (Cumulative) component of the Disbursement Criteria (an " Employee Shortfall"), that was required for disbursement in either of the immediately preceding two (2) Project Years, ESD shall have the right to recapture the grant funds disbursed for either such or both prior two (2) Project Years.

(iii) Recovery by Recipient of Recaptured Grant Funds

Notwithstanding the foregoing, if in the fifth, tenth and fifteenth Project Year of the 15-year project (I.e., Project Year 2023, 2028 and 2033), Recipient reports that it has achieved one hundred percent (100%) of the Net New Jobs (Cumulative) requirement for such Project Year, then, in such event, ESD shall make the full grant disbursement for such Project Year plus the total amount of all disbursements that were withheld or recaptured during the prior four Project Years because of an Employment Shortfall during such prior 4-year period.

Additional Requirements:

All disbursements require compliance with program requirements including a Certificate of Occupancy or other documentation verifying project completion and

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must be requested by no later than April 1, 2034. Expenditures incurred prior to written acceptance of this Incentive Proposal are not eligible project costs and cannot be reimbursed by grant funds.

The Grant is being offered in connection with the project as described in the Consolidated Funding Application (CFA) (or ESD application) and that funds will only be made available for projects that are undertaken as described in the CFA (or ESD application), except as expressly authorized by ESD.

d) Financial Disclosure: Financial disclosure, consisting of three years of audited financials or three years of tax returns plus interim financials if the most recent financial report is older than six months, on Recipient and all corporate and personal guarantors acceptable to ESD must be provided prior to ESD Directors' approval.

General Requirements

- **Equity:**
  The Recipient will be required to contribute a minimum of 10% of the total project cost in the form of equity contributed after the Recipient's written acceptance of ESD's Incentive Proposal. Equity is defined as cash injected into the project by the Recipient or by investors and should be auditable through Recipient financial statements or Recipient accounts, if so requested by ESD. Equity cannot be grants from ESD or other government source.

- **Fees:**
  The Recipient will provide a $250 Application Fee, due with the completed ESD Universal Application and a 1% commitment fee ($5,050,000), due after ESD Directors' approval at the time a Grant Disbursement Agreement is executed. In addition, the Recipient will reimburse ESD for any reasonable direct expenses incurred in connection with this project, including costs related to attorney fees, appraisals, surveys, title insurance, credit searches, filing fees, and other appropriate requirements. Expenses will be deemed to be appropriate and reasonable based on ESD's past practices for major development projects.

- **Non-discrimination and Contractor Diversity:**
  ESD's Non-discrimination & Contractor and Supplier Diversity policy will apply to this project. The Recipient shall be required to use "Good Faith Efforts," pursuant to 5 NYCRR §142.8, to achieve an overall Minority and Women-owned Business Enterprise ("MWBE") participation goal of 30% of the Grant. The overall MWBE participation goals shall consist of a Minority-owned Business Enterprise ("MBE") participation goal of 15% and a Women-owned Business Enterprise ("WBE") participation goal of 15% both related to the Grant and to solicit and utilize MWBEs for any contractual opportunities generated in connection with the project. MBE participation may not be substituted for WBE participation, or the reverse. A further explanation of the MWBE requirements is attached hereto.

  The Recipient is encouraged to use "Good Faith Efforts," pursuant to 9 NYCRR §252.2(m), to utilize NYS-certified Service-Disabled-Veteran-owned Business Enterprises ("SDVOBs") in the execution of the Grant. ESD's current agency-wide goal is 6% of the total value of ESD's grant funding. Any utilization of SDVOBs would be in addition to goals established pursuant to Article 15-A of the Executive Law with respect to MWBEs. Should SDVOBs be utilized, a further explanation of the SDVOB reporting requirements is attached hereto.

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- **Design and Construction Review**:
  Upon acceptance of this Incentive Proposal and prior to moving forward with the project, ESD's Design and Construction ("D&C") staff will meet with the Recipient to discuss ESD's required review of design and construction documents, addendum, cost estimates and monitoring of the bid and contract award process.

- **Environmental, Historic and Smart Growth Review:**
  Please note in particular the Environmental, Historic and Smart Growth Review requirements at the end of the attached document, which, if applicable, must be satisfied prior to ESD Directors' approval of funding. The ESD Planning & Environmental Review office may contact your office for further information regarding status of the environmental, historic and smart growth review for your project.

- **Environmental Sustainability:**
  ESD encourages the environmentally sustainable practice of recycling construction and demolition debris rather than disposition in a landfill.

- **Insurance Requirements:**
  For Project Location in New York City, Long Island or Westchester:
  The Recipient shall maintain Commercial General Liability Insurance providing both bodily injury (including death) and property damage insurance in a limit not less than Two Million Dollars ($2,000,000) per occurrence, Three Million Dollars ($3,000,000) aggregate and Five Million Dollars ($5,000,000) umbrella. In addition, if the grant contemplates the purchase, construction or renovation of any buildings or equipment, the Recipient shall keep the buildings at the Project Location and the building equipment insured against: (i) loss by fire, (ii) additional perils customarily covered under an all-risk policy and (iii) flood hazard, if the Project Location is located in an area identified by the Secretary of Housing and Urban Development as an area having special flood hazards and in which flood insurance has been made available under the National Flood Insurance Act of 1968, as amended, provided, however, that Recipient shall not be required to obtain flood insurance through the National Flood Insurance Program so long as Recipient's flood insurance meets minimum coverage requirements of the National Flood Insurance Reform Act of 1994.

- **Modification:**
  ESD reserves the right to review and reconsider project and property selections in the event of material changes in the project plans or circumstances.

Reservation of rights concerning funding commitment:
It is expected that the project will proceed in the time frame set forth by the Recipient. If the Recipient fails to pursue project approvals during 2019 or commence the project within one year of receiving all required approvals for the project to proceed, subject to unavoidable delays, ESD reserves the right to cancel its funding commitments to the project. Prior to canceling the funding, ESD will send not less than 30 days advance notice Recipient warning it of such cancellation risk, and if Recipient provides ESD with a reasonable plan to get the project back on track within thirty (30) days, ESD shall not be entitled to cancel the funding despite such delays.

- **Next Steps After Accepting this Incentive Proposal:**
  Within approximately 30 days of your acceptance of this Incentive Proposal, your Project Manager will acknowledge receipt of the signed Incentive Proposal and will provide a guide to the ESD Approval and Disbursement Process and relevant contact information. Prior to ESD Directors' approval, ESD will require updated project information and Declarations and Certifications.

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Other ESD Assistance

Excelsior Jobs Program – Job Growth Track

a) Amount: Up to $1,200,000,000

b) Requirements: Recipient may qualify for refundable tax credits under the Excelsior Jobs Program, as indicated in the attached "Preliminary Schedule of Benefits". The "Preliminary Schedule of Benefits" means the maximum aggregate amount of each component of the Excelsior tax credit that Recipient may claim in each of its years of eligibility, beginning in tax year 2019, provided it meets the established commitments indicated in the Schedule.

The components of the Excelsior Jobs Program Credits will be based on the actual wages of the net new jobs created and qualifying capital investments made for each year at the project location. Please note, the jobs and investment components of the Excelsior Jobs Program Credits indicated in the Schedule are based upon: (1) the creation of 25,000 net new jobs in NYS at the project location by June 30, 2028, pursuant to each year's job commitment outlined on the Excelsior Preliminary Schedule of Benefits and sustained at that level through January 1, 2029, and (2) total qualifying capital investments of $2,304,000,000.

If Recipient accepts this offer, it must complete an online consolidated funding application (CFA) before it can be officially admitted into the Excelsior Jobs Program. To access the CFA, and any related materials, please visit http://nyworks.ny.gov. Once completed, Recipient will be admitted into the Excelsior Jobs Program and issued a Certificate of Eligibility. Expenses (i.e. capital investments and wages for new jobs) incurred on or after the date Recipient accepts this offer may be included in the calculation of the Excelsior Jobs Program credit. Expenses incurred prior to the date Recipient accepts this offer are not eligible to be included in the calculation of the credit.

The Certificate of Eligibility does not by itself guarantee eligibility to claim the tax credit. To claim the tax credit, Recipient must submit evidence that it satisfies the applicable job, investment and other eligibility requirements (see 5 NYCRR §191.2 and §192.1), including, where applicable, any necessary environmental and/or historic review requirements. After reviewing the evidence and finding it sufficient, a Certificate of Tax Credit shall be issued indicating the appropriate amount of each component of the credit that Recipient may claim for tax year 2019 based on actual job creation or investments. In order to receive a Certificate of Tax Credit for subsequent tax years, Recipient must submit a performance report for each year demonstrating that Recipient continues to satisfy the eligibility criteria specified in 5 NYCRR §191.2. If Recipient meets the eligibility criteria, Recipient can receive tax credits based on the interim job or investment milestones indicated in this incentive proposal up to the limits established in the "Preliminary Schedule of Benefits".

Please note that you may not claim both the investment tax credit component of the Excelsior Jobs Program and the "as of right" NYS Investment Tax and

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Employment Incentive credits on the same qualified investments. You must choose to claim one or the other and you should consult your tax advisor for guidance on this important decision. Once the decision is made, it is irrevocable.

The Grant is being offered in connection with the project as described in the CFA (or ESD application) and that funds will only be made available for projects that are undertaken as described in the CFA (or ESD application), except as expressly authorized by ESD.

TOTAL – ALL INCENTIVES **$1,705,000,000**

Expiration of Proposed Offer:
This proposal expires December 31, 2018 unless endorsed below and received by ESD prior to the expiration date.

Expiration of Accepted Offer:
ESD reserves the right to require Recipient to provide any additional information and/or documentation ESD deems reasonably necessary for the furtherance of the proposal.

APPROVED BY: DocuSigned by: Brendan Healey 9585782BCB6A4C7... Date: November 12, 2018

Brendan Healey, Vice President
ESD Loans & Grants
633 Third Avenue
New York, NY 10017
Phone: (212) 803-3627

DocuSigned by: Greg Mailman 7BDE3003BD5344A... Date: November 12, 2018

Greg Mailman, Senior Vice President
Economic Incentives
Albany, NY 12245
Phone: (518) 292-5743

ACCEPTED BY: DocuSigned by: Brian Huseman 43771361E6CD46C... Date: November 12, 2018

Amazon.com Services, Inc.
Brian Huseman, Authorized Representative
410 Terry Ave. N
Seattle, WA 98109
Phone: (206) 266-1000

* Please see the following Affirmation page, which must be completed, signed and notarized for this Incentive Proposal to be considered accepted.

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AFFIRMATION

STATE OF NEW YORK)
) ss.:
COUNTY OF)

The Undersigned, being duly sworn, deposes and says as of the date hereof:

1. I, Brian Huseman, am an Authorized Representative of Amazon.com Services, Inc. (the "Recipient"), a corporation that is duly organized and validly existing under the laws of Delaware, and is authorized to do business and is in good standing in the State of New York.

2. I have read and know the contents of the Incentive Proposal prepared by the New York State Urban Development Corporation d/b/a Empire State Development ("ESD") dated the 12th day of November, 2018.

3. I am familiar with the information provided by Recipient or its third-party consultants as of the date hereof, and know it to be true and complete in all material respects. To the extent such information involves projections about future performance, these projections have been prepared in good faith, based upon reasonable assumptions.

4. Recipient did not make a decision to undertake the project described in the Incentive Proposal prior to the date of this Incentive Proposal.

5. Recipient hereby accepts the terms of the Incentive Proposal.

6. Receipt of the Incentive Proposal was a material factor in Recipient's decision to undertake the above-referenced project.

7. Recipient agrees to allow the Department of Taxation and Finance to share Recipient tax information with Empire State Development.

8. Recipient authorizes the Commissioner of Labor to disclose, to employees of both the New York State Department of Labor, the New York State Department of Economic Development, and the Urban Development Corporation, (dba Empire State Development), all records filed by the Recipient in making Unemployment Insurance (U.I.) reports and contributions required by State Labor and Tax Law, including, but not limited to, all information contained in or relating to the quarterly combined withholding, wage reporting and U.I. returns, the registration for U.I., the New Hire file, and all records of U.I. delinquencies. In addition, this authorization shall include all information contained in any survey reports requested by the Department of Labor on behalf of the U.S. Department of Labor, Bureau of Labor Statistics including, but not limited to, the Current Employment, Occupational Employment, multiple worksite, and annual refiling surveys. The use of information and records released pursuant to this authorization shall be limited to government purposes concerning the Recipient and assistance described in this incentive proposal to monitor compliance with worker protection laws and with the conditions and requirements associated with the financial assistance being requested; and the use of information and records released pursuant to this authorization shall be limited to government purposes concerning the certification of the Recipient for Excelsior Jobs Program benefits under Article 17 of the Economic Development Law, monitoring compliance with Excelsior Jobs Program requirements, including compliance with worker protection laws, and reviewing the performance of the Excelsior Jobs Program.

9. Recipient certifies, under penalty of perjury, that the Recipient is in substantial compliance with all applicable environmental, worker protection and local, state and federal tax laws.

10. Recipient agrees to allow the Department of Labor to contact Recipient's Human Resources department (or other relevant department) for the purpose of listing open jobs on the New York State Job Bank.

11. Paragraphs 3 and 9 of this Affirmation are made based on the actual knowledge of the signatory after reasonable inquiry and due diligence.

DocuSigned by:
Brian Huseman
43771361E6CD46C...

November 12, 2018

Signature

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ENVIRONMENTAL, HISTORIC AND SMART GROWTH REVIEW REQUIREMENTS

Approval of funding by ESD, a public benefit corporation of the State of New York, requires compliance with environmental, historic and smart growth review requirements under New York State regulations. The information below provides a brief guide to the review processes. If you have any questions about the required documentation or how to proceed in these areas, please contact ESD's Planning & Environmental Review Office at (212) 803-3252 or 3253. **Physical work on an ESD-funded project may not be started prior to the completion of any necessary environmental, historic and/or smart growth review.**

Environmental Review under State Environmental Quality Review Act (SEQRA)(6 NYCRR Part 617)

- Projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of a site or structure require review under SEQRA. Certain listed activities are not subject to any review because they involve actions with little, if any, environmental impact, referred to as "Type II" Actions. Conversely, SEQRA also includes a list of actions that are assumed to be more apt to result in impacts, referred to as "Type I" Actions, which are subject to formal review. If a proposed action is neither listed on the Type II or Type I lists, it is referred to as an "Unlisted Action" and is also subject to review under SEQRA.
- The applicant must demonstrate compliance with SEQRA if the project does not meet the definition of a Type II Action. If SEQRA review is required for the project, the review must be completed by a lead agency such as a municipal planning or zoning board, common council, county industrial development agency, or state regulatory or funding agencies.
- Please note that if the project consists of more than one phase, a SEQRA review must be completed for all known or reasonably foreseeable phases of the project, not only the phase that is the subject of ESD funding. An environmental review of only a portion of a project constitutes improper segmentation under SEQRA and is not accepted except in special circumstances.
- Required SEQRA documentation:

  If the project has already been determined to have no significant effect on the environment, the following two documents must be provided:

  1. Environmental Assessment Form (EAF) –Short EAF or Full EAF, as appropriate for the project. All parts must be fully completed and approved by the lead agency that reviewed the project; and
  2. Negative Declaration

  (Note: If the project was approved by a lead agency on or after October 7, 2013, the new EAFs must be used and a separate Negative Declaration form is not required.)

  If a Positive Declaration was made for the project, indicating that the project may have a significant adverse impact on the environment, the following documents must be provided:

  1. Draft and Final Environmental Impact Statement (DEIS and FEIS) – digital copy is preferable; and
  2. Lead Agency Statement of Findings

- If your SEQRA review has not yet been completed, please provide in an addendum to this application information about the status of the review and designated lead agency for the review, and submit "Part 1" of a Short EAF or Full EAF as appropriate for your project. Subsequent EAF Parts are completed by the lead agency based upon the information you include in Part 1.

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For further information about SEQRA, please visit the New York State Department of Environmental Conservation's web site at http://www.dec.ny.gov.

Historic Review

- Projects involving a building, structure, district, or site, including underground or underwater sites, listed on or eligible for listing on the State or National Register of Historic Places (S/NRHP) must be evaluated by the State Historic Preservation Office (SHPO) of the New York State Office of Parks, Recreation and Historic Preservation in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law.

- Buildings that are more than 50 years old and/or those that are historically, architecturally, or culturally significant, as well as project locations wholly or partially within an identified archeologically-sensitive area or a land area that typically contains archeological resources, may meet the eligibility criteria for S/NRHP listing.

- The applicant must demonstrate compliance with Section 14.09. In order to initiate the SHPO consultation process, the applicant must submit the project for review by SHPO through the Cultural Resources Information System (CRIS) found at https://cris.parks.ny.gov/Default.aspx. Upon completion of the SHPO consultation process, SHPO will determine whether or not the project will have an adverse impact on historical or cultural resources and will provide a letter of comment on the project.

- Required SHPO documentation:
  - Letter of No Adverse Impact determination or
  - Letter of Resolution – required if SHPO determines that the project will have an Adverse Impact on historic or cultural resources.

Smart Growth

The State Smart Growth Public Infrastructure Policy Act of 2010 requires that public infrastructure projects approved, undertaken, supported or financed by a State Infrastructure Agency, which includes ESD, to the extent practicable, are consistent with relevant Smart Growth Criteria specified in the law. Projects that involve ESD approval of funding for public infrastructure (e.g., publicly-supported roads, bridges, streetscapes, other transportation systems, drinking water, sewers, drainage systems, and utilities) will require the completion of a Smart Growth Impact Statement prior to approval of funding. (Note: Projects that only involve Excelsior Jobs Tax Credits do not require Smart Growth review.) ESD staff will advise you if a Smart Growth Impact Statement is required.

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PARTICIPATION REQUIREMENTS FOR NEW YORK STATE CERTIFIED MWBEs

ESD is required to comply with and implement the provisions of New York State Executive Law Article 15-A and 5 NYCRR Parts 142-144 (MWBE Regulations) for all State contracts as defined therein, with a value (1) in excess of $25,000 for labor, services, equipment, materials, or any combination of the foregoing or (2) in excess of $100,000 for real property renovations and construction.

Approval of funding by ESD, a public benefit corporation of the State of New York, is conditioned upon and subject to the following requirements:

a) Recipient agrees to fully comply and cooperate with ESD in the implementation of New York State Executive Law Article 15-A. These requirements include contracting opportunities for *New York State certified* Minority-owned Business Enterprises ("MBEs") and Women-owned Business Enterprises ("WBEs"), collectively MWBEs.

b) For purposes of this project, ESD hereby establishes the following MWBE participation requirements:
MBE Participation Requirement: 15%
WBE Participation Requirement: 15%
Overall MWBE Participation Requirement: 30% of ESD grant funding

c) For purposes of providing meaningful participation by MWBEs on the project and achieving the project goals established herein, Recipient should reference the directory of New York State certified MWBEs found at the following internet address:

https://ny.newnycontracts.com

Additionally, Recipient may contact ESD's Office of Contractor and Supplier Diversity ("OCSD") to discuss additional methods of maximizing participation by MWBEs on the project.

d) Recipient is required to submit a completed Non-Discrimination and Equal Employment Opportunity Policy Agreement (Form OCSD-1) prior to the first disbursement.

e) For all incentives the Recipient and any contractors or sub-contractors are required to provide to OCSD (i) an MWBE Staffing Plan (Form OCSD-2) prior to the first disbursement, where ESD's effective contribution is equal to or greater than $250,000, and (ii) Workforce Utilization Reports (Form OCSD-3) on a quarterly basis, for construction contracts in excess of $100,000, or quarterly basis, for services and commodities contracts in excess of $25,000, until the final disbursement of project funds. If the first disbursement is also the final disbursement, the Recipient may submit only the final Workforce Utilization Report. Workforce Utilization Reports must be submitted to OCSD via email in, **excel format only**, to OCSD@esd.ny.gov.

The Recipient shall also require each of its sub-contractors to submit a Workforce Utilization Report (Form OCSD-3) on a quarterly basis, for construction contracts in excess of $100,000, or quarterly basis, for services and commodities contracts in excess of $25,000, until the final disbursement of project funds. The Workforce Utilization Report must be sent by email in excel format only to ESD.

f) Recipient is required to submit an MWBE Utilization Plan (Form OCSD-4) no later than ten (10) days after the execution of this Incentive Proposal.

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- If additional time is required to prepare an acceptable and effective MWBE Utilization Plan, the Recipient may submit a written extension request to OCSD or the assigned OCSD Project Manager. The extension request must explain why additional time is needed and provide an estimated date of submission for the MWBE Utilization Plan.

- Any modifications or changes to the MWBE Utilization Plan after the execution of this Incentive Proposal and during the performance of the project must be reported on a revised MWBE Utilization Plan and submitted to OCSD for approval.

g) ESD will review the submitted MWBE Utilization Plan and advise the Recipient of acceptance or issue a Notice of Deficiency within twenty (20) days of receipt.

h) If a notice of deficiency is issued, Recipient agrees that it shall respond to the Notice of Deficiency within seven (7) business days of receipt by submitting to OCSD a written remedy in response to the Notice of Deficiency. If the written remedy that is submitted is not timely or is found by ESD to be inadequate, ESD shall notify the Recipient and direct the Recipient to submit, within five (5) business days, a request for a partial or total waiver of MWBE participation goals (Form OCSD-5, Waiver Request). Failure to file the Waiver Request in a timely manner may result in a finding that Recipient has intentionally or willfully failed to comply with the requirements of New York State Executive Law Article 15-A and the MWBE provisions outlined herein.

i) ESD may find that Recipient has willfully or intentionally failed to meet the MWBE project requirements under the following circumstances:

1. If a Recipient fails to submit an MWBE Utilization Plan;
2. If a Recipient fails to submit a written remedy to a Notice of Deficiency;
3. If a Recipient fails to submit a request for waiver; or
4. If ESD determines that the Recipient has failed to document "Good Faith Efforts."

j) Recipient shall attempt to utilize, in good faith, any MBE or WBE identified within its MWBE Utilization Plan, during the performance of the project. Requests for a partial or total waiver of established goal requirements made subsequent to the execution of the Incentive Proposal may be made at any time during the term of the project to ESD, but must be made no later than prior to the submission of a request for final payment on the project.

k) Until such time as Recipient meets MBE and WBE participation requirements on the Project, Recipient is required to submit a quarterly MWBE Compliance & Payment Report, containing such information as required by Article 15-A of the New York State Executive Law and implementing regulations, to OCSD by the 10th day following each calendar quarter. After Project participation requirements are met, to the extent and for so long as required by New York State Executive Law (or New York State policy), Recipient shall submit an annual MWBE Compliance & Payment Report to OCSD on the 10th day following the end of each calendar year.

Periodic compliance and payment reports may be submitted electronically through the New York State Contract System, found at https://ny.newnycontracts.com. The New York State Contract System provides automated electronic alerts to the Recipient and any identified sub-contractors and sub-vendors and allows for the electronic reporting and confirmation of the relevant data by all tiers of identified subcontractors. Payment information and confirmation must be submitted by the 10th day

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following the end of each year or quarter, as applicable. For additional information regarding this process, please contact OCSD.

Periodic compliance and payment reports may also be completed manually (Form OCSD-6, MWBE Compliance & Payment Report) and submitted to OCSD or the assigned OCSD Project Manager.

l) "Good Faith Efforts" is the standard applied to the MWBE participation requirements in all applicable ESD incentives. Recipients shall adhere to this standard and ensure that proactive and ongoing efforts are made throughout the length of the project to include MWBE participation in all categories where MWBE participation potential exists. In order for OCSD to evaluate "Good Faith Efforts", Recipients must maintain detailed records of its efforts to include MWBEs in the performance of the project.

For additional details regarding "Good Faith Efforts," please review 5 NYCRR §142.8 (MWBE Rules and Regulations), available at:
http://esd.ny.gov/MWBE/Data/OFFICIAL_COMPILATION_OF_MWBEREGS.pdf

m) Where MWBE goals have been established herein, pursuant to 5 NYCRR §142.8, Recipient must document "Good Faith Efforts" to provide meaningful participation by MWBEs as subcontractors or suppliers in the performance of the project. The Recipient acknowledges that if Recipient is found to have willfully and intentionally failed to comply with the MWBE participation goals and requirements set forth herein, such a finding may result in the recapture of grant proceeds. Such MWBE Recapture may be calculated as an amount equaling the difference between: (1) all sums identified for payment to MWBEs had the Recipient achieved the MWBE project goals; and (2) all sums actually paid to MWBEs for work performed or materials supplied under the project.

n) Recipient's demonstration of Good Faith Efforts shall be a part of these requirements. These provisions shall be deemed supplementary to, and not in lieu of, other applicable federal, state or local laws.

Any questions relating to the MWBE requirements stated herein may be directed to OCSD at ocsd@esd.ny.gov. Recipient may also address any inquiries relating to the above MWBE requirements to the respective OCSD Project Manager. Forms OCSD-1 through OCSD-6 may be completed by hand, or fillable Word versions are available upon request. Documents relating to MWBE requirements outlined herein must be provided to OCSD in one of the following ways:

1. In an email to ocsd@esd.ny.gov;
2. Through the New York State Contract System (https://ny.newnycontracts.com); or
3. By postal mail, addressed to:

   Empire State Development
   Office of Contactor & Supplier Diversity
   633 Third Avenue, 35th Floor
   New York, NY 10017

All communications to OCSD must clearly identify the ESD project number and provide pertinent details.

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PARTICIPATION REQUIREMENTS FOR NEW YORK STATE CERTIFIED SDVOBS

It is the policy of ESD to comply with and implement the provisions of New York State Executive Law Article 17-B and 9 NYCRR Part 252 (SDVOB Regulations) for all State contracts, with a value (1) in excess of $25,000 for labor, services, equipment, materials, or any combination of the foregoing or (2) in excess of $100,000 for real property renovations and construction.

For purposes of this project, the Recipient is encouraged to solicit and utilize NYS certified Service Disabled Veteran-owned Businesses ("SDVOBs") for any contractual opportunities generated in connection with the project.

a) For purposes of providing meaningful participation by SDVOBs on the project, Recipient should reference the directory of New York State certified SDVOBs found at the following internet address: **https://online.ogs.ny.gov/SDVOB/search**

   Additionally, Recipient may contact ESD's Office of Contractor and Supplier Diversity ("OCSD") to discuss additional methods of maximizing participation by SDVOBs on the project.

b) If NYS-certified SDVOB firms are utilized in the grant, Recipient is to provide a Utilization Plan to report on expected utilization (Form OCSD-4).

To the extent and for so long as required by New York State Executive Law (or New York State policy), Recipient is then required to submit a periodic SDVOB Compliance and Payment Report to OCSD by the 10th day following the end of each calendar year, for construction contracts in excess of $100,000, or quarter, for services and commodities contracts in excess of $25,000, over the term of the project documenting the progress made toward achievement of the project goals.

Periodic compliance and payment reports may be submitted electronically through the New York State Contract System, found at https://ny.newnycontracts.com. The Contract System provides automated electronic alerts to the Recipient and any identified sub-contractors and allows for the electronic reporting and confirmation of the relevant data by all tiers of identified subcontractors. For additional information regarding this process, please contact OCSD. Compliance and payment reports may also be completed manually (Form OCSD-6) and submitted to the assigned OCSD Project Manager.

"Good Faith Efforts" is the standard applied to the SDVOB participation requirement in all applicable ESD grant funding. As SDVOB utilization is encouraged, rather than required, for this project, Recipients are encouraged to adhere to this standard and ensure that proactive and ongoing efforts are made throughout the length of the project to include SDVOB participation in all categories where SDVOB participation potential exists. For additional details regarding Good Faith Efforts, please review section 252.2(m) of NYCRR 9 (SDVOB Rules and Regulations), found at: https://ogs.ny.gov/Veterans/

Any questions relating to the SDVOB requirements stated herein may be directed to ESD's Office of Contractor and Supplier Diversity at OCSD@esd.ny.gov or to the assigned OCSD Project Manager.

All communications to OCSD must clearly identify the ESD project number and provide pertinent details.

Excelsior Jobs Program
Preliminary Schedule of Benefits
Amazon HQ2

Benefit Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Totals
Employment											
Net New Job Commitments in NYS	700	2,900	5,900	7,900	11,900	15,900	17,900	20,789	23,150	25,000	**25,000**
Excelsior Jobs Credit (Maximum Available)	$6,117,465	$25,343,785	$51,561,493	$69,039,965	$103,996,910	$138,953,855	$156,432,327	$181,679,980	$202,313,317	$218,480,903	**$1,153,920,000**
Investments											
Qualified Investment Commitments in NYS	$64,512,000	$202,752,000	$276,480,000	$184,320,000	$368,640,000	$368,640,000	$184,320,000	$266,250,240	$217,589,760	$170,496,000	**$2,304,000,000**
Excelsior ITC (Maximum Available)	$1,290,240	$4,055,040	$5,529,600	$3,686,400	$7,372,800	$7,372,800	$3,686,400	$5,325,005	$4,351,795	$3,409,920	**$46,080,000**
Total Value of Credits	**$7,407,705**	**$29,398,825**	**$57,091,093**	**$72,726,365**	**$111,369,710**	**$146,326,655**	**$160,118,727**	**$187,004,985**	**$206,665,112**	**$221,890,823**	**$1,200,000,000**

From: Dennis McEnery
Sent: Wednesday, February 27, 2019 4:24 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org
Subject: Belmont Park comments

Dennis McEnery

Floral Park Belmont Task Force

Floral Park Zoning Board of Appeals member

The Floral Park Zoning Board of Appeals membership is mentioned because we regularly address New York's SEQRA 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 form 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 Retails’ 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 Throughway, 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 along 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.

It is understood that Stantec is NYAP's public transportation experts and that their information is among the most reliable information available in considering the potential adverse impacts the proposed megaproject at Belmont Park.

As an initial matter, Stantec apparently relies upon ACTUAL traffic patterns and impacts actually experienced at Value Retail's much discussed but little understood Bicester Village outside of Oxford England. Now that NYAP and its experts have made specific reference and reliance upon actual traffic patterns and impacts on the hosting English communities, it is demanded that such "back up" information be required to be made available to the public to see what ACTUALLY has taken place at Bicester Village. This included, but is not limited to, the traffic chaos that Bicester Village has created in England, as well as the traffic mitigation measures that have been undertaken which should be implemented at and around Belmont Park BEFORE a single new event takes place there.

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.

Dennis McEnery

Floral Park NY

From: Dennis McEnery
Sent: Wednesday, February 27, 2019 4:34 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org
Subject: Full time LIRR Railroad Station needed

Almost FIVE YEARS AGO the unfortunate and outrageous Triple Crown transportation melt down at Belmont Park demonstrated that a full time LIRR train station is needed as part of the robust redevelopment of Belmont Park.

The following comments are incorporated as if fully set forth herein.

NEWSDAY Editorial: LIRR jam at Belmont reveals bigger issues

Originally published: June 9, 2014 5:21 PM

Updated: June 9, 2014 7:09 PM

By THE EDITORIAL BOARD

http://www.newsday.com/opinion/lirr-jam-at-belmont-reveals-bigger-issues-editorial-1.8388630

If you go where everybody wants to go, it will take a while to get there, and to get out. That's true of Super Bowls, Times Square on New Year's Eve and concerts at Jones Beach.

Leading up to the Belmont Stakes on Saturday, the Long Island Rail Road knew that and took pains to let riders know it. The LIRR suggested that riders stick around for the two races after the feature, enjoy a concert that came after the races,

and try to exhibit that rarest of New York traits: patience. This year's load exceeded by 16,000 passengers what the railroad carried the last time a Triple Crown hopeful ran.

Considering the size of the crowd and the myriad problems with Belmont's train station, the LIRR, even with its newfound emphasis on operational expertise, likely did as well as can be expected. LIRR officials said the line did not run short of rolling stock: It had trains lined up. However, with only a single track spur off the main line, the railroad took three hours to move, load and run 26 trains out. Also problematic: It wasn't possible to run trains of more than eight cars to the Belmont Park station (10 or 12 is the norm) because Belmont is the only LIRR station with no platforms. Passengers use antiquated wooden stairs.

The bigger issue is this: If there is ever to be any meaningful redevelopment of that area -- with an improved Belmont, a soccer stadium, office and industrial park, residential development or entertainment complex -- there has to be a real train station, proper track setup and service.

Right now, moving that many people is a visible problem on only one day a year, and not every year, at that. What's less glaring, and the bigger issue, is the extent to which mass transit problems will continue to plague eastern Queens and western Nassau County every normal day. Any plan to improve Belmont and better use the land around the track, and to revitalize the neighborhood, has to include a commitment to modernizing the train station.

Dennis McEnery

21 Revere Drive East

Floral Park NY 11001

From: Dennis McEnery <dennis.mcenery@zurichna.com>
Sent: Wednesday, February 27, 2019 5:14 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org
Subject: Belmont Park comments

Given that parking has become such an important issue in relation to the NYAP application, the DEIS needs to be redone to accurately and with specificity identify the CURRENT and proposed FUTURE parking spots within the entire Belmont Park campus.

According to information from the current tenant NYRA each acre of parking appears to generate over 200 parking spots, so eliminating 28 acres of parking to the south of Hempstead Turnpike and 15 acres to the north means that 43 acres of potential parking will be eliminated by NYAP.

If 91 acres of parking acres have 18,500 cars, then that will be creating an immediate potential deficit of 8,741 cars. The NYAP plan is to replace that with LESS than 2,000 parking spaces.

PHYSICAL DATA OF BELMONT PARK RACETRACK

GROUNDS

Area of Site	445 acres
Parking Areas	91 acres (18,500 cars)
Main Course	1 1/2 miles
Widener Turf Course	1 5/16 miles
Inner Turf Course	1 3/16 miles, 103 feet
Training Track	1 mile
Pony Track	1/4 mile

Railroad Terminal - 4 Platforms; City Bus

Terminal with Escalators; Chartered and Tour Bus Parking

Area; 6 CCTV Race Patrol Camera Towers - 40 feet high

GRANDSTAND

Length	1,266 feet
Depth Clubhouse and Grandstand	265 feet
Height	105 feet
Floor Area	1,300,000 square feet
Concrete Work	40,000 cubic yards
Structural Steel Framing	13,047 tons

STABLE AREA

61 Barns (1 Receiving Barn, 1 Pony Barn)

Stabling Capacity	2,200 Stalls
Dormitory Capacity (408 rooms)	865 personnel

FACILITIES PROVIDED

Total Capacity	100,000+
Trackside Dining	2,300
Other Dining	700
Total Seating Capacity (including picnic tables and benches)	32,941
Closed-Circuit TV Monitors	1,000+
Kitchens	4
Dining Areas	5
Concession Stands	25
Concession Bars	12
Toilets	96
Elevators	9
Escalators	18
Pari-Mutuel Windows	1,000+
Hospital	5 beds
First Aid Room	1
Ambulances	4
Defibrillators	12

TRACK ATTENDANCE AND HANDLE RECORDS

One-Day Attendance	120,139, June 5, 2004
One-Day Handle	$14,658,559 on Breeders' Cup Day, Oct. 29, 2005

In 1902, a syndicate headed by August Belmont II and former Secretary of the Navy William C. Whitney sought land on Long Island to build the most elaborate track in America, one modeled after the great race courses of Europe. They found what they were looking for on the border of Queens County and Nassau County. Originally known as Foster's Meadow, the 650 acres of land included a turreted Tudor-Gothic mansion owned by William de Forest Manice, which was to serve as the track's Turf and Field Club until 1956.

The grand opening of Belmont Park on May 4, 1905, prompted the first of countless traffic jams in Long Island history as more than 40,000 fans, in all manner of conveyance, tried to aive by the first race post time of 3 p.m. Not all of them made it in time to see August Belmont II's Blandy, at 7-1, hold off 100-1 shot Oliver Cromwell in the $1,500 Belmont Inaugural. Later, James R. Keen's Sysonby, who would be ranked No. 30 on the Blood-Horse Magazine's top 100 horses of the 20th century, made his 3-year-old debut against the super filly Beldame, another of Belmont's charges. In the stretch, Sysonby got unexpected competition from 20-1 Race King, and the two hit the wire in a dead heat.

The most celebrated race at Belmont Park is the Belmont Stakes, the final jewel of racing's Triple Crown. Since 1919, when Sir Barton was the first to sweep the Kentucky Derby, the Peakness and the Belmont, the "Test of the Champion" has crowned but 11 winners of racing's most prestigious, and elusive, prize.

Belmont Park holds a place in history in other areas as well. In 1910, Wilbur and Orville Wright staged an international aerial competition at Belmont Park that drew 150,000 spectators. I 1918, the track served as the New York City terminal for the first airmail service between New York and Washington, D.C. Belmont Park was the site of "War Relief Day" in 1940 to benefit the American Red Cross and in 1943 hosted "Back the Attack" Day, wherein fans had to buy a war bond to gain admission to the track. Total receipts that day were between $25 and $30 million.

Closed in 1963, the rebuilt Belmont Park grandstand reopened on May 20, 1968. Over the next decade it rocked to the cheers of thousands as Secretariat (1973), Seattle Slew (197) and Affirmed (1978) joined Sir Barton (1919), Gallant Fox (1930), Omaha (1935), War Admiral (1937), Whirlaway (1941), Count Fleet

(1943), Assault (1946), and Citation (1948) as Triple Crown winners. History was made in 2007 when Rags to Riches defeated Curlin to become the first filly in 102 years and one of only three to win the race.

The DEIS needs to be done over.

Dennis McEnery

From: Dennis McEnery
Sent: Thursday, February 28, 2019 1:57 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org; kfitzgerald@fpvillage.org
Subject: Belmont Park Project comments

For over a decade the Incorporated Village of Floral Park's Task Force for Belmont Park's Preservation and Improvement have articulated ten guiding Statement of Principles which should be met by any project that allowed to move forward at Belmont Park. Therefore the NY ESD must ensure that both the spirit and letter of SEQRA guidelines are fulfilled in purpose and action:

COMMUNITIES THAT PROVIDE SO MUCH DESERVE MUCH IN RETURN

I. The neighboring communities that shoulder the greatest burdens are to be guaranteed the greatest benefits.

PRESERVE AND PROTECT RACING AND OUR COMMUNITIES ALIKE

II. The neighboring communities support the preservation and fostering of the world class premier thoroughbred racing facilities within their neighborhood. The communities encourage the protection and incorporation of all buildings and landscaped features of historic, architectural or cultural significance into the local communities visioning, economic or historic planning.

PLAN AND PROVIDE NEW STATE OF THE ART INFRASTRUCTURE

III. In order to achieve that goal, there must be a plan in place for a state of the art infrastructure and facilities worthy of being called the nation's premier venues for thoroughbred racing and a source of community pride. Such modernization of the infrastructure must encompass and be projected into the surrounding neighborhoods in which such world class entertainment facilities are situated. This includes a complete updated inventory and evaluation for updating of roads, state of the art water, sewer, water recharge basins and electrical systems both within and surrounding these facilities. From user friendly sidewalks and lighting to new estate fencing, the facilities must be able to compete with and be comparable to the support already provided or committed to other major entertainment facilities in the State of New York such as the new Major League Baseball facilities at Yankee Stadium in the Bronx, the new Citi Field in Flushing Meadows Queens and the new National Basketball Association venue in Brooklyn.

EDUCATION FUNDS MADE HERE MUST STAY HERE FIRST

IV. Since legalized gaming or Video Lottery Terminals may become permitted by the State of New York at one or more of the facilities, there must be an irrevocable commitment that the communities that are neighboring such facilities receive a dedicated stream of revenue earmarked for education institutions within their communities, prior to any additional funds being distributed to educational institutions outside of those neighboring communities. One way to ensure the neighboring communities get AT LEAST their fair share of state aid to local school districts is to require that their state aid to local school districts be AT LEAST what the overall state average is in any given year.

PLAY BY THE SAME RULES AND 'PONY UP' A FAIR SHARE

V. These facilities are NOT an island, but are an integral part of the communities in which they are located. They should be subject to the SAME rules as their neighbors, including zoning, employment, housing codes, regulations and police oversight. The facilities should therefore contribute their FAIR SHARE for the services and infrastructure their neighboring communities make available to the facilities. This includes amounts for police, fire and sanitation services, either through actual property taxes or a similar amount even if a tax exempt status is present. An iron-clad Payment in Lieu of Taxes [PILOT] agreement guaranteeing such a revenue stream to surrounding local political subdivisions, including the central high school and elementary school districts, should be completed.

Comment: We have discussed the potential strains on our local infrastructure, and one way to relieve our concerns would be for payments to be made on behalf of the operations at Belmont Park that would represent their fair share of those services. We must not be left to the changing tides and winds in Albany to be sure that we receive our fair share of what takes place at Belmont Park. Our local school districts and our local tax payers have already been short changed by Albany, and there is certainly no current iron clad agreements in place which assure us that Belmont Park begins contributing its fair share to our local communities as was done in the past.

SAFETY AND SECURITY IS A NECESSITY NOT A LUXURY

VI. The safety and security for the facilities and their neighboring communities must be maintained and increased. Safety includes the safe inflow and outflow of traffic to and from the facilities whether the sites are hosting an event or conducting ongoing operations. Security should include use of state of the art technology, including requiring proper identification of all individuals permitted in the non-public areas at the facilities. In addition, as these facilities have already been designated as staging areas should an emergency or natural disaster take place, there must be state of art readiness and facilities in place.

Comment: We are especially concerned about the law enforcement aspects for any changes at Belmont Park. While the Nassau County police currently patrol Elmont and even have an outpost on Hempstead Turnpike near Belmont Park,

whether they will be responsible or even be allowed to patrol all portions of the Belmont Park property if NYAP take control is uncertain. Policing is also just one of several vital services that expanded operations at Belmont Park that may put a heavy strain on our local resources. In all such cases, there must be iron clad agreements in place that guarantees the surrounding communities will handsomely benefit, rather than be severely burdened and disadvantaged by any proposed changes at Belmont Park.

BE A GOOD NEIGHBOR TO YOUR NEIGHBORS

VII. The neighboring communities that have existed in peaceful co-existence with these facilities for decades should have their right to the quiet enjoyment of their neighborhoods respected and continued to be maintained. Those areas that are natural park like settings must continue to be maintained. There must be a comprehensive facilities management plan addressing both modernization and preservation plans and must include design guidelines, based upon generally acceptable community standards, to be used in the development of individual capital and maintenance projects. Any proposed material change in the nature or time of operations at the facilities must be fully disclosed and reviewed with the neighboring communities prior to such a change.

BE AN ECONOMIC ENGINE FOR YOUR COMMUNITIES

VIII. The facilities must continue to be an economic engine generating jobs and business for the communities in which each is located, It must be ensured that local residents and businesses are protected from any adverse economic impact as a result of activities at the facilities. Local residents should be given preference in hiring at the facilities, and local businesses be given preferred status, including as suppliers, vendors and service providers. Creating an overall business and service center should be considered, with the goal of generating additional revenue streams to benefit the surrounding communities.

BE A PART OF, INSTEAD OF APART FROM, YOUR NEIGHBORING COMMUNITIES

IX. The facilities should become an integral presence within the communities in which each is located. This includes the support of and the participation in active civic and volunteer life as a pillar of the neighboring communities in which each facility exists. This includes the support and participation in annual community events and the inclusion of the local communities in events taking place at each facility, including but not limited to, world renowned thoroughbred horse racing events taking place at the facilities. This also includes providing, at little or no cost, facilities and recreational areas to groups and organizations in the surrounding communities.

TRANSPARENT RESPONSIVE OVERSIGHT CREATES COMMUNITY TRUST

X. The neighboring communities must be involved and considered in any significant change of operations or activities at the facilities. The facilities must be subject to formal local oversight and review to consider all proposed additions, renovations or demolitions at the sites. There should be the establishment of a corporate ethics compliance official and a local community liaison who will be available to the surrounding communities to ensure implementation of both the letter and spirit of this Statement of Principles.

While the proposal from NYAP appears to be a moving target, the goals and aspirations of the hosting communities have remained consistent for over 10 years, and the meeting of these above noted 10 guide stones will go a long way to addressing the thousands of comments which the local communities have expressed to the NY ESD and NYAP even within the incredibly compressed time frames in which their over billion dollar megaproject is being presented.

From: Dennis McEnery <dennis.mcenery@zurichna.com>
Sent: Thursday, February 28, 2019 3:08 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: gbambrick@fpvillage.org; kfitzgerald@fpvillage.org
Subject: Belmont Park comments

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 his 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!

By way of example here are some of the comments the NY ESD may see if it does its required due diligence:

Question: What is 10 feet long, 6 feet high, has a bright orange illumination and is totally useless? Answer in UK: The "Bicester Village car park is full- please sure the Park and Ride" signs which are totally ignored in UK

Some post from **the I HATE BICESTER VILLAGE TRAFFIC Facebook** page…

Vivienne Frost [about Bicester Village posters everywhere and what the neighbors think of it…]

I want to write underneath[attached sign] ... More traffic, more chaos, more rude pushy tourists barging past you onto trains!!

Karl Budd December 2, 2016 · Bicester, United Kingdom [ESD: will the Cross Island Parkway get the “improvement” of signs telling the 19000 Islander fans there are no more spaces in their 1900 space development?]

...

What's 10ft wide, 6ft high, has bright orange illumination and is a total waste of money, time and effort??

The "Bicester Village car park is full. Please use the Park and Ride" signs....they're being totally ignored today already by the Chelsea tractors

Jeff Proctor March 25, 2017 [ESD: will Plainfield Avenue or even Mayfair become a “release” from the “back gates” like in UK?]

...

Got double whammied today. Stuck at Bicester town station because they were **releasing bic village traffic through the back gates.** Then got held up at the acorn roundabout because the bic village traffic people blocked off the roundabout to give their shoppers priority there too. Still, I only live here!

#

Jeff Willmore December 15, 2016 [ESD: Do Elmont residents know that their hamlet’s transit stop or name is potentially going to become Bicester Village instead too?]

...

I do hate Bicester Village traffic, I do not like it that **the town station is now called Bicester Village** but I do love the new rail connection to Oxford City Centre

Gail Newstead November 26, 2016 · Blackthorn, United Kingdom [ESD: Does Value Retail tell local residents that it has already a 3 mile “impact zone” in its UK location?]

...

Got up yesterday to go to work from blackthorn and get to the Thame road and now find signs for an overflow car park 3 miles outside of bicester for bicester village parking get everywhere

Sarah Jane Parsons July 15, 2016 [ESD: Does the State of New York care about “late night shopping” also will seriously impact life in the hosting neighborhoods too?]

...

Bicester Village... Who would have thought late night shopping could be such a treat? Anyone else heard that annoying radio advert? No shopping is a treat lol

[ESD: Seems that the CLOWNS in the cars coming out of cars in Bicester Village in UK are from THEIR traffic control ‘managers’ who are more focused on getting THEIR customers out of THEIR parking lot than they are about keeping local neighborhood traffic flowing….]

Reg Paul Connor Just had one of the loonies "managing" traffic hurl himself out into traffic (me) coming from Oxford heading to Aylesbury , to allow traffic from BV to cross the roundabout. I very nearly ran the twat over. I must try harder. All joking aside, sheer bloody lunacy.

Manage

Like · 2y

Chris Ayers Go for it..... Is it only bank hols that these morons and clowns appear or every w/e. I Must try harder next time and give it a go. See if a prat touches or gobs off to me....looking forward to it.
Let's make a convoy.....!!!

Manage

Like · 2y

The above sampling 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 [the contents of which are attached as if fully set forth herein]

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**

https://bicestertag.jimdo.com/2015/10/02/bicester-gateway-refused-permission-by-cherwell-district-council/

02. October 2015

Bicester Gateway refused permission by Cherwell District Council

Bicester Gateway REFUSED permission by Cherwell District Council

RIGHT PROPOSAL, WRONG LOCATION

Common sense prevailed at Cherwell District Council today when the Bicester Gateway development was refused by the Planning Committee on the grounds of size, scale and traffic congestion.

. October 2015

Bicester Gateway refused permission by Cherwell District Council

Bicester Gateway REFUSED permission by Cherwell District Council

Common sense prevailed at Cherwell District Council today when the Bicester Gateway development was refused by the Planning Committee on the grounds of size, scale and traffic congestion.

Cherwell District Council Rejected Bicester Gateway's Planning Application

The Committee, spent almost an hour hearing information about the development from the planning officer and points from the committee members. BicesterTAG and a representative of Bicester Vision, spoke against the proposal. Speaking for the proposal was a representative of the developer and a member of Kingsmere Residents Association.

Several Councillors spoke out against the proposals including **robust** rejections of the scheme from Bicester Councillors Richard Mould, Lawrie Stratford and Rose Stratford. Their reasons included; impact on Town Centre, insufficient car parking, A41 junction congestion, overflow parking into Kingsmere, goes against Cherwell's Local Plan, opposition from local businesses, no firm commitment M&S/Next would actually sign tenancy agreements, peak traffic congestion, loss of higher salaried employment, inappropriate site, and proximity to school to name but a few.

It is important to note that the Councillors were not against such retailers coming to Bicester but just the location. All said they would like to see the stores come to Bicester but not in that precise location (see below for the Council's full reasons).

Those who spoke for approving the development were Councillors Lynn Pratt and David Hughes. Mrs Pratt's reasons included Bicester being the fastest growing town and Bicester residents expecting infrastructure to keep pace with expansion. Mr Hughes noted that employees would have to walk to work to save parking spaces, he had received many letters from residents in favour and driving to Oxford instead of to a store in Bicester was less 'eco-friendly'.

WHY ARE THE COUNCIL AGAINST THE PROPOSAL?

Cherwell's Planning Officer has TWICE recommended this proposal to be refused. After the first occasion, the Committee allowed the Developer to speak with the Planning Officer regarding the objections. The Officer, still recommended refusal. The Officer's reasons in summary, are;

- Did not demonstrate that the development would potentially significant adverse impact upon the vitality and viability of Bicester Town centre
- The development proposed, by virtue of its form, scale and height, together with substandard car parking and landscaping provision**, would be out of scale and character with the adjacent residential development**
- In the absence of a satisfactory planning obligation, the Local Planning authority is not convinced that the necessary infrastructure directly required as a result of this scheme will be delivered
- A full copy is available here

Councillors rejected the proposal on the following grounds:

- The reasons the Planning Officer gave
- They also added traffic congestion. We are awaiting a full copy of the wording

The show of hands was 9 for refusing the development, 3 for approval and 2 abstentions (tbc).

WHY IS BICESTERTAG AGAINST the scheme?

Our submission was prepared by Bicester resident Mr Gerry Harvey, a Fellow of Institute of Highway Engineers, a past member of the Chartered Institute of Highways and Transportation and someone with over 30 years experience in planning and traffic assessment. It is fair to say that Gerry knows his stuff!

Gerry's analysis of the Traffic Assessment which accompanied the Planning Application was;

- Insufficient parking
- Risk of overflow parking into Kingsmere's residential streets
- Proximity to school
- That the developers submission had used figures akin to a office block, not a retail park
- No account was made for Pingle Drive traffic (i.e. entrance to Bicester Village)
- No other infrastructure was planned

Two other independently commissioned traffic assessments came to almost identical conclusions. Oddly enough they were commissioned by Value Retail (Bicester Village) who ironically are worried about traffic congestion to their own site. Shocking! Many local businesses including Sainsburys, Bicester Office Park and Bicester Sports Association also objected.

On top of these issues, we must also remember that also at the A41 junction;

- **Value Retail (Bicester Village) have been granted a 23% increase of their site**
- The new, relocated Tesco will be twice the size of the current store
- Bicester Office Park, a new office park of 500,000sq ft employing up to 3,000 people

To help illustrate where all this CURRENTLY approved development is going to be located we have produced this map showing the approximate sites of each of the plans including the site of the proposed Bicester Gateway and the Kingsmere development.

An approximation showing the already APPROVED developments in the vicinity of the A41 roundabout

APPROVED DEVELOPMENT: An artist's impression of how Tesco, the Office Park will look from the A41

In our view, this is a perfect store. We expect traffic congestion to worsen already from what is known throughout the county to be a difficult location. Add in 'Bicester Gateway' with up to 9,000 vehicle movements per day and this town would be heading for a perfect

storm! Our conclusion is:

RIGHT DEVELOPMENT, WRONG LOCATION

Traffic gridlock on the A41 Bicester, Black Friday 2014

We all remember how bad the A41 can be when Bicester Village is busy. This image (© David Parker/Daily Mail) shows how bad the road was on Black Friday last year.

If another large retail development such as Bicester Gateway, with up to 9,000 vehicle movements predicted per day, would this scene occur every weekend?

Reaching the development by car (or the new Tesco store) would be nigh on impossible. Anyone wishing to leave Bicester would have to seek alternate routes via M40 J10 or via villages such as Chesterton or Ambrosden.

what next?

Bicester still needs more retail facilities that are appropriate to the local community, unlike Bicester Village. The brands of Marks and Spencer and Next would be very welcome and popular decisions throughout town as our survey back in March clearly demonstrated.

The 'Bicester Gateway' proposal was extremely popular amongst Kingsmere residents. Those who have lived in Bicester slightly longer and see the chaos and congestion Bicester Village cause less so. However we are all united in wanting more and better services.

##

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!

Dennis McEnery

Site Address: Land South of and Adjoining Bicester Services, Oxford Road, Bicester **15/00250/OUT**

Ward: Bicester Town **District Councillor: Councillor Mould, Councillor Pickford**

Case Officer: Linda Griffiths **Recommendation: Refusal**

Applicant: CPG Development Projects Ltd

Application Description: OUTLINE: 3 No Class A1 (retail); 3 No Class A3 (café and restaurants); 1 No Class D2 (gym); surface level car park, servicing and associated works

1. Site Description and Proposed Development

1.1 The application site extends to 2.045 hectares and forms part of the development at South West Bicester which is situated between the Middleton Stoney and Oxford roads. The whole site was granted outline planning permission subject to conditions and a Section 106 Agreement for the erection of up to 1585 dwellings, employment, education, health village, employment and supporting infrastructure in June 2008 (06/00967/OUT refers). A land use proposals plan approved as part of the original outline conditions identified this site as part of the employment zone which was also to include the hotel development.

1.2 Adjoining the site to the north is the Bicester Service Station, which comprises a petrol filling station together with a Burger King and Little Chef food outlets. The eastern boundary is bounded by the A41, the southern boundary by the Premier Inn and Brewers Fayre Public House and to the west by the proposed primary school and residential development associated with the approved Kingsmere development.

1.3 The site will be accessed via the new signalised junction onto the A41 serving the development and the new access road off the main spine road which currently serves the Premier Inn Hotel and Brewers Fayre Public House. Servicing of the retail units is proposed via the Esso Service Station roundabout and service road.

1.4 The application site is roughly rectangular in shape, is relatively flat and has no features of note. The A41 signalised junction is one of the key entrances into the development, and has been designed to form an urban square with buildings to its perimeter framing this space. The application is in outline but only landscaping is reserved, all other matters are to be considered as part of this submission.

1.5 The proposal seeks consent for the erection of 3 large retail units which are stated in the application to be occupied by Marks and Spencer, TK Maxx or similar and Next and the erection of 3 number A3 units adjacent to the spine road, one of which it is stated will be occupied by Frankie and Bennys and a gym (D2 Use) above. Both Marks and Spencer and Next will have ancillary café space within them and the M&S Store will include a 'Simply Food'.

1.6 Members will recall that this application was deferred at the meeting in August to enable the applicants to re-assess their sequential test following the late representations made on behalf of Bicester Sports Association and for your offices to properly consider the issues raised on behalf of the applicants in respect of other recent consented retail developments within the District.

2. Application Publicity

2.1 The application has been advertised by way of neighbour letter, site notice and notice in the local press.

4 letters have been received from nearby residents. The following comments and issues were raised

- Given that overflow vehicles from Bicester Village have already started to be left in dangerous spots on Whitelands Way and with the continued development of Kingsmere, often without sufficient residential parking, creating an additional retail environment with only 266 parking spaces (creating 300 posts, most of whom will drive) will simply drive shoppers to park in more and more risky places within Kingsmere itself. I have no fundamental issues with retail stores being created at the edge of Kingsmere but they must have sufficient parking to accommodate the development. I am keen to understand how you plan to ensure no increase to traffic flow within residential areas and how you will ensure there are sufficient parking facilities for any retail development. I would also be keen to understand how you plan to ensure there are sufficient parking facilities for any retail development. I would also urge you to seriously consider this not as a single development but as a part of the development of the whole locality. Schools, a further development of Bicester Shopping Village, new residential properties, further superstore developments, The Garden City etc will all drive greater traffic volumes and hence greater associated risks. We already see a high volume of accidents on the A34 and M40 in the locality, please ensure that you do not take action that puts the local community at greater risk.
- Although in support of the development, some further thoughts and minor changes are required to make this a good addition to Bicester. It is recognised that this development sits within the area previously identified as the 'commercial centre' as opposed to the 'village centre', the fact that they are close together means consideration should be given to ensure no design or functional clashes that could result in empty units on either centre. It is not clear where staff should park, as should they use the main car park, they would be subject to the ANPR time limit system. I do not see the number of car park spaces to be a problem as the time of day for visitors is likely to be later in the day when the village is quiet. Care needs to be taken to ensure safety, security of and noise pollution to neighbouring schools and properties on KM10 and KM19 land parcels. The operation of the ANPR system is unclear given their locations. What happens when the car park is full and at peak times such as Christmas. Will the shuttle bus between Bicester railway station and the Bicester Village Park and Ride stop here. It would have been helpful to see more detail on the usage models that would have been used to determine the size of the units and the parking provision. Overall the design is ok, however my preference would be to incorporate some of the character of Bicester Town into the design.
- I do not object to the proposal except to say that the height of the main units may look out of place. However, I am concerned that the Transport Assessment does not take account of the volume of motor traffic this development is likely to generate both from Bicester and the surrounding areas. The impression given is that a lot of people will visit on foot. People buying clothing and food will not be walking, cycling etc. Para 1.7 of the Introduction states 'this report utilises parameters that have been agreed with the highways authority for other proposed developments in the recent past to avoid the introduction of new information, wherever possible' – very convenient. It gives the impression that only people from Kingsmere will need to staff the units, and staff car parking is not mentioned although a staff travel

plan is referenced. The vehicle movements appear to be based on the original rather than revised Bicester Master Plan and should be declared void and a new transport assessment made.

- Banbury Gateway and TRICS assessments have no bearing on this proposed development as Banbury town centres retail offering is completely different to Bicester and therefore trips to this type of store will be somewhat greater in Bicester. The TRICS also appear somewhat out of date. There are too many assumptions in the Transport Assessment and appears to have been constructed to present the proposed development as requiring very little or no additional highway infrastructure. I would think that the number of car parking spaces would need to be doubled as an absolute minimum, otherwise it will eventually lead to parking in nearby streets. In addition the A41 in each direction needs widening to three lanes in each direction to cater for this future traffic (1 bus lane, 2 for other vehicles). This needs part funding by developments of this nature. I trust the appropriate OCC highways authority will duly consider and investigate my concerns and not pass this Transport Assessment at face value.
- I support this application, this will be Bicester's only opportunity for a large Next and Marks and Spencer, and I'm hoping for H and M as well – regardless of any traffic concerns. If these shops do not come to Bicester now, it will be another decade (and thousands more houses) before they do.
- In addition I understand that the site of the former Tesco in Sheep Street was never large enough to accommodate either Next or Marks and Spencer and now has been acquired by another retailer. We will once again have a discount store in Sheep Street, part of the reason, in my view, that Bicester is dying is the type of shops on offer in Sheep Street/Market Square – discount, estate agents, charity shops etc, but where is there a large enough space for a proper shop.
- As for the various arguments regarding 'sequential testing' – I do not see how the Bicester sports Association site would be any less problematic regarding traffic – if not more so when one considers the Middleton Stoney Road roundabouts tight configuration.
- I understand Pioneer Square does not have any facility that is large enough in terms of square footage to accommodate either Next or M and S. In other words, if we don't get them at Bicester Gateway, where will we get them? Not at all! Having lived in Bicester for 35 years and still having to drive 30 minutes or more to a decent shop, makes a mockery of our eco status. I therefore urge you to approve this application and at long last bring Bicester into the 21st century.

Update: 21 letters of support have been received, the comments are summarised below:

- Disappointed it is recommended for refusal and have not been consulted
- Do not agree with concerns about location and impact on traffic
- Run risk of losing these retailers if not approved
- Bicester Village are allowed to expand with all their traffic problems, not many of us can afford their prices
- Bicester has the potential to be the town of the future, please stop holding it back
- Bicester is and has been behind many towns of similar size and is only known as a place that houses an outlet centre. Whilst walking through the existing town, it is woefully lacking in any mainstream shops beyond charity shops and pound shops. This is not an area I would have considered to move to if it wasn't for the exciting plans and development to include more high street shops and restaurants
- Complete lack of shops in Bicester to accommodate the influx of residents. Whilst traffic problems may occur, surely it is better than people in Bicester clogging the roads to visit Oxford and Banbury. How contradictory, making us

an eco-town then forcing us to waste fuel driving to nearby towns

- Previously lived within walking distance of Next, Frankie and Benny's and other facilities at the Shires Retail Park, Leamington Spa – there were never any traffic issues that resulted from that shopping park, except when visiting Sainsbury's
- Parking in Bicester Town Centre is a nightmare and will only get worse when the Travelodge/library/CDC Offices are completed
- Few other suitable sites that could accommodate a retail park like this, yet the council feel it quite right to pass hundreds of different developments for yet more housing on what was once green belt land
- Sheep Street is inadequate, how many charity and bargain basement shops does one town need
- Bicester's local businesses miss out when people travelling to other retail centres use those facilities
- The existing vacant units are too small to accommodate major retailers
- Should this be refused, it is expected that the criteria for refusal be upheld for all future retail plans in the area, including Bicester Village and the planning committee earmark a suitable area of Bicester for such a retail proposal
- Do not see how the sequential test will accommodate such retailers any closer to Bicester Town Centre when there are no sites large enough
- Would complement Bicester Avenue and should suitable links be established, the town centre
- Although Bicester has some excellent restaurants, it lacks variety and depth needed for a town growing at the rate of Bicester

2.2 A letter has been received from the Kingsmere Residents Association on behalf of Kingsmere residents to express the Association's support

- KRA is the officially recognised voice of the residents of the new development and all the feedback we have had regarding the planning application has been incredibly positive
- Having met with Dan Bramwell to be fully briefed on the proposals, we feel the scheme will be of benefit to the whole of Bicester and will enhance the Town's shopping offer, in particular
- Both M&S and Next brands are particularly welcome in Bicester. Failure to deliver these retailers will mean that local residents have to drive further afield to the new Banbury Gateway development, Oxford or even Milton Keynes to visit the stores
- As immediate neighbours, residents in the Kingsmere development will be geographically adjacent to the proposed scheme and will benefit from the additional restaurants and gym. This will prevent residents having to go further afield to find suitable offers
- The shops and restaurants will create additional employment opportunities and these will be of particular interest to local residents due to the accessibility. There will also be opportunities for local employment during the construction phase
- The scheme is highly accessible by all forms of transport thus making it environmentally friendly
- The additional parking spaces are most welcome
- We feel it will be an impressive and welcoming structure

2.3 An objection has been submitted on behalf of Bicester Sports Association as follows:
Contrary to the council's retail strategy for Bicester
Fails to comply with the NPPF sequential test
Insufficient evidence has been provided to demonstrate compliance with the NPPF impact assessment

- The local plan sets out a retail strategy for Bicester at paragraphs C.63-C.71

and Policy Bicester 5: Strengthening Bicester Town Centre which identifies an Area of Search in the centre of Bicester aimed at supporting the vitality and viability of the existing town centre, encouraging economic activity, assisting with the connectivity between the town centre and Bicester village and improving the character and appearance of the centre of Bicester and the public realm. The site falls outside this area of search and the proposal is in direct conflict with the council's strategy for retailing in Bicester.

- The planning and retail statement prepared by Mango Developments acknowledges the site is out-of-centre and therefore needs to demonstrate compliance with the sequential approach.
- The PRS is flawed as MPDL state that for an out-of–centre site it is not necessary to assess other out-of-centre sites in its assessment. This approach is incorrect and in conflict with the NPPF. This is supported in the High Court Judgement (Telford and Wrekin v S of S)
- Whilst MPDL: undertakes a brief assessment of land at Bessemer Close/Launton Road, it fails to assess (or indeed recognise) the area of search and any sites within it.
- It is believed that there are a number of sites within the area of search that warrant detailed assessment and could accommodate the level of development proposed. For example BSA Oxford Road site falls within the 'area of search', it is accessible and well connected to the town centre.
- Kingsmere is located outside the area of search and is in excess of 1km from the town centre and cannot be considered to be well connected to the centre nor capable of delivering the connectivity improvements and linkages set out in the emerging Local plan. It is therefore inferior to the BSA site in sequential terms.
- The retail impact assessment undertaken cannot be considered robust. The level of detail provided is wholly insufficient for the Council to understand the potential trade diversion and impact effects of the scheme. As it stands the Council cannot robustly assess and determine the application in retail impact terms.
- It does not comply with the requirements for undertaking an impact assessment as set out in the PPG
- No Flood Risk assessment has been submitted
- Very limited public consultation as set out in the Statement of Community Engagement
- Insufficient evidence that the site has been marketed to robustly demonstrate that B class use of the site will not come forward
- The transport assessment is not robust in terms of trip generation given the location of the site
- Parking requirements cannot accurately be assessed until the mode share and trip rates have been more accurately determined
- No screening opinion request has been submitted by the applicant. Due to the size of the site 2.05 ha, the application needs to be screened in order to establish whether an EIA is required.

Update: A further letter on behalf of BSA raises concerns, in the main in respect of the sequential test. The application site falls outside the 'Area of Search' and the application proposal is in clear and direct conflict with the Council's recently adopted strategy for retailing within Bicester. The applicants have not demonstrated in their sequential test that sites within the AoS are not available and therefore the report is incorrect in concluding that the applicants have demonstrated compliance with the sequential approach.

A number of the sites within the AoS warrant detailed assessment and we believe could accommodate the proposal. Importantly they would be sequentially preferable and would be consistent with and supportive of the Council's retail Strategy for

Bicester. For example, the BSA site is suitable, available and viable for redevelopment.

This letter can be read in full on the application file.

2.4 An objection has been received on behalf of Sainsburys as follows:

- The application is out of centre and therefore the application must satisfy the sequential and impact tests and demonstrate that they will not have a significant adverse impact on existing centres The impact assessment prepared by Mango is insufficient to understand the potential trade diversion and impact of the scheme and therefore does not meet the requirements of the NPPG
- The applicant's assessment of convenience trade draw in respect of the proposed M&S at paragraph 6.24-6.27 is also not supported by any evidence. There is no indication as to how the figures have been calculated and the impact assessment has underestimated the level of trade diversion from the town centre.
- The commentary regarding the cumulative impact of the proposed at paragraph 6.29 is insufficient that the '*application when considered alongside committed proposals will not cause any significant adverse impact'*. However, no assessment has been undertaken to support this. The applicant should undertake a full cumulative impact assessment to take into account all committed development within the catchment area including the consented Tesco and proposed M&S store.
- Given the size of the site a Flood Risk assessment is required
- The submitted Transport Assessment is not robust and makes unfounded presumptions. It suggests that the number of shoppers arriving by car (35% weekday and 33% Saturday) will be similar to the number of shoppers arriving by foot (36% weekday and 29% Saturday). This will impact upon the number of car parking spaces required for the development.

2.5 An objection received on behalf of Ziran Land Ltd and Stockdale Land Ltd comments as follows:

- Traffic issues in this area will be unacceptably compounded by a retail and leisure development in this location
- Opportunities in the town centre with a number of vacant units and there are potentially sequentially preferable sites within the designated town centre capable of development
- Restaurants will increase traffic flows and have a damaging effect on the viability of restaurants within the town Centre where there is vacant restaurant space, both available and coming available
- Cumulative effect of retail and restaurant in this location will damage the town centre which has seen substantial investment in recent years
- Bicester Town Centre could suffer lasting damage if this proposal is approved
- This company and its predecessor, Stockdale Land, have offered to purchase the employment land at Bicester Gateway and develop employment space thereon. The report submitted by VSL dated 10th June 2014 indicates significant demand at that time and it is clear that there is interest in developing the employment land for those purposes which we would be happy to do so, if not discouraged by the site owners from doing so.

2.6 An objection has been received from the Bicester Traffic Action Group as follows:

- The new proposal will have an entirely different traffic generation and peak hour movements to that previously envisaged as commercial and office. From the documents we have seen no amended Transport Assessment has been submitted and therefore consider the application is seriously flawed
- According to national traffic data bases this development, could generate in

excess of 9,000 vehicle movements in the peak, in addition to those generated by Bicester Village. The chaos caused by visitors to the village is well known and although improvement works to ameliorate this are planned this proposal will negate any improvement gained

- The main access to this proposal is off the A41 at a signal controlled junction by the Premier Inn. There is an additional access proposed through the residential area currently under construction and the mix of traffic from this proposal and that of the residents would not be seen as good practice in addition to being a potential road safety hazard, especially considering it passes a proposed secondary school site
- A new access is at present under construction on the other side of the A41, very close to the traffic signals. Although advertised as office development we understand that a large supermarket is also being constructed. This will only serve to generate more traffic in the morning and evening peaks for the office development and the supermarket itself will generate approximately 120 movements per 100 sqm of floor space at peak times
- Car parking from Bicester Village is already a problem with overflow car parks regularly being used. It is probable that shoppers from here will also use the car park proposed for this development when visiting the Village. The new car park of 266 spaces seems very low for a development of this type especially when the available parking is reduced by staff working at these units. It seems likely that shoppers will park in the surrounding residential streets to the detriment of road safety and the annoyance of residents. Bicester Village shows the result of insufficient parking provision and the chaos caused on surrounding roads
- This proposal, if approved, would undermine the District Council's investment in the Town Centre and would further undermine it as a central business district. The developers have overlooked the recently vacated Tesco store in Sheep Street, the Claremont Car park opportunities and other greenfield sites located elsewhere in Bicester. These sites, particularly to the south of the town where development will take place would, we suggest, be more suitable places to locate this development as the traffic impact would be less.

2.7 An objection on behalf of Bicester Office Park comments as follows:

- TIA is flawed and inadequate when it suggests that traffic generation for the employment site will be the same as the retail scheme. Employment development has an entirely different peak hour traffic profile to that of a retail scheme and this has not been assessed or looked at within these proposals.
- Retail would generate peak flows on a Saturday, Sunday and possibly Friday pm, precisely at the time when the traffic in this immediate vicinity is already at its peak and already suffers from well recorded severe traffic congestion
- No assessment has been provided showing the effect of Saturday and Sunday peak hour flows and how it might further affect the existing congestion on the current highway network during peak hour flows
- The application has assumed that the proposed highway improvement works for the future expansion of Bicester Village have been undertaken, which is not the case when this application is being considered, nor has the Highway Authority suggested any conditions to limit the implementation of this development until such improvements have been completed.
- The assessment by OCC of the TIA is inadequate and does not pick up the discrepancies above
- OCC has not sought any financial contribution towards highway improvements, sustainability, rail infrastructure, public transport etc. Furthermore, no highway improvements have been suggested or offered by the applicants in order to mitigate its traffic impact
- The scheme is wholly reliant on car-borne access and no attempt has been made to provide for sustainable and public transport facilities
- Will encourage 'rat-running' through the Kingsmere residential development to

access this new retail development, raising issues of safety for both residents and school children in the vicinity.

- Inadequate marketing effort in respect of the business space, a full and comprehensive marketing effort has not been undertaken in order to implement the approved scheme
- In view of the size of the employment units, it would be normal for a developer to undertake a small starter block as a first phase of the development, and in this manner they would be able to fully test the real market for such accommodation. This has not occurred and, accordingly the proposed business space has not been marketed to its full potential
- A more appropriate alternative development would be further residential units
- Retail development in this location is piecemeal and purely opportunistic in its location without consideration of a sequential test nor the needs of connecting it with the wider Bicester Community and without giving thought to the wider and future requirements of Bicester as it grows
- The last retail assessment was undertaken in October 2012 by CBRE which is clearly out of date and would not have taken into account the Garden City status
- Is premature, not in accordance with the emerging Local Plan and has considerable highway and traffic deficiencies which have not been adequately assessed by either the applicants or OCC as Highway Authority

2.8 A letter received on behalf of Value Retail comments as follows:

- The emerging Local Plan identifies an area of search, within which retail and other main town centre uses will be supported if they form part of the new schemes which help to deliver the aims of central Bicester. The Inspectors Report, dated 9th June concludes at paragraph 77 that identified sites should provide sufficient capacity to deliver all the new retail floor-space deemed necessary in the 2012 Retail study. Paragraph 78 supports the areas of search for additional floor-space, which do not include the application site.
- The application proposals are for mainstream comparison retailers, provisionally expected to comprise M&S, Next and TK Maxx, which is expected to compete directly with the town centre
- Contrary to Policy SLE2 of the emerging Local Plan.
- The proposal fails to satisfy the sequential test and are likely to have a significant adverse impact on nearby centres and should therefore be refused
- The proposal cannot be regarded as an extension to Bicester Village. There are no effective linkages and the proposals involve mainstream high street uses which, in contrast to Bicester Village, will compete directly with the town centre.
- The applicants approach fails to consider alternative options, including sites within the area of search identified in the emerging Local Plan, and in other centres within the likely catchment area of the proposals. The applicant has failed to consider whether there are other, more accessible/better connected out of centre sites, as required by policy.
- Impact assessment is likely to have understated the potential turnover of the proposed development, and materially underestimated the proportion of the proposals turnover likely to be diverted from Bicester town centre
- No cumulative impact assessment has been undertaken. Therefore the assessment is not credible or robust
- Loss of employment and inadequate marketing of the site
- TIA – no details of any scoping discussions with OCC and therefore a risk that an insufficient scope of assessment has been undertaken within the TA
- Applicant has failed to robustly assess the traffic changes arising from the consented employment use
- The application relies heavily upon pedestrian linkages that would be delivered by way of the Bicester Village Phase 4 Highway Works. Without the

provision of suitable non-car linkages, the scheme would be reliant upon the private motor car as the principle means of access to the site, the implications of which have not been fully assessed. Given the absence of these linkages, the level of traffic associated has been underestimated

- Unclear what committed developments have been allowed for in the assessment
- Insufficient evidence within the TA to demonstrate that the application is capable of mitigating traffic increases on the highway network during the weekend periods in isolation. Should the applicant be of the view that development traffic during the weekend assessment period can be accommodated upon the highway network, it should be demonstrated using detailed modelling
- Site access junction from A41 would come under pressure as a consequence of the application traffic being unable to satisfactorily reach the development from this direction
- Close to the new primary school
- Relies on the delivery of the highway works that would be brought forward by the extension to Bicester Village, but there is a risk that this could come forward in advance of the Bicester Village highway works
- Given the absence of a robust TA it cannot be taken at face value that there is sufficient parking provision, resulting in parking in the nearby streets
- Service yard has not been designed to accommodate articulated delivery vehicles, given that such vehicles would not appear to be capable of being accommodated within the site, then it is expected that delivery vehicles would queue back onto the adjacent highway network
- There is no certainty that Bicester Village highway works can accommodate the traffic arising from the proposal
- No contributions offered or requested to Bicester Area Transport Strategy
- Contrary to NPPF paragraph 32.
- Proposal should be refused in line with national and local policy as the applicant has failed to clearly identify capacity to support the scale of retail proposed

Update: a further letter on behalf of Value Retail states as follows:

- 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
- Based on the conclusions of our clients highways consultants, which are shared by other objectors, we consider that in addition to the reasons for refusal set out in the committee report, traffic and highways warrant a further reason for refusal.

All of the comments made above can be read in full on the application file.

2.9 **Update:** Bicester Vision is committed to developing a town with vibrant business heart and a commercial centre for trade and commerce. With regret we wish to formally object to the proposed development based on several contentious points

- Firstly we feel that further commercial development for retail and leisure will increase road traffic usages in this area and heighten the current frustration of residents
- Secondly we feel that, with the availability of retail units in the Town Centre, and with a desire to support existing town centre businesses, the possibility of a second retail centre emerging will be of a detriment of the whole town

We therefore do not support the application submitted.

2.10 **Update:** letters of support have been received from ‘The Restaurant Group’,

'M&S' and 'Next Group PLC'

- Restaurant Group has shown commitment to taking 3 restaurants for Frankie and Benny's, Chiquito and Joe's Kitchen brands, creating 130 jobs for local people. Currently their nearest restaurants are in Oxford and Banbury. Other sites – Skimmingdish Lane/Launton Road are not suitable. The location on this site is fundamental to the success of our restaurants and it is unlikely we would locate elsewhere in the town due to limited opportunities and the inferior quality of other sites that are currently available in the Bicester area. The combination of the three new resaurants will create circa 130 new jobs.
- M&S have been unable to find an opportunity elsewhere in the town of sufficient size with adjacent parking. If consent is not granted they are unlikely to find another site in the near future which will have the available space for a full offer store. Launton Road/Skimmingdish Lane is not suitable. Bicester has long been regarded as a target town for a general merchandise store. The current application will enable us to meet the requirements of an expanding Bicester and prevent leakage to other towns.
- Next – Bicester has long been considered by Next, but due to lack of available opportunities in the town centre have been unable to find a location of sufficient size to provide a full and commensurate offer that the growing town demands with an increasing population and housing. It is vitally important to the business that we have enough home offer. This location is ideally placed, being visible and convenient to commuters and residents alike who already use the Oxford Road. As above, other sites, such as Bessemer Close were reviewed in 2008, 2011 and more recently, but, are too secondary and not suitable. 50 new jobs would be created.

All the comments made above can be viewed in full on the application file.

3. Consultations

3.1 Bicester Town Council: resolved that Bicester Town Council has concerns that whilst we welcome the addition of retail brands being promised it is felt that this development is in the wrong area due to problems with car parking and access on an already very busy A road. It is felt that this development should consider a different location within the town centre.

Cherwell District Council Consultees

3.2 **Planning Policy Officer:** The application site is part of a larger site for which planning permission was granted for circa 1800 homes and other uses. The application site is located on land which is zoned for employment use (B use classes) in this planning application. The larger site is currently under construction and fairly well advanced. There are new homes being constructed in close proximity to the application site and there is a recently completed hotel adjacent to the site. The application site is in an out of centre location but it is acknowledged that new development at Bicester would bring the site within Bicester's urban area.

<u>Main Development Plan Policies</u>
The application site is not allocated for development in the Cherwell Local Plan (1996) (saved policies). The main policies relevant to this proposal are as follows:

The adopted Local Plan seeks to maintain a compact shopping centre at Bicester. Policy S25 applies to retail development in the rural areas but this policy should be considered in the context of on-going development of the wider South West Bicester site and development in southern Bicester generally.

NPPF

The paragraphs of the NPPF most pertinent to this application from a Local Plan perspective are:

Paragraph 14 the 'presumption in favour of sustainable development'

Paragraph 19 relating to encouraging economic growth

Paragraphs 23 to 27 of the NPPF (which relate to ensuring the vitality of town centres). In particular the requirements relating to the production of a sequential test and impact assessment should be observed. Annex 2 provides further information.

The transport and traffic impacts of the development will need to be considered against the requirements in Section 4 the NPPF. Paragraph 32 of the NPPF stated that development should only be prevented or refused on transport ground where the residual cumulative impacts of development are severe.

Paragraphs 56 to 67 on Requiring Good Design are also relevant.

PPG

PPG should be considered including in relation to guidance on the sequential test and impact assessment.

Non-Statutory Cherwell Local Plan 2011

Whilst some policies in the Non-Statutory Cherwell Local Plan may remain material, other policies have in effect been superseded by those of the Submission local Plan (January 2014).

The NSCLP seeks to maintain a compact shopping centre at Bicester. Policy S2 applies to retail development in the rural areas. Recognising there may be size constraints, for this application Policies S16, S17 and S17a are of relevance for the sequential test. These are for sites identified in the NSCLP in central Bicester to accommodate development uses including town centre uses.

Policy H1b and H13 identify the land at South West Bicester for 1585 homes and other uses including employment land. Policy H13 stares that a comprehensive scheme should be provided for and criterion (xiv) provides for '*an appropriate range of local shopping facilities, including a public house, to be provided on a commercial basis*'. Supporting paragraph 3.113 states that retail, public house, primary education, community and health care facilities will be grouped into a neighbourhood centre and that retail development of a greater scale than that to serve the day to day needs of the neighbourhood will not be acceptable. Policy S18 also makes provision for the local centre (which has yet to be provided).

Submission Local Plan 2011-2031 (January 2014) As proposed to be modified (as at 6 February 2015)

A new Local Plan was submitted to the Secretary of State in 2014 for Examination. Hearings took place in June and December 2014 and the Inspectors report is expected in spring 2015. (at the time of writing the report, the Inspector's Report has now been received). There are outstanding objections to some policies which have yet to be resolved. A schedule of hearing minor modifications was submitted to the Council on 6th February as requested by the Inspector. A number of related documents were also submitted. These are available on the Council's website on the Local Plan examination web page. The main policies relevant to this proposal are as follows:

The application site is on land identified as an approved housing site (South West Bicester development) on Key Policies Map 5.2: Bicester.

Objective SO1 sets out that the objectives for developing a sustainable local economy include; to facilitate economic growth and a more diverse local economy with an emphasis on attracting and developing higher technology uses.

Paragraph B.46 of the Submission Local Plan states that the provision of jobs will be a material consideration for determining planning applications for any use classes.

Paragraph B.48 states that the Council is determined to secure dynamic town centres as the focus for retail development. Paragraph B.53 explains that new retail development will continue to be focused in the town centres and all new development will be required to be built to high design and building standards.

Policy SLE1 sets out the requirements for planning applications for existing employment sites and these should be met by the applicant. Paragraph B.46 explain that Policy SLE1 applies to sites which have planning permission for employment uses. There are other sites allocated in the Local plan to deliver future employment needs.

Policy SLE2 states that retail and other main town centre uses will be directed towards the District's town centres. The policy reflects the NPPF and requires a sequential test and impact assessment for applications for main town centre uses outside the town centre.

The uses proposed in the application are 'main town centre uses' as defined in Annex 2 of the NPPF and paragraph B.54 of the Local Plan.

Policy Bicester 5 states that shopping, leisure and other town centre uses will be supported within Bicester town centre. An 'area of search' is identified in Bicester and shown on Inset map Bicester 5. Paragraph C.66 explains how growth can be achieved at Bicester.

Strategic Objective 13 of the Submission Local Plan aims to reduce the dependency on the private car as a mode of travel and increase opportunities for travelling by other modes. Policy ESD1 sets out an aim to mitigate the impact of development on climate change by delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce the dependence on private cars. Policy SLE4 will also apply and has similar objectives.

Policy ESD16 will also apply.

<u>Policy Observations</u>
The NPPF requires a town centre first approach that directs retail and other town centre uses towards town centres and encourages the growth of centres. The Submission Local Plan is consistent with this approach and aims to support Bicester town centre's viability and vitality. In the 'area of search' town centre uses will be supported if they help deliver the aims for central Bicester. The growth of the town centre will be explored further in Local Plan Part 2 including the potential of sites for town centre uses in accordance with the approach in the NPPF and the submission Local Plan. The application proposals are outside the town centre and the 'area of search' in an out of centre location and therefore inconsistent with local planning policy in terms of the strategy for accommodating town centre uses and supporting the growth, viability and vitality of central Bicester.

The proposals are located in an area of Bicester where commercial and residential development already exists in close proximity, is taking place or is planned, providing some opportunities for sustainable modes of travel. This should be a consideration in

determining the application, however proposals alternatively located in the town centre, and potentially in edge of centre or other out of centre locations, would also be in an area of Bicester where new development is taking place and is planned. For example, as demonstrated by proposals set out at Policy Bicester 6: (Bure Place redevelopment) of the Submission Local Plan.

A detailed and comprehensive sequential test and impact assessment should be provided supporting the planning application. The 'area of search' at Policy Bicester 5 of the Submission Local Plan provides an indication of locations that should have been explored for the sequential test. However, the sequential test should include consideration of all potential sites within the urban area of Bicester, including out of centre sites with consideration of accessibility and connections to the town centre.

In terms of land uses in close proximity to the application site, a new large Tesco food store has planning permission on the eastern side of the A41 opposite the site. Land is also allocated to the south of the application site for employment uses (see Policy Bicester 10 in the Submission local Plan) and construction has started opposite the application site to the east of the A41 on land identified in the Submission Local Plan (see Inset Map Bicester 4).

Bicester Village has planning permission to expand on the existing Tesco food store site. The Submission Local Plan identifies the potential for improved connectivity between Bicester Village and the town centre. Planning permissions granted at Bicester Village have associated conditions which restrict the type of retail development. If planning permission is granted for the application site it should be explored as to whether conditions should be applied.

Wyvale Garden centre and the new hotel are located further from Bicester town centre than the application site. However a hotel was required by the Non-Statutory Cherwell Local plan (Policy H13). Conditions are in place for Wyvale Garden Centre.

The proposals would lead to loss of employment land for B use classes. However, the site is not an operational site or allocated for employment uses.

In accordance with Policies ESD1, SLE4 and the NPPF the traffic impacts and potential for sustainable modes should be examined. Sustainable travel patterns may be difficult to achieve and the potential for effective links to the town centre should be considered. It should be recognised that the site is within walking/cycling distance of the town centre and other existing and planned uses.

Any particular circumstances which may apply in relation to the operation and function of the proposal should be considered.

It will be relevant to examine whether the proposals would compromise the delivery of satisfactory proposals for South West Bicester set out in the Non-Statutory Cherwell Local Plan including the provision and operation of the proposed local centre at South West Bicester which will make an important contribution towards sustainability of the new development.

Proposal would increase the retail offer and create jobs in retailing to support the growth of Bicester generally. However, importantly the proposals are inconsistent with local planning policy which directs town centre uses to the town centre and planning policy relating to the growth of the town centre.

Update: Since the above comments were received, the Inspector's Report has been received and the Submission Local Plan is now the adopted Cherwell Local Plan 2011-2031.

3.3 **Design and Conservation Officer**: no comments received

3.4 **Ecology Officer:** Included within the documents is an ecological monitoring report for the wider site (which reveals that it is not being managed as per an agreed EMP – with cuttings at the wrong time of year, not removing arisings etc. and that many habitats are degrading). This point aside I could not find anything in this report about the specific area of this application site. I may have missed something but there does not appear to be a survey or comment of this area. I appreciate this is part of a much wider development plan and therefore wondered if this is elsewhere under a different application number.

There does not look to be anything immediately of concern on site, however I don't know if there is any botanical interest or hedgerows which need preserving, badger setts (although unlikely given surrounding developments, we do have records along this road). There are also adjacent records of wintering birds. The design and access statement refers to biodiversity being a key element but does not elaborate on any of their plans in this regard.

Without further information it is difficult to assess the need for mitigation however a full scheme of biodiversity enhancements within the proposed new buildings and surrounding landscaping should be submitted. This should include provisions for birds built into the fabric of the buildings. I see a green wall proposed in one of the design pictures and such features would be a welcome addition throughout the site (although it does not show it fully lit which may limit its value). We should be seeking a net gain for biodiversity on site in line with NPPF recommendations and the current layout leaves little room for this.

Update: The submitted Ecology Statement is acceptable and the mitigation measures and enhancements recommended are acceptable.

3.5 **Economic Development Officer**: I have concerns that it has not been presented effectively to the market and should therefore not simply be granted change of use.

For instance, yesterday I was approached by a growing Bicester business that is seeking around 6,000 sq ft. A developer needs to respond to this market interest. All local commercial agents are aware of the shortage of modern and refurbished b-class premises. I have not been contacted by the land owner or agent to indicate a lack of demand or to ask for the help of our services. On the contrary; I am being contacted by Bicester businesses that are struggling to expand locally.

The site is therefore important to retain for b-class employment as an important balance to the residential and retail development that has been completed and continues nearby. This should contribute to the availability of local employment opportunities to reverse out commuting to higher paid employment areas beyond Bicester and therefore serve the needs of Bicester residents and businesses whilst contributing to the sustainable goals of the One Shared Vision.

3.6 **Environmental Protection Officer**: No comments received

Oxfordshire County Council Consultees

3.7 **Transport:** The Local Planning Authority should consider the sustainability of the development given the loss of employment land and resulting out-commuting.

CDC Local Plan seeks to address the issue of significant out-commuting from Bicester through the provision of employment land. Whilst A1 and A3 land uses will provide some food/non-food retail employment, there is already a range of similar

employment opportunities within walking/cycling distance of the site. The loss of the currently approved B1 and B2 employment use could result in an increase in out commuting from Bicester reducing the potential sustainability benefits of the approved site.

The principle of development in this location within the context of a wider development and transport mitigation for the site has been secured through planning application 06/00967/OUT. The traffic generation patterns for retail are different to employment land uses. However, impact upon junctions adjacent to the site would not be significant when considered against the permitted use.

The proposed parking, circulation and manoeuvring arrangements appear appropriate but I do not have a scalable plan to verify this matter. Detailed plans will be required for all access, pedestrian, cycle and vehicular. Cycle and pedestrian provision must link to the existing network. All surface water management on this part of the development will need to adhere to the agreed Kingsmere Design Code Document.

A Framework Travel Plan is required for this development setting out the overall objectives for the promotion of sustainable travel. Each of the proposed units will need to produce a supplementary plan that is linked to objectives in the framework travel plan and pay the required monitoring fee prior within 3 months of the units being occupation. These travel plans should be produced in accordance with the Oxfordshire County Council's Transport for New Developments: Transport assessments and Travel Plan Guidance (March 14) and agreed with Oxfordshire County Council's Travel Plans Team.

To encourage walking and cycling to the site from the wider area, good quality access points need to be provided on direst routes linking in to the walking and cycling networks. The current outline drawings do not show the layout of any walking or cycling routes. Covered secure cycle parking must be provided in permanent locations for each of the units, for staff and customer use.

Oxfordshire County Council maintains the Oxfordshire liftshare portal to match up people who are making similar journeys and would like to liftshare. If the development contributes to the on-going maintenance of this site then they can use this portal to encourage staff and visitor liftshare and reduce the number of single occupancy car trips. All surface water management on this part of the development will need to adhere to the agreed Kingsmere Design Code Document.

A good quality bus service between Oxford and Bicester Town Centre operates along the A41, but there are no stops within convenient walking distance of this development. Convenient access to public transport is essential and this site will require a new pair of bus stops, at the cost of the developer. These bus stops should include lay-bys, hard-standing areas, shelters, Premium Route flag/pole/information case units and electronic real-time information units. Bus stop laybys and hard-standings should be delivered by the developer to an agreed design, with shelters, flag/pole/information case units and real time information displays to be secured through a Section 106 Agreement.

3.8 **Drainage Officer:** the additional drainage information is acceptable and no objections are raised subject to the imposition of a condition.

3.9 **Economy and Skills**: the developers will be required to prepare and implement, with local agencies and providers, an Employment and Skills Plan (ESP) that will ensure, as far as possible, that local people have access to training (including apprenticeships) and employment opportunities available at the construction and end user phases of this proposed development.

Loss of Skilled Jobs

Bicester is identified as a key location for employment growth on the Oxfordshire Knowledge Spine through the City Deal and Strategic Economic Plan (SEP). The SEP looks to support significant increases in employment at Bicester through infrastructure improvements and land availability.

If retained for B1 and B2 uses, this site could make a valuable contribution to the generation of quality, high tech employment opportunities and provision of a comprehensive range of employment opportunities in the town. The supporting statement to the existing outline permission (06/00967/OUT) estimates that the current approved use would accommodate 992 jobs, many of which could be highly skilled. The supporting statement to the retail proposal estimates that around 300 jobs would be created, few of which are likely to be highly skilled. Moreover, there are already considerable retail employment opportunities within Bicester with more anticipated from the expansion of Bicester Village. It is important to the success of the employment strategy for Bicester that other employment land, including this site, remains available for B1 development.

The impact of the development on the town centre and local centre

This is an out of centre site although potentially with reasonable access to the town centre. A1 Retail and A3 restaurants are town centre uses. It would be better for these uses to be located in Bicester town centre where they can contribute to town centre vitality and viability, help improve the image of Bicester town centre in line with Bicester Master Plan objectives and where there is good access by public transport. Further justification should be provided to explain how the proposals address the strategic objectives for economic growth and for a thriving town centre.

The current proposals for A1 and A3 use are likely to impact on the viability of the retail element of the local centre approved as part of this outline consent.

3.10 **Overall view of Oxfordshire County Council:-**

This application is for a 2.045 hectare retail development on part of the South West Bicester Phase 1 (Kingsmere) strategic site allocation in the emerging Cherwell local plan. The site currently has outline planning permission for B1 and B2 employment use as part of the wider Kingsmere development. The County Council has the following concerns:

- The loss of skilled jobs that the current approved use could provide for
- The potential increase in out commuting from Bicester as a result of losing a key employment site
- The impact of the development on the town centre and local centre
- The proposals are contrary to the emerging Cherwell local plan and the Draft Bicester master Plan

In addition to the above points, the County Council's Local Members also have the following concerns:

- Increased traffic along the A41 corridor and the cumulative impact with Bicester Village, Tesco and Bicester Avenue
- Increased traffic on the Middleton Stoney Road
- Inadequate parking provision
- Impact on the health village

Loss of Skilled Jobs

Bicester is identified as a key location for employment growth on the Oxfordshire Knowledge Spine through the city Deal and Strategic Economic Plan (SEP). The SEP looks to support significant increases in employment at Bicester through infrastructure improvements and land availability.

If retained for B1 and B2 uses, this site could make a valuable contribution to the generation of quality, high tech employment opportunities and provision of a comprehensive range of employment opportunities in the town. The supporting statement to the existing outline permission (06/00967/OUT) estimates that the current approved use would accommodate 929 jobs, many of which could be highly skilled. The supporting statement to the retail proposal estimates that around 300 jobs would be created, few of which are likely to be highly skilled. Moreover, there are already considerable retail employment opportunities within Bicester with more anticipated from the expansion of Bicester Village. It is important to the success of the employment strategy for Bicester that other employment land, including this site, remains available for b1 development.

Potential increase in out commuting from Bicester
The emerging Cherwell Local Plan seeks to address the issue of significant out-commuting from Bicester through the provision of employment land. The loss of the currently approved B1 and B2 employment use could reduce containment and result in an increase in out commuting from Bicester thus reducing the potential sustainability benefits of the approved site.

Impact of the development on the town centre and local centre
This is an out of centre site although potentially with reasonable access to the town centre. A1 Retail and A3 Restaurants are town centre uses. It would be better for these uses to be located in Bicester town centre where they can contribute to town centre vitality and viability, help improve the image of Bicester town centre in line with Bicester master Plan objectives and where there is good access by public transport. Further justification should be provided to explain how the proposals address the strategic objectives for economic growth and for a thriving town centre.

The current proposals for A1 and A3 use are also likely to impact on the viability of the retail element of the local centre approved as part of the outline consent.

The proposals are contrary to the emerging Cherwell local Plan and the Draft Bicester Master Plan
Paragraph C56 of the emerging Cherwell local plan states that ;South west Bicester will provide 1,742 new homes, new primary and secondary schools, public open space, health and sports facilities, **employment land**, a hotel and other local facilities'. Removal of the employment land is not in accordance with the Local Plan. Further, the current proposals are contrary to paragraph B.53 of the plan which states that 'new retail development will continue to be focused in our town centres'.

The retail proposals are also contrary to the Draft Bicester master Plan (August 2012) which states that

'*Any further retail development and improvements to car parking should take place on the south eastern side of Sheep Street to anchor this end of the main retail street and provide improved facilities closer to the railway station'* (Draft Bicester master Plan August 2012 p43)

Other Consultees

3.11 **Environment Agency**: have no objection subject to the inclusion of a condition relating to contamination. Without the condition the development would pose an unacceptable risk to the Environment.

The proposed development is located in Flood Zone 1 (low probability) based on our Flood Zone map. Whilst development may be appropriate in Flood Zone 1, paragraph 103 (footnote 20) of the National Planning Policy Framework sets out a Flood Risk

Assessment should be submitted for all developments over one hectare in size. We note that a Flood Statement has been produced, but a comprehensive FRA has not been submitted in support of the proposed development.

The West Thames Area (Environment Agency South East) is operating a risk based approach to planning consultations. As the site lies in Flood Zone 1 and is between 1 and 5 hectares we do not intend to make a bespoke response to the proposed development. The following standing advice is provided as a substantive response.

In order for the development to be acceptable in flood risk terms we would advise the following:

- Surface water run-off should not increase flood risk to the development or third parties. This should be done using SUDS to attenuate to at least pre-development run-off rates and volumes or where possible achieving betterment in the surface water run-off regime
- An allowance for climate change needs to be incorporated, which means adding an extra amount to peak rainfall (20% for commercial development, 30% for residential). See table 5 of Technical guidance for NPPF.
- The residual risk of flooding needs to be addressed should any drainage features fail or if they are subjected to and extreme flood event. Overland flow routes should not put people and property at unacceptable risk. This could include measures to manage residual risk such as raising ground or floor levels where appropriate.

SUDS for roads/car parking areas should incorporate appropriate design mechanism to minimise the potential that hydrocarbons or other contaminants may be mobilised into ground water. The base of SUDS should be sufficiently above typical winter groundwater levels to allow the attenuation of any residual contaminant. They should not routinely discharge direct to groundwater (ie above typical winter GW levels).

4. Relevant National and Local Policy and Guidance

4.1 Development Plan Policy

Adopted Cherwell Local Plan 1996 (Saved Policies)

C28: Layout, design and external appearance of new development
C31: Development in residential areas
TR1: Transportation funding

Non-Statutory Cherwell Local Plan 2011
Policy H13: Bicester Urban Extension: South West Bicester

4.2 Other Material Policy and Guidance

National Planning Policy Framework (March 2012)

National Planning policy Guidance

Cherwell Local Plan 2011-2031

The Submission Local Plan has been through public consultation and was submitted to PINS in January 2014, with the examination beginning in June 2014. The Examination was suspended by the inspector to allow further work to be undertaken by the council to propose modifications to the plan in light of the higher level of housing need identified through the Oxfordshire Strategic Market Assessment (SHMA), which is an objective assessment of need. Proposed

modifications (August 2014) to meet the Objectively Assessed Need were subject to public consultation, from 22nd August to 3rd October 2014. The examination reconvened and closed in December 2014. The Inspector's Report was published 12th June 2015. The report was presented to Members at a meeting of the Full Council on 20 July 2015. Members endorsed the Plan and it is now adopted and forms part of the development Plan. The policies listed below are considered to be material to this case:

SO1: objectives for a sustainable economy
SLE1: Employment development
SLE2: Securing dynamic town centres
SO13: Reduced dependency on the private car
ESD1: climate change
ESD3: sustainable construction
ESD7: Sustainable drainage systems
ESD10: Protection and enhancement of biodiversity and the natural environment
SLE4: improved transport and connections
ESD16: character of he built and historic environment
Policy Bicester 5: Strengthening Bicester Town Centre

5. Appraisal

5.1 The key issues for consideration in this application are:

- Relevant Planning History
- Policy and the principle of development
- Sequential test and retail impact
- Loss of employment land
- Transport impact
- Sustainability
- Design and layout
- Ecology
- Flood risk assessment
- Planning obligation

Relevant Planning History

5.2 The application site forms part of the wider mixed use development at South West Bicester (now known as Kingsmere). Outline planning permission was granted, subject to conditions and a Section 106 Agreement for up to 1585 dwellings, employment, education, health village, leisure and supporting infrastructure in June 2008 (06/00967/OUT refers). A land use proposals plan approved as part of the outline conditions identified this site as part of the employment zone which was also to include the hotel development.

5.3 The construction of the wider South West Bicester development began in July 2010. The major infrastructure has been provided and a number of residential parcels have either, been completed and occupied or currently under construction following the granting of the relevant reserved matters consents.

5.4 Reserved matters consent was granted for the hotel and Brewers Fayre Public House in May 2012 (12/00063/REM refers). The hotel and pub are now trading well. The developers of the South West Bicester site are required by the terms of the Section 106 to market the application site for employment purposes.

Policy and the Principle of Development

5.5 The development Plan for Cherwell District comprises the saved policies in the Adopted Cherwell local Plan 1996 and the adopted Cherwell local Plan 2011-2031. Section 70(2) of the Town and Country Planning Act 1990 provides that in dealing with applications for planning permission the local planning authority shall have regards to the provisions of the development plan, so far as is material to the application, and to any other material considerations. Section 38 of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise. This is also reflected in the National Planning Policy Framework (NPPF).

Non-Statutory Cherwell Local Plan 2011

5.6 The site in question was an allocation within the Non-Statutory Cherwell Local Plan (Policy H13), as part of the wider mixed use development of South West Bicester, but is not allocated for development in any adopted plan. As part of the planning permission granted under Policy H13, the site is identified for employment purposes.

5.7 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF sets out the economic, social and environmental roles of planning in seeking to achieve sustainable development: contributing to building a strong, responsive and competitive economy; supporting strong, vibrant and healthy communities; and contributing to protecting and enhancing our natural, built and historic environment (paragraph 7). It also provides (paragraph 17) a set of core planning principles which, amongst other things require planning to:

- Be genuinely plan led, empowering local people to shape their surroundings and to provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency
- Proactively drive and support sustainable economic development
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate
- Encourage the effective use of land by reusing land that has been previously developed
- Promote mixed use developments
- Conserve heritage assets in a manner appropriate to their significance
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and to focus significant developments in locations which are, or can be made sustainable
- Deliver sufficient community and cultural facilities and services to meet local needs

5.8 The NPPF at paragraph 14 states ‘at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both planning and decision taking…..For decision taking this means

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless;
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted

5.9 The NPPF further advises that a sequential test should be applied to planning applications for main town centre uses such as retail. Only if suitable sites are not available should out of centre sites be considered, and preference should be given to accessible sites that are well connected to the town centre. Impact Assessments are also required for developments over 2,500sqm. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact, then it should be refused.

5.10 The Planning Practice Guidance also advises on the sequential test and impact assessment, and advises that if a required development cannot be accommodated in the town centre, that the local planning authority should plan positively for such needs having regard to the sequential and impact tests. Policy Bicester 5 of the adopted Cherwell Local Plan 2001-2031 seeks to do this by proposing an 'Area of Search' to ensure that any proposed main town centre uses which are not in the existing town centre are in the best locations to support the vitality and vibrancy of the town centre, and that no likely significant adverse impacts on existing town centres arise as set out in the NPPF.

Adopted Cherwell Local Plan 2011-2031

5.11 The Cherwell Local Plan has been through Examination and has been considered by Full Council. This plan has now been adopted by the Council. The Local Plan is consistent with the NPPF in that it requires a town centre first approach that directs retail and other town centre uses towards town centres and encourages the growth of such centres and aims to support Bicester town centre's viability and vitality.

5.12 Policy SLE2 of the adopted Local Plan 2011-2031 'Securing Dynamic Town Centres' seeks to ensure that Bicester's role is strengthened in terms of achieving economic growth, as a destination for visitors and in serving their rural hinterlands. The policy further advises that proposals for retail and other Main Town Centre Uses not in a town centre should be in 'edge of centre' locations, and only if suitable sites are not available in edge of centre locations should out of centre sites be considered; and, when considering edge of centre or out of centre proposals, preference will be given to sites that are well connected to the town centre. An impact assessment will also be required in accordance with requirements in the NPPF. It states that the council will consider if the proposals satisfy the sequential test and if they are likely to have significant adverse impact on one or more factors in the NPPF. This policy also requires that all proposals should comply with Policy SLE 4 which relates to improved transport and connections.

5.13 Policy Bicester 5 'Strengthening Bicester Town Centre' aims to support the viability and vitality of the existing town centre, encourage economic activity, assist with the connectivity between the existing town centre, a new Bicester Town Railway Station; Bicester Village; and adjoining and proposed residential areas; and, improve the character and appearance of the centre of Bicester and the public realm. Partial redevelopment of the town centre has been achieved with the recent Bure Place scheme and a second phase of development is planned through Bicester Policy 6. Work for the emerging Bicester Masterplan has identified how the area to the south of the town centre could be improved to consolidate and expand the town centre to provide space to help accommodate Bicester's growth need, this area is annotated on the plan as 'An Area of Search'. Remaining relevant policies in the plan largely concentrate on seeking a sustainable form of development through other disciplines such as SUDS, flood management and design.

5.14 The application site is not within Bicester Town Centre as defined in Policy Bicester 5 or within the 'Area of Search' identified in that policy, and is not allocated for retail development as part of the Development Plan.

5.15 **Sequential Test and Retail Impact Assessment**

The NPPF advises states that Local planning authorities should plan positively, to support town centres to generate local employment, promote beneficial competition within and between town centres, and, create attractive, diverse places where people want to live, work and visit. It also states that Local Planning Authorities should assess and plan to meet the needs of main town centre uses in full, in broadly the same way as for their housing and economic needs, adopting a 'town centre first' approach and taking account of specific town centre policy.

5.16 The NPPF sets out two key tests that should be applied when planning for town centre uses which are not in an existing town centre and which are not in accord with an up to date Local Plan – the sequential test and impact test.

5.17 The sequential test should be considered first as this may identify that there are preferable sites in town centres for accommodating main town centre uses. The sequential test will identify development that cannot be located in town centres, and which then would be subject to the impact test. The impact test determines whether there would be likely significant adverse impacts of locating main town centre development outside of existing town centres.

5.18 The application submission has been supported by a Planning and Retail Statement prepared by Mango Planning and Development Ltd on behalf of the applicants which also includes an assessment of how the site has been sequentially tested, together with an Assessment of its Impact. This submitted planning and retail assessment produced by Mango Planning concludes that the proposed development satisfies the sequential test and will not have a significant adverse impact. This has been independently critiqued by CBRE on the council's behalf as part of the application process.

5.19 In considering the sequential test, the applicant must demonstrate that there are no sites within the town centre that are suitable and available and upon which the proposed development would be viable. The application proposes approximately 10,000sqm of floorspace with 266 car parking spaces on a site of 2.045 hectares. The sequential test has assessed the sites as follows:

5.20 **Land at Crumps Butts**, stating that this land is in multiple occupation and too small to accommodate the scale and format of the application proposal and that GVA Grimley in its consideration of the Aldi proposal on behalf of the Council stated in their critique 'that the site is better suited to smaller retailers, given its size, proximity to residential dwellings and the limited scope for comprehensive development to provide a larger format. The applicant's agent therefore concludes that this site is therefore unsuitable.

5.21 An assessment of **Bicester Town Centre** carried out by Mango Planning and Development Ltd in December 2013 identified 22 vacant units, with an update in January 2015 identifying 17 units, the vast majority of which are very small and therefore do not provide sufficient floorspace to accommodate the application proposal or a flexible interpretation of them. Whilst it was acknowledged that the Tesco Metro in Sheep Street was to close, it was also stated that this unit was too small to accommodate the proposal. It is understood that this unit has now been taken by another retailer, B and B Bargains.

5.22 **Land at Victoria Road** is located to the rear of Sheep Street and extends to approximately 0.8ha. The applicants agent concludes that the site is not only too small but a comprehensive retail proposal in this location would attract the same issues as the dismissed appeal for 36 live work units and the site is therefore unsuitable.

5.23 **Claremont car park** is stated by the applicant's agent to be unavailable and in physical terms too small to accommodate the application proposal and does not offer the frontage or prominence that the development would require and is therefore also considered to be unsuitable and unviable. The sequential test submitted as part of the application therefore concludes that there are no sequentially preferable sites available within Bicester town centre.

5.24 Moving further out of the town centre, the only suitable edge of centre site identified by the sequential test is the **Cattle Market car park** which is owned and managed by the District Council, concluding that it would create a large and prominent structure incompatible with surrounding buildings and residential properties.

5.25 The only out of centre site highlighted is the former Lear Corporation site at **Bessemer Close**. The site extends to 1.2ha and currently comprises a vacant industrial unit and associated car parking. The applicants state that this site is no longer available and moreover, the application proposal is for a high quality design with modern sustainable credentials. The ability to provide such a modern development is facilitated by the development of a cleared site. The cost of site clearance and remediation of the Bessemer Close site would reduce the amount of finance available for a high quality sustainable development. As such the sequential test considers the site to be unsuitable and unviable for the development proposed. An application relating to the redevelopment of this site for residential purposes (15/01043/F refers) has recently been withdrawn.

5.26 The submitted sequential test concludes that given recent acceptance of compliance with the sequential test for similar out of centre retail proposals and adopting a common sense approach to the sequential test, the application site, located on an established commercial area and accessible by a range of modes of transport is compliant with the sequential test. The sequential test however failed to specifically address and assess the potential availability or appropriateness of sites within Policy Bicester 5 'Area of Search'. This has subsequently been addressed and is discussed below.

5.27 Following an assessment of the above sequential test by the Council's retail consultant, the applicants were requested to clarify matters further in respect of the number of vacant units within the town centre, including the recently vacated Tesco unit and in respect of the site at Bessemer Close, as it was considered that the sequential test had not satisfactorily demonstrated that there were not sequentially preferable sites either within or closer to the town centre.

5.28 The subsequent response from the Mango Planning concludes that the available units within Bicester town centre are too small to accommodate the application proposal or even a flexible interpretation of it and that the Bessemer Close site is unsuitable as it is too small for the proposed development and that the site is unavailable and is now the subject of an application for 58 dwellings. Whilst this application has been withdrawn, it is accepted that the site remains unsuitable as it is currently too small to accommodate the proposal.

5.29 Following the further objection submitted on behalf of Bicester Sports Association, stating that their site which is within the 'Area of Search' identified by Policy Bicester 5, and is available, the applicants were requested to reconsider their sequential test. The applicant's agent responded stating that this site is not within the existing town centre, nor is it an edge of centre site as defined by Annex 2 of the NPPF and cannot therefore be considered to be sequentially preferable to the application site. This is accepted.

5.30 Further to the above, the applicant's agent has now assessed the suitability of the BSA site as an alternative to the application site. The site is currently in active use for sports uses and, as such, Paragraph 74 of the framework applies. This states that existing playing fields should not be built on unless certain criteria can be met. One of these is where the loss resulting from a proposed development would be replaced by 'equivalent or better provision in terms of quantity and quality in a suitable location'. There is presently no planning application for, let alone consent for new replacement facilities. It is therefore concluded that the site is not a suitable site for the purposes of the sequential test.

5.31 Having regard to the above, it is considered that the sequential test has been satisfied. The application must therefore now be considered further in terms of its impact and this is considered in detail below.

5.32 The NPPF states at paragraph 24 that only if suitable sites in main town centres or edge of centre locations are not available, should out of centre sites such as the application proposal be considered. The purpose of the impact test is to ensure that the impact over time (up to five years or ten for major schemes) of certain out of centre and edge of centre proposals on existing town centres is not significantly adverse. The impact test only applies to proposals exceeding 2,500 square metres gross of floor space, (such as the application proposal), unless a different locally appropriate threshold is set by the Local Planning Authority, with impact assessed on a like-for-like basis. Where evidence shows that there would be no likely significant impact on a town centre from an edge of centre or out of centre proposal, the local planning authority must then consider all other material considerations in determining the application.

5.33 In terms of assessing the impact of the development, the NPPF states at paragraph 27 that an application should only be refused if it is likely to have 'significant adverse impact' on the vitality and viability, of the town centre.

5.34 In 2010 the council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which examined the capacity for comparison and convenience floorspace in the District. This study identified no additional capacity for convenience retail floorspace for Bicester on top of the floorspace as part of the Bicester town centre expansion. However, the study does identify more need for comparison retail within the town. The conclusions of that study found that overall, Bicester town centre is a healthy town centre which is well patronised with a good quality environment. Convenience retail floorspace relates to food, and comparison retail relates to non-food retail.

5.35 The Impact Assessment which has also been produced by Mango Planning as part of the Sequential Test, seeks to assess the potential impact of the development on Bicester town centre. In terms of the comparison goods assessment, whilst the like-for–like approach taken to the trade draw by the submitted impact assessment may be reasonable, the Council's independent assessor expressed a concern that the trade draw taken from Bicester town centre had been underestimated, as the submitted report anticipates that only 1% of the total turn-over of the new development would be drawn from Bicester town centre. The report also acknowledges that Bicester town centre offers a range of low to mid-range clothing retailers such as Dorothy Perkins, M&Co, New Look and Peacocks and it is unlikely that a TK Maxx store turning over at £4.7m would draw only 1% from the town centre. Further justification and clarification was sought from Mango on this matter. Mango has responded by noting that the number of clothes shops in the town centre is limited, hence trade diversion of £0.2m or 1%. However, Mango then point out that the existing stores trade at £1.81m (assuming they are trading at benchmark level), and that if the diversion was exclusively from these stores that would represent a 'sectoral impact' of 11%. They dismiss those as 'entirely reasonable' before going on

to suggest that trade diversion would be 0.15% of total comparison turnover.

5.36 Level of trade diversion is not a test in itself, in fact, a quantitative trade diversion assessment simply informs, alongside other information, an assessment of (a) likely impact on investment, and (b) likely impact on town centre vitality and viability. A key consideration in the latter case is the likely impact on vacancies. An 11% impact on these stores could leave one or more of them in danger of closing, particularly if any of these stores are trading below company average. Closure is even more likely under Mango's sensitivity test which implies trade diversion of 22%.

5.37 In short, even if the trade draw from Bicester town centre is as low as Mango suggest, there is a potential significant impact on a small number of existing stores. If one of the larger stores, or two or three of the smaller stores were to close, which is a realistic scenario if they face trade diversion of 11 to 22%, that would have a significant impact on town centre viability, particularly in the light of the recent closure of the Tesco Metro store in the centre.

5.38 Mango Planning were asked to clarify whether, were the proposed development to be approved, the M&S Simply Food store would remain in the town centre. Mango have advised simply that the applicant has no control over M&S and any decision they may take. This only serves to give further cause for concern, as the loss of M&S from the town centre would have further impact.

5.39 Given that Mango anticipate that the proposal will trade draw significant proportions of its trade from elsewhere, it is considered that the health of these other centres should also be assessed. Mango were requested to address this omission and responded only by commenting on proposed and ongoing investment in Oxford and Banbury, but have not considered their wider health and failed to deal with any potential impact on Aylesbury.

5.40 Mango were also requested to address the potential impact of the proposed development on letting vacant units in Pioneer Square. Mango did not consider this to be relevant, however, anyone who takes space in a vacant unit is making an investment, as well as making a positive contribution to vitality and viability, and it is therefore considered that it is entirely relevant to any assessment of impact. Mango has responded stating that the Sainsbury's led Pioneer Square is very nearly fully let and that the intended tenants would not look to the town centre in any event. Mango considers that the commentary on vacancies to be very misleading, stating that in January 2015 Bicester had a vacancy rate of 8.3%, well below the GOAD average of 12.6% and whilst the Tesco Metro has since closed, this store has been re-let to B&M Bargains as a mixed comparison goods outlet.

5.41 The additional information submitted by Mango on behalf of the applicants has been re-assessed by the council's Retail Consultant CBRE who conclude as follows

- In terms of impact, we are mindful that the Planning Practice Guidance makes clear at paragraph 015 (reference ID 2b-015-20140306) that it is for the applicant to demonstrate compliance with the impact test in support of relevant applications. We are not, however, content that Mango have satisfactorily demonstrated that there will not be a significant adverse impact
- In particular, the impact of the possible closure of clothes stores in Bicester town centre has not been adequately addressed, with Mango focussing on a quantitative assessment of impact. The significance of the potential closure of three stores depends on the extent to which they are important drivers of footfall in the centre and the consequent impact that may result from a reduction in footfall. Those issues have not been properly addressed.
- It remains our view, therefore, that there is the <u>potential</u> for, or rather the possibility of, a significant adverse impact on Bicester town centre, but the absence of a robust assessment of impact means that we cannot draw a firm

conclusion.

5.42 Mango Planning were also requested to address the impact of the development on the possible future delivery of the Local Centre on the Kingsmere Estate. Mango Planning have provided information from Countryside which satisfactorily demonstrates that the delivery of the Local Centre is being progressed and will be delivered in any case. It is therefore considered that the proposal would not impact on the delivery of the Kingsmere Local Centre.

5.43 In respect of the various objections received in respect of the sequential test and impact test, it should be noted that whilst the BSA land is within the 'Area of Search' identified in Policy Bicester 5, no planning application relating to the redevelopment of that site for retail purposes is currently with the council for consideration, and furthermore if such a proposal in this location was to be considered acceptable in principle, the loss of these sports pitches within Bicester would need to be suitably replaced.

5.44 As a response to the objections received in respect of the sequential test and the impact assessment, the submission has been assessed by CBRE who agree that there are no sequentially preferable sites within the town centre or in edge of centre locations. Further evidence was requested in respect of the former Lear Corporation at Bessemer Close. Clarification from the applicants has confirmed that this site is no longer available and has been removed from the market. It is now considered that the sequential test is satisfied and that there are no suitable alternative sites capable of viable development and out of centre sites must therefore be considered.

5.45 In conclusion therefore, it is considered that the sequential test has been met and that there are no sequentially preferable sites within or adjacent to Bicester town centre. The proposal would be likely however, to have a potentially significant adverse impact on the vitality and viability of Bicester town centre and as such is contrary to the Development Plan which seeks to protect the town centre and to direct town centre uses to the town centre; and planning policy relating to the growth of the town centre and the advice within the NPPF.

Loss of Employment Land

5.46 The application site is not specifically allocated for employment use within the development plan. It is however, identified for employment purposes as part of the overall mixed use development at South West Bicester allocated as a strategic urban extension under Policy H13 of the Non-Statutory Cherwell Local Plan. Bicester currently suffers from out-commuting and the provision of this land for employment purposes as part of the wider SW Bicester development sought to address this issue.

5.47 Bicester is identified as a key location for employment growth on the Oxfordshire Knowledge Spine through the City Deal and Strategic Economic Plan (SEP), which looks to support significant increases in employment at Bicester through infrastructure improvements and land availability. If retained for employment purposes OCC consider the site could make a valuable contribution to the generation of quality, high tech employment opportunities and provision of a comprehensive range of employment opportunities in the town.

5.48 The Council's Economic Development Officer raises concerns that this site has not been presented effectively to the market and that there is a shortage of modern and refurbished b-class premises, and that the site is therefore important to retain for b-class employment as an important balance to the residential and retail development that has been completed and continues nearby. He states that this should contribute to the availability of local employment opportunities to reverse out commuting to higher paid employment areas beyond Bicester and therefore serve the needs of

Bicester residents and businesses whilst contributing to the sustainable goals of the One Shared Vision for Bicester.

5.49 Oxfordshire County Council have also expressed concerns with the proposal in terms of loss of skilled jobs that the current approved use could provide and the potential increase in out commuting from Bicester as a result of losing a key employment site.

5.50 Consideration must also be given to the current employment conditions and the strong message from Central government that we should be doing all we can to promote jobs to the area and boost the local economy. The applicant's agent argues that the job numbers initially envisaged by Countryside on this site (929 jobs) is not actually achievable and that this proposal will generate across the development in excess of 300 positions. There is however no analysis of how many of these will be permanent full time positions and how many will be temporary or on a part-time basis, and how this actually compares with business employment use on the site. There are already a considerable number of retail jobs in Bicester, with more being provided as part of the expansion of Bicester Village.

5.51 As stated above, the application site is currently identified as employment land as part of the overall South West Bicester strategic urban extension. The Section 106 Agreement accompanying the outline planning permission (06/00967/OUT refers), requires that this land be set aside for employment purposes until the first occupation of 1,500 dwellings. During that period the site must be marketed to the 'best endeavours' in accordance with the marketing strategy, the details of which is specified in the agreement, and to use all 'reasonable endeavours' to agree the sale of the site for employment purposes. The proposal is contrary to the provisions of the Section 106 Agreement entered into by the developers Countryside Properties (Bicester) Ltd.

5.52 As a result of the above, marketing information and statement were submitted as part of the application, but it was considered that these were not sufficient evidence to show that the site was being actively marketed using 'best endeavours'. Indeed the Council's Economic development Officer in his consultation response stated that he had not been contacted by the land owner or the agent to indicate a lack of demand or to request help in marketing the site, and that he is being contacted by Bicester businesses that are struggling to expand locally.

5.53 The applicant's agent was therefore requested to justify the above further. A response has been received in the form of a Supplemental Marketing Statement which has been prepared by VSL and Savills on behalf of Countryside Properties (Bicester) Ltd. The report can be viewed in full on the application file and includes a response to the issues raised by the Council's Economic Development Officer and Ziran Land. The report concludes that the evidence set out demonstrates that the Kingsmere Commercial Centre site has been marketed in accordance with the Marketing Strategy as required by the Section 106 Agreement. It should be noted in this respect that If the application is approved, the Section 106 Agreement attached to the outline consent will need to be varied accordingly.

5.54 However, notwithstanding the above, the critical shortage of employment land in Bicester is not currently or wholly borne out by the evidence of the Employment land Study and the adopted Cherwell Local Plan 2011-2031 seeks to allocate strategic sites for employment use in Bicester, these being Bicester Business Park, Bicester Gateway, North East Bicester Business Park and South East Bicester. Having regard to the amount of land allocated for employment uses, along with land which already has consent, the level of harm in respect of the loss of this site for employment purposes requires careful assessment. It is considered that having regard to the above and the information submitted as part of the application that a refusal based on the loss of employment land cannot be justified in respect of this site on loss of

employment land.

5.55 **Transport Impact**

The application has been submitted with a Transport Assessment produced by Turner Lowe Associates on behalf of the applicant which assesses the traffic and highway issues associated with the proposed development. The report states that it utilises parameters that have been agreed with the Highway Authority for other proposed developments in the recent past to avoid the introduction of new information wherever possible. Vehicular access to the development will be taken via the new signalised junction on the A41 serving the Kingsmere development and via the new access road which currently serves the Premier Inn and Brewers Fayre Public House. Servicing of the retail units is proposed from a dedicated service area via the Esso Service Station access from the A41 roundabout and the servicing for the A3 uses is proposed from the proposed car park within the development. A total of 266 car parking spaces are indicated within the original submission to be provided as part of the development. It is suggested that there will need to be some control over the use of the car park to avoid abuse of its use by those visiting Bicester Village.

5.56 The Transport Assessment concludes that the site is accessible on foot (especially considering the new footway to be provided) and its location in relation to the surrounding areas is likely to encourage trips to be made on foot and therefore a potential reduction in car use. The Assessment also states that the site is well served by public transport.

5.57 The proposed submission and the submitted Transport Assessment have been assessed by the Highway Authority who advises that whilst the traffic generation patterns for retail are different to employment land uses, the impact upon junctions adjacent to the site would not be significant when considered against the permitted use.

5.58 The Highway Authority also advise that a Framework Travel Plan would be required for the development setting out the overall objectives for the promotion of sustainable travel and to encourage walking and cycling to the site from the wider area, good quality access points need to be provided on direct routes linking in to the walking and cycling networks. Conditions are recommended in these respects.

5.59 In terms of public transport, a good quality bus service between Oxford and Bicester town centre operates along the A41, but there are no stops within convenient walking distance of this development. The highway authority would therefore require through a Section 106 Agreement, the provision of a new pair of bus stops, including lay-bys, hard-standing areas, shelters, premium Route flag/pole/information case units and electronic real-time information units by the developer.

5.60 In terms of the proposed layout, the primary vehicular route into the site will be via the A41 signalised junction and the already constructed access road which currently serves the Premier Inn and Brewers Fayre Public House. A second vehicular access however was also indicated to the western side of the car park onto the adjacent residential side street. This was not considered appropriate and has since been omitted although a pedestrian/cycle access, still remains. It is considered that this is essential in terms of promoting convenient walking and cycling access to the development from adjacent residential areas. The highway authority have not commented on the internal car park layout, however, the car parking spaces appear to be smaller than the councils standard of 2.5m x 5m with 6m manoeuvring between (measurements taken from the submitted plans). Whilst a tracking plan for servicing has been submitted, if the parking spaces are short, the tracking will not work. In terms of the council's adopted car parking standards for such a proposal, the number

of spaces generated by the retail units is approximately 396, significantly greater than the 266 indicated (a revised landscape plan indicates that this number has now been reduced to below 250).

5.61 In response to the above, the applicant's highway consultants advise that the parking spaces indicated are 4.8m x 2.4m with 6m between and consider the scheme is therefore in accordance with national guidelines. However, scaling the most recent amended plans, the indicated car parking spaces are smaller than 2.4m x 4.8m and a number of the disabled spaces encroach into the circulation space. In terms of the number of spaces, it is argued by the applicants that each unit will not have its own car parking as developments such as this have shared trips. A comparison has also been made of other recent developments in Cherwell District, such as the Phase 2 Castle Quay development, Banbury Gateway and Sainsbury's in Bicester Town Centre and the car parking provision made in respect of those developments. A Car Park management Plan is proposed as part of the application to ensure that the car park is available for visitors to the development and not used as an over-flow car park for Bicester village. It is suggested that this Plan would be developed over time and tailored to the needs of the development. The Plan would provide for monitoring and changes to be made in terms of the length of stay and enforcement methods. A condition relating to this is recommended by the highway authority.

5.62 A number of objections have raised concerns regarding the likely traffic to be generated by the proposal and therefore its impact on the local highway network and the adequacy of the Transport Assessment. A number of concerns have been raised by third parties regarding the adequacy of the submitted TA and the likely traffic that will be generated by the proposal and therefore its impact upon the surrounding road network. The various objections were passed to OCC as highway authority and your officers therefore requested that the submitted TA was re-assessed in the light of those objections. These objections together with the TA have been re-assessed by OCC as Highway Authority who confirms that the original highway response which did not raise objections to the Transport Assessment remains appropriate. In terms of servicing access to the retail units, they also confirm that tracking has been supplied for the HGV's and is acceptable to the highway authority. The most recent set of amended plans (received 21st September) show changes to the service area and revised tracking plans are therefore necessary. The highway authority has been requested to assess the revised layout plans. Members will be updated at the meeting.

5.63 In response to the specific points raised by Bicester TAG, the highway authority provide the following additional comments:

- They state that no amended transport assessment has been supplied. A TA was provided with this application, specifically assessing the uses proposed. It was carried out by Turner Lowe Associates, Traffic Engineering Consultants dated February 2015.
- They state that the development could generate 9000 movements in the peak. This is way in excess of the stated generation, which is based on accepted TRICS data and assumptions about shared, pass-by and transferred trips which are related to rates accepted at Banbury Gateway. The total weekday pm peak generation is set out in table 6.1 of the TA, page 16
- They state that the development will have entirely different traffic generation and peak hour movements. The TA finds that the impact of the development will not be significant enough to alter the peaks on the adjacent network, which are the usual pm Mon-Fri peak, and a Saturday lunchtime peak. Both peaks have been assessed.
- They express doubt that the highway works designed to address the needs of the Bicester Village extension and the new Tesco development will cope with the traffic generated from this development. The assessment against which the highway works were modelled and predicted to operate with spare

capacity, allowed for the traffic from the previously consented employment site. When these flows are subtracted and the flows predicted from the current proposal are added, the highway scheme is still predicted to operate with spare capacity

- They express concern about the car park access being through residential streets and close to a secondary school. Details of the vehicular accesses should be conditioned and the safety of the design of the accesses will be assessed. However, the additional traffic in itself is not necessarily a safety hazard – it is down to the design.
- They express concern about overspill parking. The parking is well below the parking standards for the uses proposed and I would question whether the standards for these uses should be considered maximum standards – perhaps you could check what it says in CDC policy. Although of course, the more parking there is, the more vehicle trips are encouraged. The parking management plan proposes a 2 hour maximum stay to deter Bicester Village customers but does say that this might have to be revised if insufficient for the proposed development. I would suggest that the parking management needs to be strengthened with an alternative proposal – perhaps a ticket system requiring validation from one of the outlets? The developer could be required to provide a sum for the introduction of residents' parking controls in adjacent streets if overspill parking becomes an issue, but this would need further discussion.
- The modal share data is based on Bicester shopping habits as a whole and it will be challenging to achieve this from an edge of town shopping development. Stringent targets should be set as part of the travel plan, based on predicted mode share.

5.64 Section 4 of the NPPF 'Promoting Sustainable Transport' at paragraph 32 advises that all developments that generate significant amounts of movement should be supported by a Transport assessment or Statement, and that plans and decisions should take account of whether

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

5.65 This application is supported by a Transport Assessment which has been assessed by the Highway authority as reasonable, and neither have they raised objections to the proposal in terms of traffic generation or highway safety.

5.66 Having regard to the advice from the County Council as highway authority, it is concluded that the effect of the proposal on the local highway network will not be severe in highway terms and it is therefore in accordance with the advice within the NPPF in this respect and a refusal on highway grounds is not justified.

Sustainability

5.67 Sustainability is one of the key issues at the heart of the NPPF and the proposal must therefore demonstrate how it achieves sustainable objectives, including the need to show how it promotes sustainable transport bearing in mind that this is an out of centre location. The sequential test however, does demonstrate that there are no sequentially preferable sites for a development of this nature and so access by other means than the private car must be explored. The submitted transport assessment states that 36% weekday and 29% Saturday of customers will arrive on foot. A

Framework Travel Plan is required setting out the overall objectives to the promotion of sustainable travel, and each of the units will need to produce a supplementary plan that is linked to the objectives in the framework travel plan. This requirement can be dealt with by condition. In terms of cycle and footpath links, the Design and Access Statement advises that proposed footpaths to the north of the site will provide accessible pedestrian links to the Kingsmere development which provide connections into Bicester centre. Along the Oxford Road it is proposed that the development will tie into the proposed pedestrian and cycle works as part of the new Tesco Superstore which in turn will provide links to Bicester Village and Bicester town centre. It also states that through the site there are generous footways and areas of public realm.

5.68 Guided by the NPPF, the principles of sustainable development are in three dimensions. The economic role can be demonstrated by ensuring that the development is of the right type and in the right place, that is, is it a sequentially acceptable site. Socially, the development should be of a high quality built design and be accessible, reflecting the community's needs. In terms of the environment the development should contribute to protecting and enhancing the environment. These aspects are all considered elsewhere within the report.

5.69 Measures have also been taken in terms of the design and method of construction of the buildings and the submitted Design and Access Statement advises that the development is intended to meet the sustainability standards set out in the Kingsmere Design Code. Policy ESD 3 of the Cherwell Local Plan requires that all new non-residential development will be expected to meet at least BREEAM 'very good' and therefore, should the application be approved, it is considered that this condition should be imposed.

Design and Layout

5.70 Section 7 of the NPPF – Requiring good design, attaches great importance to the design of the built environment and advises at paragraph 56 that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'

5.71 Paragraph 61 states 'although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment'

5.72 Paragraph 63 states 'In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'

5.73 Paragraph 65 states 'Local Planning Authorities should not refuse planning permission for buildings or infrastructures which promote high level of sustainability because of concerns about compatibility with the existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits)

5.74 Policy ESD 15 of the newly adopted Cherwell Local Plan 2011-2031 advises that design standards for new development whether housing or commercial development are equally important, and seeks to provide a framework for considering the quality of built development and to ensure that we achieve locally distinctive design which reflects and respects the urban or rural landscape and built context within which it sits. The adopted Cherwell Local Plan 1996 contains saved Policy C28 which states

that ‘control will be exercised over all new development, including conversions and extensions to ensure that the standards of layout, design and external appearance, including choice of materials are sympathetic to the character of the urban or rural context of that development’.

5.75 The Design Code which was approved in July 2008 and relates to the development at South West Bicester, sets out the key issues to be addressed by developers and their agents. The Design Code seeks to ensure consistency throughout the development and to ensure that specific requirements are adhered to. Whilst this is a new outline application, it is considered that the principles of the Design Code remain a consideration in shaping the proposed development on the site, and should be an initial starting point for designing and formulating the proposal to ensure an appropriate scheme which pays due regard to its location and the adjacent uses within the Kingsmere development. It was understood from Countryside, that previous interest in the land for employment purposes had been rejected on the grounds that a large building was sought rather than a series of smaller units and that this was not what was considered appropriate for the site. The scheme submitted for consideration essentially proposes a single large building, contrary to the aspirations of the Design Code, which whilst there is no obligation for this development to comply with the Design Code, it is a useful document in helping to define the baseline against which the scale, design, form and appropriateness of the development can be judged.

5.76 Having regard to its location and context in terms of the adjacent residential properties, the Design Code identifies what form the development on the employment site should take, requiring buildings to front the boundaries of the site and to pay proper regard to the residential properties opposite, which will be essentially 2-2.5 stories in height as required by the Design Code. A maximum height of 14.5m is also specified, and surveillance of the adjacent streets from the development is also required.

5.77 Whilst it is noted that this application is in outline, the only matter being reserved for future consideration is landscaping, and therefore the scale, form and design of the proposal must be considered as part of this submission.

5.78 The application is accompanied by a Design and Access Statement. Policy ESD 15 of the adopted Cherwell local Plan 2011-2031 advises that the design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design and Access Statement.

5.79 The appearance of new development and its relationship with its surroundings and built and natural environment has a significant effect on the character and appearance of an area. Securing new development that can positively contribute to the character of its local environment is therefore of key importance. The Design and Access Statement states that ‘the inspiration behind the design approach was a collection of juxtaposed furniture pieces. Each item has a unique identity which relates to the integrity of the whole composition. The forms comprise of a variety of angles and alternating heights and widths which allow for a rhythm that can be sculpturally translated into a building façade’. The Design and Access Statement goes no further however in explaining how this translates into the wider area and why this is an appropriate form of building and development for this site and the town of Bicester generally. The Design and Access Statement also lacks detail and fails to justify why the site has been identified, why it is suitable for the development proposed and how the concept of the proposal has evolved to seek to justify the scale of the buildings, the choice of materials and how the final designs taking into

consideration the immediate development together with the site's opportunities and constraints. No specific design principles have been set to guide the design approach and there is very little graphic support to show the development or test the design principles.

5.80 The three larger retail units which are located at the north eastern end of the site and serviced via the adjacent Esso Garage and restaurant access were originally proposed to be constructed of a mix of modern cladding systems, composite metal cladding systems and large areas of glazing to the front elevations which face out into the internal car park. The plans have been subsequently amended by the agent and now indicate the use of brick and stone to the main façade with timber entrances. The applicants consider that these amendments better reflect the requirements of the Design Code. The roofs vary in height to help try to break up the size and scale of the building, indicating a variety of flat roofs and mono-pitch butterfly roofs. Some glazing is also proposed to the A41 Oxford Road to provide some visual relief to the building from this significant frontage. In terms of scale, the buildings are significantly larger than envisaged should the site be developed for employment purposes, which is more easily able to result in a series of small and larger scaled buildings than two significant buildings positioned as proposed on the site. The larger retail building has an elevation of 40m to the residential properties and a general height of 12m to some of the flat roofed areas but rising to 17m at the highest part of the 'butterfly' roofs. The A3 and Gym building which is located adjacent to the Primary Street which serves the Kingsmere development are slightly smaller is scale, having a general flat roof height of 12m and a maximum height of 15m. This higher element was designed to give an area of raised height to reinforce the elevational design and provide interest to the building. The proposed materials for this building, are again a mix of modern cladding systems, although the latest set of revised plans also now include brick as a material. In terms of the overall scale of the buildings proposed, these will be seen in the context of the adjacent existing development, these being the adjacent petrol filling station and Little Chef, new residential properties, the single storey primary school building and the adjacent Premier Inn and Brewers Fayre buildings. The Premier Inn building as constructed has a maximum height of 11.5m to its entrance and the Brewers Fayre only 8m. The proposed buildings as part of this submission are substantially larger than these both in terms of their height and scale.

5.81 It is considered that the principles behind the design proposals, seeking to create a clean, modern development are generally what would be expected for such modern retail units, but, as expressed above, there is concern that the scheme is inappropriate for this location having regard to its prominent position and the form and nature of the immediately adjacent development. The Design Code specifically requires the development on this site to create enclosure along the streets and for buildings to provide surveillance to those residential streets adjacent. The initial scheme failed in this respect, providing blank elevations to the main streets and a poor outlook for the occupiers of the proposed residential units. Similarly the A3 units turned their back on the primary street, one of the main access routes into the Kingsmere development, with a delivery layby indicated and servicing of these units from this street. This was not considered acceptable in terms of providing an active frontage to the street, natural surveillance over the street and an appropriate relationship with the adjacent residential development and primary school site. Servicing of the restaurant uses and the placing of bin stores were not considered appropriate to this important frontage and one of the main entrances into the Kingsmere development. The applicants were advised that any development must define the frontages and contribute to the attractiveness, life and security of the adjoining street by incorporating windows and doors into facades where possible to ensure natural surveillance and an active frontage. Servicing is indicated on the latest revised plans (21st September 2015) to the frontage and car park area, it is not clear from the submission however, that it will be possible for delivery vehicles to access from the car park which appears tight and no tracking plans have been submitted.

The applicant's agent has been requested to respond to this point.

5.82 Following a meeting and discussions with the agents, revised plans have been received. The main amendments relate to the A3 and gym block to the Primary Street frontage which has been revised to include larger areas of glazing and relocation of the service/bin store areas to ensure a more active frontage to this street with access into the restaurant areas and a narrow seating area along this frontage. Whilst the revised scheme is an improvement and has addressed some of the issues raised in respect of creating a more active frontage, the outdoor seating area is very narrow and will effectively result in very little interaction with the adjacent primary street frontage. Furthermore, no soft landscaping is provided along this frontage resulting in a very hard and urban form. Any landscaping shown is to such small areas it will likely be impractical to provide and maintain effectively. In terms of the larger retail building to be occupied by M&S, Next and TK Maxx, it is considered that this remains unfortunate in terms of its scale, form, relationship and visual appearance to the adjacent residential street as well as the locality generally. In terms of the most recent revised plans relating to the 3 retail units (September 21st), whilst the position of the building has been amended, it is set in only 10m from the edge of the site to the adjacent residential side street and whilst it is proposed to provide a landscaped bund to this area to provide some soft relief, the space remains minimal in terms of providing any substantial and meaningful planting to this elevation to mitigate the impact of the development on the adjacent proposed residential properties. Additional cross-sections have now also been submitted indicating a distance of approximately 21m from the side elevation of this building, which extends for 40m along this boundary, and the indicated front elevations of the proposed adjacent 2-2.5 storey residential properties. Whilst this distance is greater than previously indicated, it is considered that the relationship between the retail buildings and the residential properties remains unacceptable in terms of their size and scale.

5.83 As previously stated, whilst this application is in outline only, the only matter for future consideration is landscaping, and therefore, access, scale and layout must be considered in respect of this application. Having regard to this, whilst the finer details of the landscaping scheme are reserved for later consideration, the development and the layout must ensure that there will be sufficient space for meaningful landscaping. Due to the form and scale of the buildings proposed and the car parking provision, there is very little scope for any meaningful planting. Concern was raised in that Unit 3 was positioned so close to the boundary with the A41 that it would be likely that much of the existing hedge would be lost during construction. The amended plans now show the building line amended to move it off this boundary line, and whilst this is an improvement, it remains close to the boundary. Furthermore, the servicing area to the rear of these units will be visible from the A41 roundabout, and the proposed scheme proposes to reduce the height of the existing hedge to the A41 boundary to allow clear views to the development from passing traffic. As stated above, the indicative landscaping to the residential street remains inadequate in terms of providing an effective screen to the buildings and the proposed servicing area. Having regard to the shortfall of car parking provision as identified in paragraph 5.60 above, and the lack of space for any meaningful landscaping, together with the scale and form of the development proposed, including the proximity of the buildings to all boundaries of the site, and its relationship and proximity to the proposed residential properties, the proposal is considered to be an inappropriate and unacceptable overdevelopment of the site. Whilst revised plans have been submitted which seek to address the concerns raised in terms of the scale and form of the development, the development remains unacceptable for the reasons above.

5.84 Having regard to the above therefore, it is considered that the scheme proposed fails to comply with the requirements of the NPPF in seeking to ensure that the new development contributes positively to making places better for people, would be contrary to Policy C28 of the adopted Cherwell Local Plan 1996 and Policy ESD15 of

the Adopted Cherwell Local Plan 2001-2031 and would result in an inappropriate form of development on this prominent A41 frontage which is out of scale and character with the locality and proposed residential properties.

Ecology

5.85 The NPPF – Conserving and enhancing the natural environment requires at paragraph 109, that, 'the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the government's commitment to halt the overall decline in biodiversity, including establishing coherent ecological works that are more resilient to current and future pressures.

5.86 Section 40 of the Natural Environment and Communities Act 2006 (NERC 2006) states that 'every public authority must in exercising its functions, have regard to the purpose of conserving (including restoring/enhancing) biodiversity' and;

5.87 Local Planning Authorities must also have regards to the requirements of the EC Habitats Directive when determining an application where European protected Species are affected, as prescribed in Regulation 9(5) of Conservation Regulations 2010, which states that 'a competent authority, in exercising their functions, must have regard to the requirements of the Habitats Directive as far as they may be affected by the exercise of those functions'

5.88 Articles 12 and 16 of the EC Habitats Directive are aimed at the establishment and implementation of a strict protection regime for animal species listed in Annex IV(a) of the Habitats Directive within the whole territory of the Member States to prohibit the deterioration or destruction of their breeding sites or resting places.

5.89 Under Regulation 41 of the Conservation Regulations 2010, it is a criminal offence to damage or destroy a breeding site or resting place, but under Regulation 53 of the Conservation Regulations 2010, licenses from Natural England for certain purposes can be granted to allow otherwise unlawful activities to proceed when offences are likely to be committed, but only if three strict derogation tests are met:-

1. Is the development needed for public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature (development)
2. Is there a satisfactory alternative
3. Is there adequate mitigation being provided to maintain the favourable conservation status of the population of the species

5.90 Therefore where planning permission is requites and protected species are likely to be found present at the site or surrounding area, Regulation 53 of the Conservation Habitats and Species Regulations 2010 provides that a local planning Authority must have regard to the requirements of the Habitats Directive as far as they may be affected by the exercise of those functions and also the derogation requirements might be met.

5.91 In respect of this application site, the constraints have highlighted that there are Northern Lapwing and Eurasion Badger within proximity of the site, and whilst these are not specifically protected species as identified by the Regulations, they are Notable, UK BAP Priority and Section 41 Species.

5.92 The Council's Ecologist has assessed the ecological information submitted with the application which is a monitoring report for the wider site, which reveals that it is not being managed as per the agreed ecological management plan, which as a result, many habitats are degrading. No survey has been specifically submitted in respect of the application site, and the design and access statement submitted with the

application refers to biodiversity being a key element but does not elaborate on any of their plans in this regard. The applicants have been requested to address this issue and an ecological appraisal has since been carried out.

5.93 A Phase 1 Habitat Survey was carried out on 17 July 2015 in order to ascertain the general ecological value of the site and to identify the main habitats and features present. The vast majority of the site itself (including all internal areas0 was recorded to comprise recolonizing ground/ruderal vegetation with other features limited to the recently constructed access road leading to the site, along with associated pavements, lighting and sub-station. The only habitats present are restricted to the vegetation to the northern and eastern boundaries.

5.94 On the basis of the survey work, the report considers that the habitats present within the site offer no more than low ecological value and any opportunities for faunal species (including protected, rare or notable species) are extremely limited and there would appear to be no over-riding ecological constraints on the proposed redevelopment of the site. Accordingly it states that suitable mitigation and compensation measures are largely limited to:

- Minimising any loss of eastern boundary vegetation and installation of protective fencing to safeguard retained boundary vegetation
- Mitigation measures in regard to nesting birds (suitable timing of vegetation clearance)
- General construction safeguards
- Although areas are limited, where possible new planting should use native species of wildlife value
- Where possible a variety of bat and bird boxes be incorporated into the development.

5.95 All wild birds, their nests and eggs are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended). The appraisal and recommendations above are considered appropriate in this respect. In terms of net gains in biodiversity, it is regrettable that the submission does not provide sufficient space for any significant areas of new planting, however, it is suggested that bird and bat boxes can be incorporated into the building construction. It is suggested that this can be dealt with by condition. The Council's ecologist has assessed the report and advises that the mitigation measures recommended are acceptable and appropriate for the site.

5.96 Consequently it is considered that article 12(1) of the EC Habitats Directive has been duly considered in that the welfare of any protected or other species found to be present on the site will continue, and will be safeguarded notwithstanding the proposed development. The proposal therefore accords with the NPPF and Policies within the adopted Cherwell Local Plan.

Flood Risk Assessment

5.97 The Environment Agency has not objected to the proposal as the application site is not within a high risk area, being located within Flood Zone 1. However, as the site exceeds 1 hectare in size, the NPPF sets out a Flood Risk Assessment should be submitted for all developments. The application was accompanied by a Flood Statement and Drainage Strategy Statement which are not considered sufficient. A Flood Risk Assessment was requested and has now been submitted. This has been assessed by OCC as flood authority who raise no objections subject to the imposition of a condition.

Planning Obligation

5.98 The proposal generates a need for infrastructure contributions to be secured through a planning obligation, to enable the development to proceed. These contributions relate to the provision of bus stops along the A41 which will be secured through an agreement with OCC.

5.99 In respect of planning obligations, the NPPF advises at paragraph 204 that they should be sought where they meet all of the following tests:

- Necessary to make development acceptable in planning terms
- Directly related to the development, and
- Fairly and reasonably related in kind and scale to the development

5.100 It is considered that without the bus stop provision above there would be a detrimental effect on local amenity and the quality of the environment and the need to ensure that all new development is sustainable.

5.102 The applicants have also suggested that they would be willing to include a contribution as part of a Section 106 towards town centre initiatives. This matter is currently being explored further.

Engagement

5.103 With regard to the duty set out in paragraphs 186 and 187 of the Framework, it is considered that the duty to be positive and proactive has been discharged through the efficient and timely determination of the application and through seeking to work with the applicants to enable them to provide sufficient information and revised plans which seek to address issues raised.

Conclusion

5.104 Having regard to the assessment above, it is considered that the development proposed would have a significantly adverse impact on the vitality and viability of Bicester Town Centre, and furthermore represents an inappropriate form of development and an over-development of the site which would be out of keeping with the character of the locality and detrimental to the residential amenities of the adjacent residential development. The application is therefore recommended for refusal on the following grounds.

6. Recommendation

Refuse:

1. It has not been demonstrated by the submission that the development proposed will not have a potentially significant adverse impact upon the vitality and viability of Bicester Town Centre, and is therefore contrary to Policy SLE2 of the adopted Cherwell Local Plan 2011-2013, Paragraph 015 of the Planning Practice Guidance and Paragraphs 26 and 27 of the National Planning Policy Framework.

2. The development proposed, by virtue of its form, scale and height, together with substandard car parking and landscaping provision, would be out of scale and character with the adjacent residential development and detrimental to the visual amenities of the street scene, and of the area; and result in a poor relationship with the adjacent residential development, contrary to saved Policy C28 of the adopted Cherwell Local Plan 1996 and Policy ESD15 of the adopted Cherwell Local Plan 2011-2031 and Government advice within the National Planning Policy Framework.

3. In the absence of a satisfactory planning obligation, the Local Planning authority is not convinced that the necessary infrastructure directly required as a result of this scheme will be delivered. This would be contrary to Policy INF1 of the adopted Cherwell Local Plan 2011-2031 and Government guidance within the National Planning Policy Framework.

STATEMENT OF ENGAGEMENT

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), this decision has been taken by the Council having worked with the applicant/agent in a positive and proactive way as set out in the application report.

From: Dennis McEnery
Sent: Friday, March 01, 2019 10:28 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park comments

Dear ESD State officials:

Thank you for the public forums relating to the Site A 15 acres and Site B 28 acre parcel of property located on the Belmont Park campus. While the Belmont Park campus is over 400 acres, the property located directly adjacent to Hempstead Turnpike is its front door and among the most important portions of the entire campus. What goes on there, however, just does not stay there, as it will have a significant and dramatic impact of the quality of life for the surrounding local neighboring communities, especially Floral Park. Floral Park is the political subdivision located directly to the north of Hempstead Turnpike which appears to be the focus of the vast majority of the proposals of the NYAP and one of the Islanders' primary owners. At a minimum, the Village of Floral Park and its residents deserve and expect at least equal treatment and access to any community amenities as afforded to any other hosting community or jurisdiction. "RFP" should refer to "Remember Floral Park" as well as Request for Proposal.

As an initial matter, the State of New York appears to have severely limited the DEIS to all but eliminate any other use of the specific property at issue to be primarily major league sports entertainment uses. While the City of New York, for example, was able to obtain 13 submissions from renowned educational institutions from around the globe for a parcel of property literally located on an island in the middle of the East River, the lack of creativity or similar foresight is all but apparent in the NYAP's current DEIS.

The fact that the NYAP were one of only two submissions that the public is able to consider is a damning reflection on the ESD rather than on them. Good for the NYAP for taking full advantage of the "extraordinary requirements" but shame on the ESD for creating this tainted process in the first place. It is hoped that the ESD process was not so tainted, however, that the common rumor that the "fix is in" to steer these 43 precious acres of PUBLIC land into the control of the NYAP, who already have had the benefit of utilizing 77 acres of public land at the former Mitchell Field location at the Nassau Hub, were not true. During the public comment period, however, a representative of the NYAP remarked that they met with ESD officials BEFORE the Request for Proposals were even published, therefore seriously undermining the public's confidence in the entire process. The ESD needs to clear the air and disclose all its interactions and discussions with NYAP representatives BEFORE the Request for Proposal was published in order to dispel any concerns that have been raised about the process.

In reviewing the DEIS, there is a concern that the hotel included in the NYAP submission could be readily converted into a facility for legalized gambling as has taken place at the former Marriot hotel at Exit 58 of the Long Island Expressway which now hosts 1000 Video Lottery Terminals managed by the Suffolk OTB. While it is understood that this is not currently allowed under the DEIS, rules and politics change, so the 250 room hotel being proposed by the NYAP is met with understandable concern given the history of the parcels at issue. In addition, the proposed height of 150 feet is higher than the 105 feet high grandstand, which is already the highest building in the entire area.

The hotel needs to be no higher than the grand stand, and the number of parking spaces, currently set at just 400, needs to be greatly increased to be more reflective of the amount being contemplated at the Milleridge Inn property, also in Nassau County, which demonstrates the fact that A 93 ROOM MARRIOTT RESIENCE INN HOTEL NEAR THE MILLERIDGE INN ON ROUTE 106/107 IS GETTING NEEDED ATTENTION WHILE A 250 ROOM 15 STORY HARD ROCK HOTEL IS APPARENTLY GETTING BARELY A MENTION AT ALL? As Newsday has reported:

Proposed hotel too close for residents' comfort

Jericho residents who live near a proposed three-story hotel across from the Milleridge Inn say it would clog their streets with parked cars and traffic and invade some homeowners' privacy.

The Oyster Bay Town Board is expected to postpone a hearing scheduled for 10 a.m. Tuesday for the 93-room hotel in response to residents' complaints.

New Hyde Park-based Kimco Realty is seeking a special use permit to allow it to build a three-story Marriott Residence Inn while providing 552 fewer parking spaces than the 2,128 required under the town zoning code to serve the proposed hotel and existing restaurant, office and retail bank and catering hall.

Last year the Nassau County Industrial Development Agency approved tax exemptions of more than $1 million for construction materials, and equipment and mortgage recording taxes, as well as property tax breaks for 20 years for the hotel on behalf of Islandia-based Long Island Hotels LLC, which would lease the hotel from Kimco.

"That will definitely damage our lives," said Chuyu Xiong, 66, a computer programmer who lives on Merry Lane, directly behind the proposed project. "We will have no privacy at all," Xiong said.

The plan calls for “landbanking” 148 parking spots, which would mean undeveloped land on the site could be counted as parking spots, reducing the number needed for the variance to 404, according to town documents.

A hastily called meeting last week at the Jericho Public Library brought out 11 residents, mostly living along Merry Lane and Hazelwood Drive, who said they opposed the project, primarily because of the traffic and parking problems they fear it will bring to their streets. Residents said the traffic and parking situation is already bad whenever there’s an event at the library, the athletic field or nearby school.

“This is a danger to our neighborhood, to our kids,” said Alice Zhang, 50, an accountant who also lives on Merry Lane.

If a 93 room hotel also in Nassau County required 2,128 parking spaces, surely a proposed 250 room hotel should have at LEAST that number of parking spaces too.

-New York Newday

In addition in reviewing the DEIS, it appears that the number of events taking place under the NYCFC proposal would have significantly less than the number of events taking place at the NYAP facility. The less impact on the local communities, the better. Also the NYCFC proposal appeared to have more community based amenities and educational opportunities than the NYAP DEIS, especially the playing fields and soccer academies.

Also, while the NYAP facility at Belmont Park is somewhat duplicative and redundant of the facilities already in existence at Nassau County Veterans Memorial Coliseum, which is owned by the taxpayers of Nassau County, and was recently renovated, the NYCFC facility at Belmont Park would have become the largest open air facility on Long Island. Also it appears that there are many more children playing soccer than hockey on Long Island, and the current population of residents on the Belmont Park campus appear to focus on soccer rather than hockey for their leisure time enjoyment.

One significant concern from the public forum is the obvious reliance upon the current parking facilities at Belmont Park which are located adjacent to out Floral Park Bellerose Elementary School as well as the Floral Park Memorial High School. The State of New York must ensure that whatever DEIS is accepted has parking facilities that are self-sufficient to the greatest extent possible.

Dennis J. McEnery

From: Dennis McEnery
Sent: Friday, March 01, 2019 10:34 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont park comments

As a Belmont Park task force member for Floral Park, it appears that our State ESD officials say that they want to listen to the local communities. Unfortunately what we are telling them is not what they seem to want to hear.

We understand that the hockey arena at Belmont Park seems all but inevitable. If it does fail, however, it will not be the community fault but their own. The New York Islanders announced on May 22, 2018 the hiring of Lou Lamoriello as President of Hockey Operations. Let us hope Lou Lamoriello can now lead the Islanders to another Stanley Cup instead of the slap shot operation that has plagued their organization for years.

The arena, however, must also have a robust infrastructure and community to host the Hempstead Turnpike monstrosity. That infrastructure must include the municipal clean energy cogeneration facility which will provide the hosting communities with a steady electrical supply and guaranteed revenue stream for the rest of this new century.

The proposed retail megamall is just too much in too small an area and is unwanted and unneeded at Belmont Park. Some restaurants and complimentary stores such as one selling personalized Islander jerseys is reasonable, but building another Miracle Mile sized retail center catering to foreign tourists in the at least 4 to well over 9 million range is just out of character with the world class professional sport venue that Belmont Park should continue to be.

The third prong on the three pronged spear being aimed at our community is the 250 room hotel on the Belmont Park campus. Just as the former sleepy Marriott at LIE exit 58 with over 200 rooms is now a VLT casino with a hotel and not the other way around, giving Hard Rock Casinos & Hotels a foothold at Belmont Park is fraught with peril. Plus all the new construction needs to be no taller than the 105 feet high grandstand already setting the prevailing scale of the site

Given the recent developments relating to Sports Book Betting becoming legalized along with the resounding success of the NHL Las Vegas Knights does anyone not foresee the same taking place at Belmont Park too?

Therefore there needs to be a GUARANTEED revenue stream for all 3 hosting municipalities of the Village of Floral Park; the Town of Hempstead; and Nassau County on an EQUAL share basis. A venue hosting fee of 7.5 percent on any NEW revenue streams at Belmont Park is not unreasonable or unfair.

There also needs to be a peace of mind and actual space between Belmont Park and its adjacent neighbors. For Floral Park, maintaining the open space and even restoring it to its prior natural state, is a true mitigation in order to avoid protracted litigation.

That open space must include the long promised but not yet operational water recharge basin for the west end of Floral Park. Once in place the Floral Park recharge basin could even host a controlled dog run space when water is not actively being recharged there.

In sum, que sera sera on the arena; a maybe on the hotel but not a casino in any way; and just say no to the mega-retail monstrosity.

As for mitigation, creating a clean energy facility; obtaining a steady guaranteed revenue stream; reestablishing a natural buffer area; finishing the recharge basin with a dog run on top of it. Add in a REAL master plan for Belmont Park and maybe, just maybe, we can have a constructive give and take dialogue with the State and other Belmont Park stake holders.

Dennis McEnery

MATTHEW AND ANNE MARIE BRANCELLA MCGEEVER

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Empire State Development Corp.
Att: Michael Avolio
633 3rd Ave, 3rd Floor
New York, N.Y. 10017
Re: Belmont Redevelopment Project

We are writing this letter to express our concerns regarding the redevelopment project currently being proposed at Belmont Park located in the joint communities of Elmont, Floral Park in Nassau County and Queens Village in the City of New York.

Although the thought of an Arena being built on the southside of Hempstead Turnpike is of no major concern as it will service primarily the N.Y. Islanders, who are currently want to move back to the Nassau Coliseum, but are being thwarted by the National Hockey League ("NHL") as the latter does not recognize the Coliseum as a bona fide NHL Arena. There will be some environmental impact with the addition of the Arena, it is limited to the events which will be held seasonally and perhaps sporadically during the year. However adding a 24 story Hotel and a Shopping Mall will critically impact both the area infrastructure and the environment.

Let me comment on both the Arena Only Proposal and the latter, adding a Hotel and Shopping Mall.

With the addition of an Arena the specific events will impact primarily the transportation infrastructure. There is one main thorough fare serving passenger traffic, which is the Cross Island Parkway ("CIP"). Already overburdened by north/south bound traffic especially during rush hours the increase will cause major delays prompting motorists to elect local streets which clearly cannot support the normally heavy traffic they experience during key times of the day. Also the Long Island Railroad ("LIRR") would definitely have to add extra trains to the minimum used Belmont Park Station, which the currently state they will not support. Also the CIP does not support, actually prohibits, commercial traffic, making commercial vehicles serving the Arena reliable on the local streets. I am hopeful if it stays as Arena only that these issues will be ironed out.

I would like now to focus on the additional development projects being proposed, i.e. the Shopping Mall and Hotel. Obviously these will be full time operational facilities. First and foremost a Shopping Mall is not needed. The area already has three major malls with miles of the communities affected. They are Roosevelt Field in Garden City, The Source in Carle Place and numerous strip malls in between. Anybody driving through these malls understands that they are solely becoming a thing of the past. Much

commerce is handled on-line (think of Amazon) but it is apparent the day of the Big Box Stores is over. Nevertheless even considering a less likely outcome as a strip mall adds to the impact to the transportation infrastructure. As mentioned above the CIP serves passenger motor vehicle traffic only. The surrounding communities will have to be burdened by the increased commercial traffic and judging from my viewpoint that infrastructure will not support or maybe even fail to serve the Shopping Mall.

Of course relating to the Arena and the Shopping Mall there is of course the LIRR decision to only service the area with 2 rush hour trains in the morning and to in the evening. Not offsetting the increased commercial and passenger traffic by increased service is just unthinkable, especially considering when the Shopping Mall, Belmont Park and an Event occurs simultaneously.

Finally, we have this idea of a Hotel. True, there were several Hotels in the Coliseum Area, but let itr be noted there were other businesses in the area they also served and were necessary to the middle Nassau Community. What need is there for a Hotel, which will be probably be used sporadically? Any Hotel owner would want to further resort to more development of business and lacking support or the unwillingness of the business community to invest further in the area may resort to using their facility to support government temporary housing.

This development project is going to require the addition of First Responder capabilities. That includes Volunteer Fire/Rescue, Nassau County Police Department, the Floral Park Police Department and the 105 Precinct of the New York Police Department. To service the police and fire/rescue needs of these added burdens is not even in place and you should listen to the community leaders in these areas who are opposed to this total overdevelopment of these residential and stable communities.

The fact is this project will place a heavy burden on these otherwise predominately suburban communities and will reek havoc on their local traffic as well as the general environment, including increased air pollution and disposable waste. I believe that even the local utilities have concerns on how to service this new development but I have not seen the facts. I understand Tax Breaks for Project Participants are in the offer, which may or may not result in increased revenue to the State. I have not seen those figures.

As members of the Village of Floral Park and good neighbors to our fellow communities I see this project dooming once viable residential areas to outright commercialization when it is not needed here. As a retired NYPD Police Lieutenant and CPA in the State of New York for the past 20 years I see this redevelopment if all three elements are included result in disaster for the communities involved.

Sincerely Yours,

Matthew D. McGeever, CPA

Matthew D. McGeever, CPA

Anne Marie Brancella McGeever

Anne Marie Brancella McGeever

Empire State Development Corp. ~~January~~February 25, 2019
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

As a resident of the Incorporated Village of Floral Park and a homeowner directly adjacent to the property of Belmont Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

~~Specifically, t~~The North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's pre-K though 6th grade grammar school~~s~~, ~~soccer~~athletic fields, the playground where the school has recess, and ~~our~~are directly adjacent to dozens of homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. This lot is also adjacent to dozens of homes and can be accessed from the Plainfield Avenue entrance which is directly across from Floral Park Memorial High School.

The ~~use~~inclusion of ~~of~~ these lots shows the increased growth of this project and it incursion into the safety and quality of life of the immediate area. ~~and the accompanying~~The inclusion of these lots as part of this project would bring a significant increase in noise from the constant flow of traffic in the surrounding streets as well as in the lots themselves. This would also be accompanied by car doors slamming shut late at night after events and carousing from tailgating which is inevitable even though it is supposedly prohibited. ~~(e.g. car horns, etc.),~~ I have read in multiple places of the tradition of Islander fans beeping their car horns in unison to start a chant for their team. These fans should have their place to cheer for their team, but it does not belong in the lots right outside my bedroom window or the bedroom windows of the West End of Floral Park. It also does not belong next to a grammar school and its playground and fields. The use of this lot for games, concerts and other events would bring late night crowds literally next door to a quiet residential neighborhood, a grammar school and it playground and fields. The use of these lost would bring increased ~~local~~ air pollution pouring into the windows of homes and schools that are adjacent to these lots~~,~~. The use of this lot would also bring light pollution shining into the windows of homes from the parking lot lights that would need to be installed as well as from the headlights of the cars entering and leaving at all hours of the day and night.~~(i.e. lighting of a space that is not currently lit), a~~ ~~nd~~The use of the lot would lead to ~~-~~refuse ~~(e.g.~~and garbage strewn about which would be left behind by event attendees. ~~)~~There is no doubt that the use of these lots for this mega-project will have a significant~~ly~~ material adverse ~~affect~~impact upon the adjacent neighborhood, ~~as well as our~~ schools, athletic fields, and playgrounds as well as a negative impact upon the health and well-being of the residents~~.~~.

The DEIS admits that there will be adverse impacts to the surrounding area from the increased traffic that this mega-project will bring. Part of the proposal was the development of the Belmont Station on the LIRR as a full time station. The development and use of a full time LIRR station at Belmont would have the potential to alleviate some of the expected increase in traffic. It would also be a benefit to the surrounding Elmont community which is currently not served by the LIRR. Now it seems that the mega-project is moving forward without making a full time LIRR station at Belmont. The other 4 major event stadia / arenas in the area, Citi Field, Yankee stadium, MSG and Barclays Center, are all easily accessible by

both subway and commuter rail. Failing to seriously include and show the financing for a full time LIRR station at a proposed major event destination in an already congested metropolitan area is at best shortsighted and at worst shows how badly the developers of the project want to jam this mega project it into this area without any thought as to how it will impact the surrounding area and its residents.

My address is attached to this letter. I encourage you to look it up on a map and see how this project will impact my residence directly since it is literally on the other side of the fence from the North Lot of Belmont. The impact will also be felt by my neighbors and the many other residents of the homes that are also adjacent to these lots, either directly or within the blocks that lead from the chain link fence that runs along Belmont. The inclusion of these two lots will also directly impact the grammar school and high school which are adjacent to these lots. The project is too big as proposed and equivalent to packing 10 pound of crap into a five pound bag. The crap will inevitably spill out and contaminate the surrounding area. As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

~~_____~~
~~Signature~~

James McGovern~~_____~~
290 Crocus Avenue
Floral Park, NY 11001
jdaegm@optonline.net~~Print Name~~

~~_____~~
~~Floral Park NY 11001~~

cc:
State Senator Anna Kaplan
State Senator Todd Kaminsky
State Senator Comrie
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
~~Hempstead Town Supervisor Laura Gillen~~

From: Dana McGruder
Sent: Sunday, February 10, 2019 4:19 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road, and do not want the 350,000 square feet of retail space at Site B to be high-end retail because it doesn't benefit the people of our community. We will not be able to shop in a shopping center in our backyard, and I find that pointless.

Site B should have retail spaces that benefit those who live in the community, such as a Trader Joe's or Stop & Shop or BJs, a fitness center (Blink or Planet Fitness), eateries (chain restaurants or gastropubs), a bank (Bank of America), and other retail stores (Burlington, Old Navy, Walmart, Payless, Ashley Stewart, etc) that are financially accessible for people in this community - not "tourist".

Please take these concerns into consideration with this project as it will effect my family.

From: Dana McGruder
Sent: Sunday, February 10, 2019 4:38 PM
To: esd.sm.BelmontOutreach
Subject: ...Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road, and I am concerned about the entrances and exits to the Site B retail space. I do not want the entrances and/or exits to the retail space to be into the residential areas of Elmont via 106th, 109th and Hathaway Ave onto Wellington Rd. We, as residents, already have to deal with the cars from the car dealers at Belmont racing up and down Heathcote Rd to and from the gas station. Our children and cars are put at risk, and if these roads are open to shoppers to travel and access the retail space it will be even more dangerous for our children and us to maneuver our blocks right outside of our doorways.

Entrances and exits to the Site B retail space should ONLY be from the Cross Island Pkwy and Hempstead Tpke.

Please take these concerns into consideration when finalizing Site B.

From: Dana McGruder
Sent: Sunday, February 10, 2019 4:42 PM
To: esd.sm.BelmontOutreach
Subject: ...Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road, and I believe that if we have to deal with noise, fumes, congestion, and whatever other inconveniences due to this development, homeowners should be receiving some sort of property tax break.

Please take these concerns into consideration when finalizing the bargaining on this development.

From: Dana McGruder
Sent: Sunday, February 10, 2019 4:47 PM
To: esd.sm.BelmontOutreach
Subject: ...Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road, and regarding the "Pedestrian Bridge" from Site B to Site A, is that going to be an overpass across Hempstead Tpke? What exactly will that look like?

Also, regarding the "Project Road Tunnel" - what will that look like, and who will have access? Will there be around the clock security?

Please respond with clear answers to these questions.

From: Dana McGruder
Sent: Sunday, February 10, 2019 4:56 PM
To: esd.sm.BelmontOutreach
Subject: ...Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road. At a public hearing held at the end of January 2019, it was stated that since there is no final number for how much it will cost for the drainage to be repaired at Elmont Park the developer wasn't sure if a Community/Recreational space could be built due to finances.

If the Community/Residential space cannot be built due to high costs, what will occupy the space by the Grandstand behind the arena titled "Office/Community Space"?

Please respond with a clear answer.

From: Dana McGruder
Sent: Sunday, February 10, 2019 5:09 PM
To: esd.sm.BelmontOutreach
Subject: ...Belmont Development Residential Concerns

My name is Dana McGruder of 51 Heathcote Road.

Will the emergency vehicle access point to Site B have security posted there, and be locked if there is no emergency? I don't want shoppers to use that entry point to access the retail space as they will create congestion and dangerous situations in a residential area.

Please take these concerns into consideration when finalizing Site B.

From: Brian McGunnigle
Sent: Tuesday, January 8, 2019 6:17:54 PM
To: esd.sm.BelmontOutreach
Subject: Islanders Stadium

Appreciate you taking the time to read this. I've been a die hard islanders fan my entire life. I'm 41 years old and have a young family of 5. Long Island truly is a unique place to live. From the ocean beaches on the south shore, old towns and history of the north shore, and the New England feel out east by the wineries. All this with close proximity to the greatest city in the world. The problem is because of the heavy traffic on all major roads in western nassau, the proximity to manhattan keeps widening as the travel time increases so much. Traffic is a huge problem to the island and is a major negative to the lifestyle here which is never addressed.

I was upset at the islanders moving to Brooklyn as most fans were and happy to hear they were trying to build a new home. But building this arena in Belmont is NOT going to resonate as home with most of the fan base long term. The travel time and inconvenience (traffic or trains with transfers) will still be a barrier for most residents in eastern Nassau and Suffolk counties. There must have been other sites possible in Suffolk to get an arena built without adding to the congestion of Nassau and queens.

If the Belmont arena does move forward please have direct train lines to eastern Long Island so that mass transit is a more feasible option instead of having everyone transferring in Jamaica and backtracking. I'm on the port Jeff train line and could still have to take 3 trains possibly each way to get to a game which is a big time inconvenience and a reason why I would rather stay home to watch on tv.

Thanks for your time.

Brian

Edward Ambrosino - Belmont park DEIS

From: Brian Mchale <mchaleliny@aol.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/6/2019 4:15 PM
Subject: Belmont park DEIS

Dear Honorable Elected Official: The development project for Belmont Park is way too big for the surrounding communities. Just look at this Google map of the area. https://www.google.com/maps/place/Elmont,+NY/@40.7031622,-73.7246423,14z/data=!3m1!4b1!4m5!3m4!1s0x89c26304d5e0e145:0xcac130d57f63471!8m2!3d40.700936!4d-73.712909 ;

The Cross Island Parkway is at capacity now, this project will create a traffic nightmare day and night. We deserve better. Let the NYRA upgrade the park and bring over the Aqueduct race card, one step at a time. Regards Brian McHale

From: Brian Mchale
Sent: Monday, February 25, 2019 8:38 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>; mchaleliny@aol.com
Subject: Belmont Re development.

Michael Avolio, Please take a look at a satellite view of the affected area, without a FULL service LIRR station in place this project will strangle surrounding communities with traffic. 435,000 sq ft of retail? Does anyone thing more brick and mortar retail is needed anywhere on LI, look at all the empty stores on Hempstead Turnpike and Jericho Turnpike now, does anyone think this will improve with an additional Mega Mall? Stop the madness and abandon this project. I am all for bringing the Aqueduct race card over to Belmont along with night racing. Make Belmont the Premier track that it once was was. A full service LIRR train station should have been built 40 years ago. Respectfully Brian McHale

From: James McLoughlin
Sent: Friday, January 11, 2019 12:47 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Development

Hello,

I am a resident for Floral Park since 2004. I reside on Plainfield Ave directly next to Belmont Park. I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

The scope and scale of the project has increased to the point that impact on the surrounding area will be huge. Living on Plainfield Ave , where the daily traffic is already a problem, the impact of this project would severely alter the living conditions of those in the area. Living up against Belmont Park really concerns us with regards to pollution from the parking lots and the noise from event goers. Understanding the security measures that will be in place to protect homeowners in the immediate vicinity of the project is critical.

I am also concerned with the traffic flow on Plainfield Avenue. With Floral Park Memorial High School across the street from Belmont it is imperative to understand the potential restrictions that will be put in place to ensure that the traffic flow on Plainfield Ave is controlled and does not increase the risks to kids crossing the busy street for school.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Thank you,

James McLoughlin

From: Jerry McMahon
Sent: Monday, February 25, 2019 2:28 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject:

Totally support the Belmont Project .. Make it happen, Progress is good..

From: Jon McNally
Sent: Friday, March 01, 2019 12:45 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Comments

Hello:

My name is Jon McNally, and I am a resident of Floral Park. I am against the entire Belmont project as it is now scoped, for a number of reasons:

- Traffic: Since the Cross Island Parkway is the only highway servicing the site, it is common sense that people will cut through neighborhoods like Floral Park. This will cause traffic delays throughout the entire area. The cross island will be a parking lot.
- Parking: As a resident of the West End of Floral Park, very near the Mayfair gate, I am very concerned about people parking on our streets and walking through the gates and/or jumping over the fence. Our quiet neighborhood will be overrun with people and tailgaters.
- LIRR: Without a real solution to the Belmont LIRR station, I believe this job is dead in its tracks. Fans from Eastern Long Island will have to go to Jamaica and then back to Belmont. That trip is more painful than their present ride to the Barclay's Center. Without a full time station with direct access from both directions, many people will drive to Hempstead or Garden City, jump on the train, get off at Bellerose, walk through the neighborhood streets of Floral Park, and enter the Mayfair gate or jump over the fence (same issue as above). This is a reality. I have seen it on Belmont Stakes day. One day a year is enough.

I hope you will listen to my complaints. This entire job is a recipe for disaster.

Thank you,

Jon McNally.

From: R Mesnick
Sent: Friday, February 15, 2019 8:03 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment Project

Attn: Empire State Development

We moved to Floral Park six years ago to raise our family. This village is a diamond in the rough - a safe and friendly, tight-knit community - and the planned development at Belmont Park puts our harmony at tremendous risk. I share the same concerns as many of my neighbors, particularly but not limited to the following areas:

1. Use of the North and East Lots. Initially these were not to be incorporated as part of the project. Suddenly they have become critical components. These lots are immediately adjacent to homes and schools, mostly with absolutely no buffer. There are dozens of homes within 100 yards of the North Lot, and the residents will be greatly disturbed by the resulting pollution. At the public hearings in January one local resident spoke of the tradition of Islanders fans honking their car horns following a victory at home. Many games end around 10p. This, in addition to noise from tailgating, the lights illuminating the lot, cars idling, and litter, will be intolerable to nearby residents
2. The Mayfair entrance & adjacent streets. Currently we are told the project includes no plans to utilize the Mayfair entrance but the same was said about the north and east lots. People looking to avoid traffic and the parking fee will park on our local streets, adding to the pollution as well as stressing and inconveniencing our residents and putting further pressure on our police

3. Retail development. Retail, as we know it, is dying. In Douglaston, where the Cross Island Parkway intersects with the Long Island Expressway there is a massive shopping center that is now mostly vacant following the closure of Modells, Macy's, Toys R Us and the movie theater. In Lake Success and Garden City, Sears has shuttered its doors. In Manhattan last month Lord & Taylor closed permanently. Per Newsday, 2Q'18 saw the highest level of vacant retail in 18 years, and just this week CNBC reported retail sales have dropped the most since September 2009 (https://protect2.fireeye.com/url?k=862af23f-da0ffe5c-86280b0a-0cc47aa88e08-0289c7454d49668b&u=https://cnb.cx/2X2UDTp). A mega mall, outlet mall, etc. is a yesterday idea that does not have a positive outlook

4. Traffic. The Draft Environmental Impact Statement (DEIS) states that portions of the Cross Island Parkway (CIP) are already at capacity. This project includes no plans to expand the parkway. AKRF's solutions includes promoting carpooling, which is lame & pathetic. The parkway will become more backed-up than it is now, and overflow traffic will spill onto our local

roads. Partnering with GPS services and driving apps will not alleviate this. There are simply no alternative routes. Additionally, since the CIP does not permit commercial traffic, countless construction and delivery trucks as well as buses will rely on local roads to get to/from the site. Our infrastructure cannot handle Triple Crown traffic (approx. 47,000 visitors daily) 200+ days a year. Once a year is enough. Our roads do not have the capacity, and our police and emergency services will suffer. AKRF also suggested encouraging visitors to arrive early and stay late. Most people work until 5p and, if they're lucky, they might arrive at the arena before a 7p game start time. Furthermore, visitors staying later will just result in increased intoxicated drivers

5. LIRR station. Providing 2 trains before and after events doesn't even scratch the surface of alleviating the traffic concerns. Anyone traveling from the east will not take the train several miles further west to Jamaica then transfer to an eastbound train on the Hempstead line to the Belmont station. The belief this will happen is ludicrous. Also the LIRR is as undependable as ever; their performance in 2018 was its worse in 20 years
6. The Nassau Coliseum. The building is only8 miles from Belmont Park, and just underwent a $150MM renovation. Surely the building can be restored to NHL standards to bring the Islanders back to their true home. Two arenas in such close proximity is not viable; there are not enough events to be divided among them, in addition to the other local venues (Barclay's, MSG, Jones Beach, Citi Field, Yankee Stadium, and the others nearby in New Jersey). Last September the Coliseum hosted four events for the entire month. Something will give, and no matter what, Nassau County will suffer because of it

This project is hurried, short-sighted, and poorly thought out. Belmont Park already has development plans of its own to modernize the facilities. Let that project happen and, in the meantime, reject this arena/retail project.

Russell Mesnick

Floral Park, NY

From: Don Mezzetti
Sent: Wednesday, January 16, 2019 3:27 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

I am wring t o express my concerns and disgust with the planned Belmont project. The project which started out as an arena and hotel was going to affect the quality of life in the Floral Park community. Especially the West End which is truly a jewel of a community in the area. A nice quiet community will have to deal with all the noise, lights, crime that comes with large number of transient people being introduced. To add insult to injury the project grew from 43 acres to 163 acres with the addion of a meg a mall. Which will further decay the quality of life for our village. The Mega Mall is an example our country's oligarchy further causing pain for the middle class for their own profits. This is yet another a. ack on this country shrinking middle class with the seal of approval from our elected officials.

The project is attempted to be sold to the community claiming it brings jobs and money into the surrounding areas. I grew up in the shadow of Shea Stadium, and the U.S. Tennis center, and know from experience the money is spent at the facility and not the surrounding area the jobs that an arena and mall bring will be mostly part-me lo wer paying jobs that a middle-class family can not solely depend on to pay our extremely high taxes. Speaking of taxes what is going to happen when Floral Park's police depart which has only 24 officers because too small to handle the extra calls that are going to be coming in with all the extra traffic. Who is going to pick up the tab for more officers? Do the residents of Floral Park going to have to pay more taxes because of a project they don't want in the first place? Where is the jusce in tha t? A project that reduces our quality of life, destroys a beaufu l quiet community, and we are going to have to pay more taxes because of it.

The tri-state area doesn't need another arena, and it doesn't need another mega mall with more and more retailers going out of business in our current economy (please look up Sears, Toys R US).

. The proposed parking lot on the north side near the Floral Park Bellerose Elementary school, will bring lots of noise, Traffic to this quiet, safe neighborhood. If a parking lot is set up here with access through the neighborhood both will be a thing of the past. A parking lot will bring light, noise late into the night mulply mes a w eek. Gate access to the Arena/ Hotel/ Proposed mall will bring Traffic that our children must have to deal with along with Transient people coming through from the Bellerose train staon. Both Compr omising their safety.

Developers are good at painting a rosy picture of the job creations and the economic benefits it will bring. The jobs once the construction ends are mostly part- me for the events, and the economic benefit minimal. People usually go to the venue and spend their money with lile overflow to the adjacent neighborhoods. I speak from experienceą growing up in Corona right by the old Shea Stadium, and the US tennis center. The only effects I saw that Corona received crime, garbage, and traffic. I remember growing up and all the car break ins that occurred on my block. In a nice neighborhood like Floral Park I'm positive you can add house break ins to the mix. On the streets that our children play safely now will be intoxicated people walking through, and much more traffic

In conclusion I wanted to present a different perspective of the effect on Floral Park. I know a lot of discussion has been made on traffic, sewage, water supply, transformer location all VERY important, but I haven't read anything about the potential safety, crime effects on the area. Experiencing these effects of a large venue in your neighborhood makes me very conscience of them.

Thank You

From: Don Mezzetti
Sent: Saturday, February 02, 2019 4:43 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

With the Feburary 11th deadline apporaching I want to email again to heard on the issues i have with the Belmont Development Project. The first issue is the drastc growth of the project from the orginal 43 arces to 163 acres with the meg mall. in todays world with more and more retail sales being done on-line a Mega-Mall is not a good idea. This whole project without a new rail road station in Belmont (current one is to small) is going to stress the surrounding communities. Causing more traffic, crime, and lower our quality of life.

The project is attempted to be sold to the community claiming it brings jobs and money into the surrounding areas. I grew up in the shadow of Shea Stadium, and the U.S. Tennis center, and know from experience the money is spent at the facility and not the surrounding area the jobs that an arena and mall bring will be mostly part-time lower paying jobs that a middle-class family can not solely depend on to pay our extremely high taxes. Speaking of taxes what is going to happen when Floral Park's police depart which has only 24 officers because too small to handle the extra calls that are going to be coming in with all the extra traffic. Who is going to pick up the tab for more officers? Do the residents of Floral Park going to have to pay more taxes because of a project they don't want in the first place? Where is the justice in that? A project that reduces our quality of life, destroys a beautiful quiet community, and we are going to have to pay more taxes because of it.

The tri-state area doesn't need another arena, and it doesn't need another mega mall with more and more retailers going out of business in our current economy (please look up Sears, Toys R US).

The proposed parking lot on the north side near the Floral Park Bellerose Elementary school, will bring lots of noise, Traffic to this quiet, safe neighborhood. If a parking lot is set up here with access through the neighborhood both will be a thing of the past. A parking lot will bring light, noise late into the night multiply times a week. Gate access to the Arena/ Hotel/ Proposed mall will bring Traffic that our children must have to deal with along with Transient people coming through from the Bellerose train station. Both Compromising their safety.

Developers are good at painting a rosy picture of the job creations and the economic benefits it will bring. The jobs once the construction ends are mostly part-time for the events, and the economic benefit minimal. People usually go to the venue and spend their money with little overflow to the adjacent neighborhoods. I speak from experience growing up in Corona right by the old Shea Stadium, and the US tennis center. The only effects I saw that Corona received crime, garbage, and traffic. I remember growing up and all the car break ins that occurred on my block. In a nice neighborhood like Floral Park I'm positive you can add house break ins to the mix. On the streets that our children play safely now will be intoxicated people walking through, and much more traffic

In conclusion I wanted to present a different perspective of the effect on Floral Park. I know a lot of discussion has been made on traffic, sewage, water supply, transformer location all VERY important, but I haven't read anything about the potential safety, crime effects on the area. Experiencing these effects of a large venue in your neighborhood makes me very conscience of them.

Thank You

From: Karen Milazzo
Sent: Thursday, February 14, 2019 11:57 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Development Comment

Sewanhaka is a wonderful school district, serving families in Elmont, Floral Park/Bellerose, New Hyde Park and Franklin Square. Our community should be guaranteed a specific number of internships for our students enrolled in specialty programs (for ex: Culinary program = internship in the hotel). The "opportunity to apply" is not sufficient. Our community is strong and has quality children to offer.

Additionally, community members should have a centralized communication hub (perhaps a dedicated website specifically for our community?) where they can be provided with job opportunities and internships approximately two weeks BEFORE the general public. It is recommended that said hub provide a method for community members to sign up for email or text alerts as job opportunities arise and that the local high school guidance offices and PTAs be provided with the means to forward said sign up opportunity to students interested. It is important that these hubs/opportunities be BROUGHT TO the community and not just "made available" to them.

30% of the retail will be guaranteed to be female and minority owned businesses? I call shenanigans. The communities surrounding Belmont Park are not 70% white male residents. We deserve 50% of the number of businesses be female and minority owned, (not just 50% of the retail space being used). Of the minority /female owned, 60-75%% should also be locally owned businesses. This is New York, there are plenty of downstate NY businesses available.

The retail space is entirely too congested and 1500 parking spots is not sufficient. Expecting people to park their cars north of Hempstead Tnpk for the retail space is unrealistic. This is Long Island, people will go way out of their way to avoid parking far from their destination, and that means parking in front of homes on the south side of Hempstead Tnpk (or fighting for a spot in the parking lot). This area is extremely close to an elementary school, it is imperative that mall traffic be kept at the mall and out of their yards and away from the children walking home from school.

For a project of this magnitude to be rushed through is reckless and foolish. The traffic concerns must be addressed BEFORE ground breaking. Look at the numbers... 19000 seats in an arena. So let's say an extra 8000 cars on the Cross Island Parkway trying to get there; 4000 cars northbound and 4000 southbound. Traffic at present during rush hour is

barely tolerable, adding an additional several thousand vehicles is unthinkable. Again, to expect a majority of event attendees to take public transportation is a reflection of the ignorance of our community culture. People on Long Island drive.

Hempstead Turnpike in this area is a mess. Currently during the cold weather months, the N6, the bus that runs east and west along Hempstead Turnpike frequently refuses to pick up passengers because their buses are full to capacity. Nassau NICE Bus frequently removes bus lines because they can't afford the bus lines already running. A situation where traffic is increased even more will drive current businesses out of business and no new businesses will want to transplant here. No one can do business if their customers can't get to their storefront. It will create a ghetto of Hempstead Turnpike in Elmont.

The train going in & out of Belmont does not have a dedicated track. So whenever there is a Belmont train pulling in/out, it disrupts the other line it crosses. LIRR service is disrupted. This will happen for every event. Belmont needs not only a permanent station, but a dedicated track AND a bus depot.

Please focus on infrastructure before breaking ground. I hope these requests and recommendations are seen as a plea to address the issues and not merely dismissed as an opposition to the project.

Thank you for your consideration.

Sincerely,

Karen Milazzo

PTA Officer, Interschool PTA Officer, 20 year resident of North Valley Stream and Elmont School District

From: Kim Mitchell

Sent: Monday, February 11, 2019 12:25 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: written comment for Belmont Park

Kimberly Mitchell

Empire State Development

633 Third Avenue

New York, NY 10017

Dear Michael Avolio,

I am writing to provide a written comment for the**Belmont Park Redevelopment Civic and Land Use Improvement Project.**

I have been a resident of South East Queens for almost 40 years. I currently reside in Queens Village as a home owner for the past 15 years. When I initially heard about the redevelopment project, I had mixed feelings. On one hand it
will bring opportunity and jobs to the area however life as we have known it for the past 15 years will change. Traffic and the quality of life will change because the area will now be transformed into a hotbed for all sorts of activity that we have never
known. Our quiet suburban like community will now be an area for amusement and entertainment. As a result, our children and family will not be able to move freely throughout their community without additional safety concerns.

One way to address this issue is to provide a safe-haven for our young people and families so we can have a safe place to interact, learn and grow. I am suggesting in addition to the park area the project will create I would like to see
a community center built for the residents of Elmont and the surrounding communities in Queens and Long Island. The community center should include a wellness center, swimming pool, gymnasium, ice rink and classroom space for job training. This feature will
ensure residents of all ages will be able to benefit from this project and improve their quality of life. It will also keep the young people off the street and provide and outlet for developing their athletic dreams.

Warm regards,

Kimberly Mitchell

Queens Village Resident

Kimberly Mitchell
221-46 112th Avenue
Queens Village, NY 11429
KDM1106@gmail.com

Empire State Development
633 Third Avenue
New York, NY 10017

Dear Michael Avolio,

I am writing to provide a written comment for the **Belmont Park Redevelopment Civic and Land Use Improvement Project.**

I have been a resident of South East Queens for almost 40 years. I currently reside in Queens Village as a home owner for the past 15 years. When I initially heard about the redevelopment project, I had mixed feelings. On one hand it will bring opportunity and jobs to the area however life as we have known it for the past 15 years will change. Traffic and the quality of life will change because the area will now be transformed into a hotbed for all sorts of activity that we have never known. Our quiet suburban like community will now be an area for amusement and entertainment. As a result, our children and family will not be able to move freely throughout their community without the additional safety concerns.

One way to address this issue is to provide a safe-haven for our young people and families so we can have a safe place to interact, learn and grow. I am suggesting in addition to the park area the project will create I would like to see a community center built for the residents of Elmont and the surrounding communities in Queens and Long Island. The community center should include a wellness center, swimming pool, gymnasium, ice rink and classroom space for job training. This feature will ensure residents of all ages will be able to benefit from this project and improve their quality of life. It will also keep the young people off the street and provide and outlet for developing their athletic dreams.

Warm regards,

Kimberly Mitchell

Kimberly Mitchell

Queens Village Resident

From: Joel Mittler
Sent: Wednesday, January 30, 2019 11:31 AM
To: esd.sm.BelmontOutreach
Subject: A "Bit" of a problem for the Belmont Project

Folks,

If I recall, it was acknowledged that traffic on the Cross Island Parkway might be a “bit” of a problem, according to the Belmont Project Impact Statement.

Surely sitting in a traffic jam for the entirety of the Islander season plus the 145 additional planned events is more than a “bit” of a problem I trust that there are some people smarter than I am (and apparently the designers of the project) that can figure out how to mitigate this “bit” of a problem. I doubt that having 2 LIRR trains will accomplish much.

I would assume and hope that those stuck in traffic will think of their public policy representatives (Governor, State Representatives) as they try determine who to blame.

I hope that the project can be delayed until some folks figure this out.

Joel Mittler

From: Raymond Mohler
Sent: Wednesday, February 27, 2019 4:21 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Area Project

To Whom it May Concern,

My name is Ray Mohler and I am the founder and chairman of the board of the Little Saint Nick Foundation. The Little Saint Nick Foundation is a Long Island based registered 501–C3 non-profit organization that inspires children and local communities to help other children in need in hospitals. Here is our website: https://protect2.fireeye.com/url?k=9bfc0aac-c7d906cf-9bfef399-0cc47aa88e08-99097e7401118750&u=http://www.littlestnick.org/

The New York islanders have worked with the Little St Nick foundation since 2005. Ever since we started working with them it has felt like a family atmosphere.They were the first ever sports team to want to do an event with us when the organization was just a year old. We have done numerous hospital events, cheering up hundreds of sick children over the years, here on Long Island. The joy that the Islanders and their players have been able to bring to so many sick children across the island cant be described. The Islanders have even raised thousands of dollars for our mission.

My foundation is just one example of all the great work the Islanders have done over the years. There are too many other organizations to list that the Islanders have helped achieve their missions. This is an organization that is all about their community and helping long island. I remember when I was just eight years old and I was at an Islander game here on Long Island. During the intermission one of the islander representatives who worked closely with my organization came to my seat and told me to come with her. As it turned out she was leading me to the owners box to meet the late former islanders owner Charles Wang. I could not believe it, as this was somebody who I never thought I would meet and someone I looked up to. Charles went on to thank me for all that I do and how proud he was to be partnered with my organization. This was one of the most sincere things that anyone has ever done for me or my organization. This furthermore shows just how much the Islanders care about their community and the people on Long Island.

Hockey is just a game. Win or lose, the Islanders organization and their players do everything they possibly can to impact Long Island in a positive way. The New York islanders are Long Island, and the community of Long Island and the state of New York would not be the same if the Islanders we're not here anymore.

Best Regards,

From: Thomas Morgan
Sent: Thursday, February 28, 2019 2:48 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: NO arena or mall at belmont

There should never be an arena or big mall at the Belmont site. It would cause way too much traffic and there is no full time LIRR stop. New York has enough arenas. Roads weren't built for heavy traffic from another arena in Belmont. Ridiculous idea. Rigged bid isn't right. Smarten up.

From: Tom Morgo
Sent: Wednesday, February 20, 2019 2:40 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>

Subject: Belmont Arena/MegaMall project

The proposed Belmont arena project for the NY Islanders and mega mall in Elmont is pure corruption. As a New York state taxpayer and resident I am outraged that this land was given to the Islanders owner Scott Malkin, NY Arena partners, Oakview, and the Mets owners for pennies on the dollar. This is absurd and should never have been allowed. It smacks of corruption and backroom pay for play to Cuomo. Wasn't Percoco and Silver and others taking money for State given fraudulent deals in return enough? Isn't Madison Square Garden's tax exemption enough? We taxpayers pay for this! When does it stop?

The Mets owners and Dolan have given huge donations to Cuomo to get corrupt deals like this and it's not right. Scott Malkin is also connected to Cuomo.

If they're going to get the state land they should pay full value for what it's worth not a gift for pennies on the dollar.

It's a terrible idea to begin with as the Cross Island Pkwy can't even handle weekday rush hour traffic now and adding 10,000 cars for an arena event hundreds of times a year will be insane. Arenas belong in cities with mass transit not suburbs with inadequate roads. The LIRR will never expand enough to support it and get a full time station and is too expensive to try as NY has more important priorities to spend money on. Hempstead Tpke can't handle the volume for an arena and traffic will be a mess. Islanders attendance always is low wherever they play and doesn't justify a another arena in NY. This is just a money grab for Scott Malkin's ridiculous high end mall which won't work and is not needed in Elmont. Belmont is a suburban area & should stay as such. Similar arenas in suburban areas like Glendale, Arizona & Kanata, Ontario Canada and others have failed.

ANOTHER ARENA IS NOT NECESSARY IN NEW YORK!! There are enough already.

STOP BEING CORRUPT! STOP WASTING TAXPAYERS MONEY!

Here are 2 related articles for information -

https://www.villagevoice.com/2018/03/05/cuomos-gift-to-islanders-could-be-worth-nine-figures/

https://protect2.fireeye.com/url?k=86f6b86a-dad2b923-86f4415f-0cc47aa8d394-7578c36a7f831f90&u=http://www.fieldofschemes.com/2018/03/05/13519/new-york-state-didnt-study-value-of-arena-land-before-selling-it-to-islanders-at-cut-rate-price/

Regards,

Thomas Morgo, Elmont

From: Tom Morgo
Sent: Tuesday, February 26, 2019 3:29 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont arena mall project

The proposed Belmont arena project for the NY Islanders and mega mall in Elmont is pure corruption. As a New York state taxpayer and resident I am outraged that this land was given to the Islanders owner Scott Malkin, NY Arena partners, Oakview, and the Mets owners for pennies on the dollar. This is absurd and should never have been allowed. It smacks of corruption and backroom pay for play to Cuomo. Wasn't Percoco and Silver and others taking money for State given fraudulent deals in return enough? Isn't Madison Square Garden's tax exemption enough? We taxpayers pay for this! When does it stop?

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If they're going to get the state land they should pay full value for what it's worth not a gift for pennies on the dollar.

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Regards,

Thomas Morgo, Elmont

-----Original Message-----
From: SHEILA MORIARTY
Sent: Saturday, February 09, 2019 2:39 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Race Track Development Project (Statement)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

My name is Sheila Moriarty, 93-16 244 Street, Bellerose Terrace, NY 11001. I am a resident and community leader of the Bellerose Terrace Community in Nassau County. There is no doubt that through development progress for all surrounding communities is unavoidable to stay relevant in the modern world. It disturbs me that community leaders where not even considered to sit with the Empire State Development Corp (ESDC) in planning for such a project. In a property that was said to have a WILL which stipulated that care of this property would be given to the state to benefit the community in which it sits. I do not see how this development project will benefit any community especially Elmont for which the property sits. We were also told that this WILL's stipulation said, "that if the state did not use this property in the best interest of the community in which it sits, the ownership of this property would be given back to the Elmont community." It is interesting how the last Will and testament of the Belmont Property cannot be found.

When the property in question had been drawn up in the beginning it started with humble planning that nobody wanted. We did not need a hotel and a casino or a twelve thousand (12,000) seat soccer arena. This area is not an industrial park like in Uniondale, NY. This is a residential community and anything on this property will affect more than the community in which it is built. If a true Environmental Impact Study (EIS) was done you would have seen how just the traffic from the Whitestone Bridge, Whitestone Expressway, Long Island Expressway, Grand Central Parkway, Northern State Parkway to the Southern State Parkway and the Belt Parkway would have been affected. Still you decided to just do an EIS on just 0.5 miles that is One Half of a mile. That is truly a slap in the face for all communities within a 10 miles radius of this project. We see the writing on the wall and your backhanded ploy to sneak in a casino once this hotel is built. We are requesting our political representative to ensure that this will not be the case ever.

There was no thought to traffic concerns or public transportation even

in its later days of planning. If there is to be any sort of development on this property it will not work without a Long Island Rail Road (LIRR) station that is fully functioning. What about the concerns of the Cross-Island Parkway? The only way the Parkway can be widened is by invoking eminent domain. Nobody wants to lose their property. How do you expect to provide parking for a stadium event that will have nineteen thousand (19,000) seats plus, everything else going on at the same time at the property?

What kind of designs have been put in place to make sure there are green development projects in the design of this project? Have you designed the building to catch rain water and store it to use to flush toilets and use to wash and water the property? Will you have a green house on the roofs of all developed business to ensure that all vegetation prepared on the property comes directly from your property first? How about renting the space to bee keepers since we have had such a decline to our bee population due to products like Roundup. Will you make a commitment to make sure that no Monsanto products will be used on this property? Studies have shown that using roof tops as open gardens reduce the amount of heat in that area in which that garden is developed. There should also be a run off to return clean water back to the aquifers that are right under and most superficially to where this project will be built. What measures will you be taking to ensure that the aquifers will not be damaged by the development of this project? That no toxins will be committed to the ground to seep into our aquifer? An underground garage will damage the superficial aquifer sitting right underneath that property. I don't know if you have been following the news but water CLEAN WATER is something that we are having a hard time finding. You spoke about building an underground garage to house small number of vehicles but as we all know and have done the math to this project, we all see that parking was also not given very much thought.

You have decided to grow twenty (20) pounds of potatoes in a plot of land only meant for five (5) pounds of potatoes. Anyone who knows anything related to growth and development knows that the garden will spoil because it does not have the necessary space to grow and develop in a safe manner. You are talking about making a HIGH SCALE MEGA MALL in an area where people make $100,000 or less. We have malls all within three miles from that location to the North, South, East, and West of that property. In a time where big retail stores are closing down and going out of business or sticking to just internet business you want to stick a mall a HIGH SCALE MEGA MALL where people not even the very wealthy unless they are old and wealthy will go and buy. Why won't you consider things like IFLY, Rockwall Climbing, an indoor adventure and water park. Day camps for both the young and the old. Where people are looking to do things with their children away from the internet you should be focusing on fun and adventure instead of retail, what a waste. If you would have included the community to sit on a planning board you would have been targeting a whole different group of people including those who love food and adventures.

The Natural Gas issue is a simple issue that can be taken care of by both Queens and Nassau since the property is both in Queens and Nassau both ConEdison and National Grid should be given equal partnership in coming up with a solution to provide Natural Gas to the development. What parts of this project will be solar and wind? There are now clear solar panels that are being used in windows. All South facing windows of every building should be required to have these solar panel windows installed. There should also be a development grant offered for using

this property as an experimental facility to transform it into a 100% green property.

Are there going to be Solar Roadways used on this property? If not, Why? When damaged Solar Roadways are easy to replace. You can use the underside of that solar roadway to pass water drainage and wiring underneath. With a solar panel roadway, you will never have the need to use salt when it snows. We need real GREEN solution in big development projects that will return power back to the surrounding community.

Last and most importantly, this project is going to impact all our pockets for more than Forty (40) years. If the profits of this development is not used to enrich and improve the communities in which it is being built we should not be required to pay any monies out of our pockets. It is not fair to all communities especial all surrounding communities who make $100,000 or less annually. As per the missing will ANY AND ALL DEVELOPEMTN MADE ON THE BELOMONT PROPERTY SHOULD BE USED TO IMPROVE AND ENRICH THE ELMONT COMMUNITY. IF NOT, THE PROPERTY SHOULD BE RETURNED TO THE COMMUNITY TO USE AS THEY SEE FIT. This project is way to big for the space in which it is being built. I say NO.

From: Sheila Moriarty
Sent: Friday, March 01, 2019 4:32 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: MEGA MALL

Dear Empire State Development Personnel

Today in the news HUNDREDS and HUNDREDS retail companies will be closing their doors. We do not need a High End MEGA MALL

https://www.businessinsider.com/jcpenney-gap-and-victorias-secret-announce-300-store-closures-2019-2?fbclid=IwAR3pjgb2MZCd1wNP58-MxDQfQX19ep_MN0Iw4c3nx1Pdin1A_H5f20P3SQA

Sincerely,

Sheila

From: Katy Motley
Sent: Friday, January 11, 2019 10:17 AM
To: esd.sm.BelmontOutreach
Subject: Concerns with Belmont Park Redevelopment Project

Hello,

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} “shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects”. With regards to the proposed project, it would seem that our community’s needs and desires are not being met.

My primary concerns are around traffic and overall impact this project will have to the local community of Floral Park. If this project is to go forward at this scale, there needs to be a dedicated Belmont LIRR stop. The Cross Island Parkway cannot handle the influx of traffic these events, hotel and mega mall will bring and therefore the local streets of Floral Park are going to feel the stress. Furthermore, there will be thousands of deliveries made and those trucks will have to use local routes.

I live off of Plainfield Ave and the traffic is already very congested during rush hours, the number of events planned for Belmont is going to completely paralyze our streets. How do you expect me to pickup my daughter from school on time?

I simply ask that if you intend to move forward with this project as is, you MUST work with the LIRR to have a dedicated Belmont stop to provide publish transportation.

Secondly, I'm appalled by the environmental study that was conducted. It is a blatant lie that there would be no environmental impacts with this project. Anytime new infrastructure is built it has an effect on the environment. In this instance, the added traffic to Belmont, especially without dedicated rail road service to Belmont, will add more pollution to our town, which is especially concerning when the project backs up to a school and playground. It's just not fair to pollute the children's play space.

I also no longer see any green/open space as part of this project. Transforming existing green/open space into buildings also will negatively effect our environment. Why wasn't a park or an outdoor shared space considered? If this is intended to be a family space that is critical.

Overall, I'm for revamping Belmont however not at this scope. Our town and the Belmont surroundings simply cannot handle a mega-mall, hotel, 300 events a year especially given that there are no benefits for our local community. I urge you to listen to the voices of the community and reconsider the current scope of this project.

Sincerely,

Katy Motley

From: Donald Moy
Sent: Saturday, January 19, 2019 4:41:37 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Prk Redevelopment Civic and Land Use Improvement Project ("Project"

My name is Donald. R Moy. I reside at 79 Irving Avenue, Floral Park N.Y. 11001. I attended the Public Hearing on January 9, 2019 at 4 p.m. I was initially in support of the Project. However, as I heard the presentation and considered the details of the Draft Environmental Impact Statement (DEIS), I became very concerned that the Project has become far too excessive in scope and that this will overwhelm the resources and capacities of the local communities, including Floral Park, N.Y. The presentation of the DEIS did not allay any of the concerns, but only exacerbated the concerns that the Project will cause undue burden and terribly strain the limited resources of Floral Park, N.Y. and the surrounding communities. I do not believe that the DEIS satisfactorily addressed the impact on the communities, including transportation, impact on roads, railroads services, parking, etc. I do not believe that the DEIS properly considered the impact on traffic and the adverse impact on noise and air quality. The DEIS, furthermore, does not satisfactorily address the resulting increased costs to the communities, such as the increased need for police protection. The Project area is not served by many major roads. The only major road is the Cross Island Parkway.Inevitably, this will lead to increased traffic and congestion not only on Cross Island Parkway, but also on Hempstead Turnpike,Jericho Turnpike, Plainfield Avenue, and secondary roads. The DEIS does not address the difficulties that will be experienced during construction, as trucks with heavy equipment will surely clog Hempstead Tpke,Jericho Tpke and Plainfield Avenue. Not only are the roads inadequate to meet the traffic demands that will created by the enormous scale of the Project, but the local railroad line is not a major line and cannot sustain a large increase in ridership. I am concerned that the limitations of the existing railroad facilities will inevitably lead to added congestion on the roads.

I believe that the local governments, including government officials, local police departments, fire departments, school officials and civic groups should be involved in the DEIS. Local input is sorely needed so that a realistic evaluation can be undertaken regarding the potential adverse effects of the Project and how these potential adverse effects and be alleviated if not prevented. Most of all, the Project needs to be scaled down to levels that will not overwhelm the resources of the local communities. We need to make sure that the Project will not impose undue burdens to the local authorities and local police. We need to make sure that the Project will not be so large in scope that it will cause potential added threats to the safety of citizens of Floral Park and the surrounding communities. We need to protect our school children.

Local input in the DEIS is needed in order to assess whether the Project

is sustainable, and whether it will cause undue additional cost to the communities involved, such as increased local taxes for more police protection.

Thank you for considering these comments. We urge a re-examination of the DEIS and a scaling down of the Project to sustainable levels that will not threaten the local communities
.

Thank you.

Donald R. Moy

From: Andre Muller
Sent: Sunday, February 24, 2019 5:10 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Support for Belmont Project

To whom it may concern,

The New York Islanders Belmont stadium project MUST be approved and any thoughts or decisions to the contrary would be a terribly shortsighted bad choice.

Thank you.

From: ann murphy <jamcmurphy@gmail.com>
Sent: Saturday, December 29, 2018 6:49:22 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Stakes

I know I am wasting my time sending this email but here goes. I live on Plainfield Avenue in Floral Park and can't believe that something we already won many years ago is still coming back to haunt us. Governor Cuomo is really not interested in me or my neighbors when he allows this to happen to citizens living in a wonderful community like this. I will have no other choice but to move to another city or neighborhood. My heart is broken because I had faith, a long time ago, in our government. But I was a fool. Good luck to you all and hope other faithful tax payers do not plan to do the same. Ann McCormack Murphy

From: Joe Nappi
Sent: Monday, February 25, 2019 4:40 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: I Support The Belmont Arena

The subject line says it all 👍

-----Original Message-----
From: Steven
Sent: Thursday, February 21, 2019 6:42 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: New Facility

I have been an Islanders fan for decades.I was there during the glory years.The Colesium is outdated and doesn't have sufficient capacity.Barclay's is a failure.The plan you are reviewing is wonderful and will be a major positive for hockey fans,Nassau,Long Island,and all of NYS.
All major projects are opposed by some nearby residents.NIMBY should not sway you.Don't let the Islanders become another Amazon where a small loud minority damaged the entire State.
Steve Newman.

From: Marc Nicols
Sent: Wednesday, January 9, 2019 5:42:31 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment

As a native Long Islander with Middle School and Elementary School children, I fully support the Belmont Redevelopment project and its components, including retail, an upgraded racetrack, and the arena.

A project such as this is vital to keep Long Island growing and vibrant.

As a Deer Park resident for the past 17 years, I fully supported the Tanger Outlets project, and am a proponent of the Heartland Project. Both of these projects are ”in my backyard” and the increased commerce and tax dollars far outweigh extra traffic congestion.

It was a shame the formerly proposed Lighthouse Project failed, but hopefully Belmont, and other projects of this ilk, that will bring commerce and jobs to Long Island can take flight, so my children will have places to work and live in Nassau and Suffolk Counties – otherwise, like their father, they will be commuting into New York City or Jersey for their careers and very likely leave the region.

We’ve lost too much already on Long Island, let’s have this project to grow and bring back our only major professional sports team.

Sincerely,

Marc Nicols

—

-----Original Message-----
From: John O'Donnell
Sent: Thursday, February 21, 2019 10:30 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Resident in support of Belmont Arena

I live in Stewart Manor which is Elmont School District. Please do not let this project fail like the amazon project in Long Island City. We need jobs and development. It's not just about the Islanders. I'm 35 and I love Long Island. Give the younger generations like mine a reason to stay!!!

From: LAURA OGORMAN <>
Sent: Saturday, January 12, 2019 9:15:56 AM
To: esd.sm.BelmontOutreach
Subject: Citizen comments

The plan to redevelop the Belmont area encompasses a huge space; responsible officials will INCLUDE OPEN SPACE/PARKLAND in this redevelopment. Please be honest: DO WE TRULY NEED MORE RETAIL SPACE? Certainly the landlords of this proposed retail sector will benefit, but chances are, in the internet shopping era that we are in, our community will be "stuck" with empty storefronts, detracting from, not enhancing, our neighborhood.

I URGE YOU TO JETTISON THE RETAIL COMPONENT OF THIS REDEVELOPMENT PLAN AND TO INSTEAD ADD OPEN SPACE/PARKLAND. BE BOLD! THINK FOR THE COMMON GOOD!! ACT AS THOUGH Y O U L I V E H E R E!!!

SINCERELY,

LAURA O'GORMAN

From: Will O'Hagan
Sent: Thursday, January 10, 2019 2:05 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment Project Questions

Sir or Madame,

I have questions, as well as number of signiicant concerns and comments r egarding the project. I would like to have my questions and concerns answered and sent to either my email address noted above, or my home address noted below.

Parking:

Table 1-1 in the DEIS notes that Site A will have approximately 400 parking spaces and Site B will have approximately 1,500 parking spaces for a total of 1,940 spaces (noted within "Parking" at the bottom of the Table) for the arena, the hotel, and the retail. This amount of proposed parking is DRASTICALLY INADEQUATE and here is how: The arena is noted as having a capacity of 18,000 for NHL events and 19,000 for "other select events" such as Beer Tasting Festivals, Boat Shows, Auto Shows and Concerts. Assuming all 18,000 seats are occupied (why would you build it so big otherwise…) at a hockey game, and assuming all 1,900 visitor parking spaces are occupied in Sites A& B for that event, that would mean that every vehicle that occupies each one of the 1,900 visitor parking spaces would have to have 9.47 people in the vehicle to ill the ar ena to capacity for a hockey event (18,000 seats) and 10 people for "other select events" (19,000 seat capacity). The DEIS further notes that additional parking of "up to approximately 6,312 surface spaces" is POSSIBLE via a shared parking agreement for North, South and East Lots, but does not provide a detailed the breakdown of parking spots allocated to each lot.

Please note that smallest of those potential additional parking lots is the South Lot and the walk to the proposed stadium from the FURTHEST point in that lot is approximately 1,400 feet or ¼ of a mile (Exhibit A below). More importantly and of signiicant importance is the distance fr om the two LARGER potential parking lots, which would have to bear the MAJORITY OF PARKING FOR EVENTS. The distance to the proposed arena from the CLOSEST point in the East Lot is approximately 3,500 feet or more than 2/3 mile (Exhibit B below) and more than 4,200 feet more than ¾ of a mile (Exhibit C below) from the East Lot's furthest point. From the CLOSEST point in the North Lot to the arena is approximately 2,500 feet or nearly ½

mile (Exhibit D below) and from the North Lot's furthest point it is approximately 4,000 feet or ¾ mile (Exhibit E below) to the arena. Please explain to me how any ticket buyer for any event would entertain the idea of having to walk (or be wait to shuttled) for up to THREE QUARTERS OF A MILE to see an event. To put this into perspective, Metlife Stadium seats 85,000 visitors for events and the absolute furthest walk from the stadium is approximately 2,100 feet (Exhibit F below). Please explain to me how parking is adequate for this proposed 18,000-19,000 seat arena when the CLOSEST walk from the majority of parking is nearly ½ mile. This also assumes that the shared parking agreement will exist, which is a clear risk to the parking component of the overall project. And without that agreement this project does not come close to any type of parking code requirement.

Additionally, and most concerning is that by proposing a parking lot in the North Lot concert goers, beer festival attendees, hockey fans and other venue patrons will be tailgaiting at the back fence of the Floral Park Bellerose ELEMENTARY SCHOOL. Note that this school hosts elementary school age sporting events on both weekdays and weekends throughout the year during, and after school hours. To propose a parking lot of tailgating venue patrons immediately next door to an elementary school is irresponsible, reckless and downright dangerous. ***Shame on you for even contemplating it.*** And please do not pretend that not permitting tailgaiting will prevent it. That is a ludicrous argument.

I have do have a solution I would like to propose. REMOVE the hotel and retail from the proposed plan and utilize Site B as parking for the arena. If Site B is utilized as parking for the arena the FURTHEST point in the parking lot to the proposed arena is approximately 1,900 feet, which is an adequate walk for an 18,000-19,000 seat venue. Note that Site B is already is parking, so a huge additional beneit t o the taxpayers who are footing the bill, will the dramatically reduced cost of the overall project by removing the hotel and retail components.

Trafic:

Chapter 11 of the DEIS discusses numerous trafic r esearch sources, and various studies used to determine the projected trafic lo w to the site. That section further notes "It is anticipated that regional trafic w ould generally access the Project Sites via the Cross Island Parkway and local trafic w ould generally access the Project Sites via Hempstead Turnpike or Hempstead Avenue". This section also notes the utilization of the "VISSIM micro-simulation model" to estimate and replicate trafic lo w speeds based on various trafic density levels. In only the "Highway Network" section of Chapter 11 is the idea that COMMERCIAL TRAFFIC cannot use the Cross Island Parkway. The DEIS completely dismisses the impact of INCREASED COMMERCIAL TRAFFIC through neighboring communities and roadways and the various risks associated with that increased volume of commercial trafic.

Please explain to me how hockey team buses, 10 through 18 wheeled commercial trailers (used for deliveries to the arena, hotel and retail), personal recreational vehicles (RV's) as well as the support commercial vehicles (landscapers, electricians, plumbers) will access the arena, the hotel and the retail components? Even more dangerous is how will the VERY LARGE commercial vehicles that will be used for construction access the site? I would hazard a guess that most will be required to use the Long Island Expressway and then snake their way through LOCAL ROADS to the site. This will inevitably take the majority, if not ALL of the trafic do wn Plainield A venue to Hempstead Turnpike. This route is not acceptable on many levels and presents a SIGNIFICANT DANGER to the local community where children attending Floral Park Memorial High School and the many residences along Plainield A venue will be at risk of accidents with the signiicantl y increased commercial vehicle trafic lo w. A further concern is the taxing nature of those vehicles on the roadways both in fair weather months and winter, as well as the severe risk of danger to irst r esponders with increased

exposure to significant commercial vehicle accidents and the inherent dangers of those accidents. The DEIS does not address ANY of these concerns and is dramatically lawed in its approach.

I have a solution though… REMOVE the hotel and retail from the proposed plan. By reducing the scope of the overall project commercial traffic low will be limited solely to events and use related to the arena. While the increased commercial traffic through local neighborhoods will be increased, it will not be nearly as dense as it would be with a 230,000 SF, 215 room hotel and 435,000 SF of retail.

Thank you for taking the time to address my concerns.

William O'Hagan

EXHIBIT A

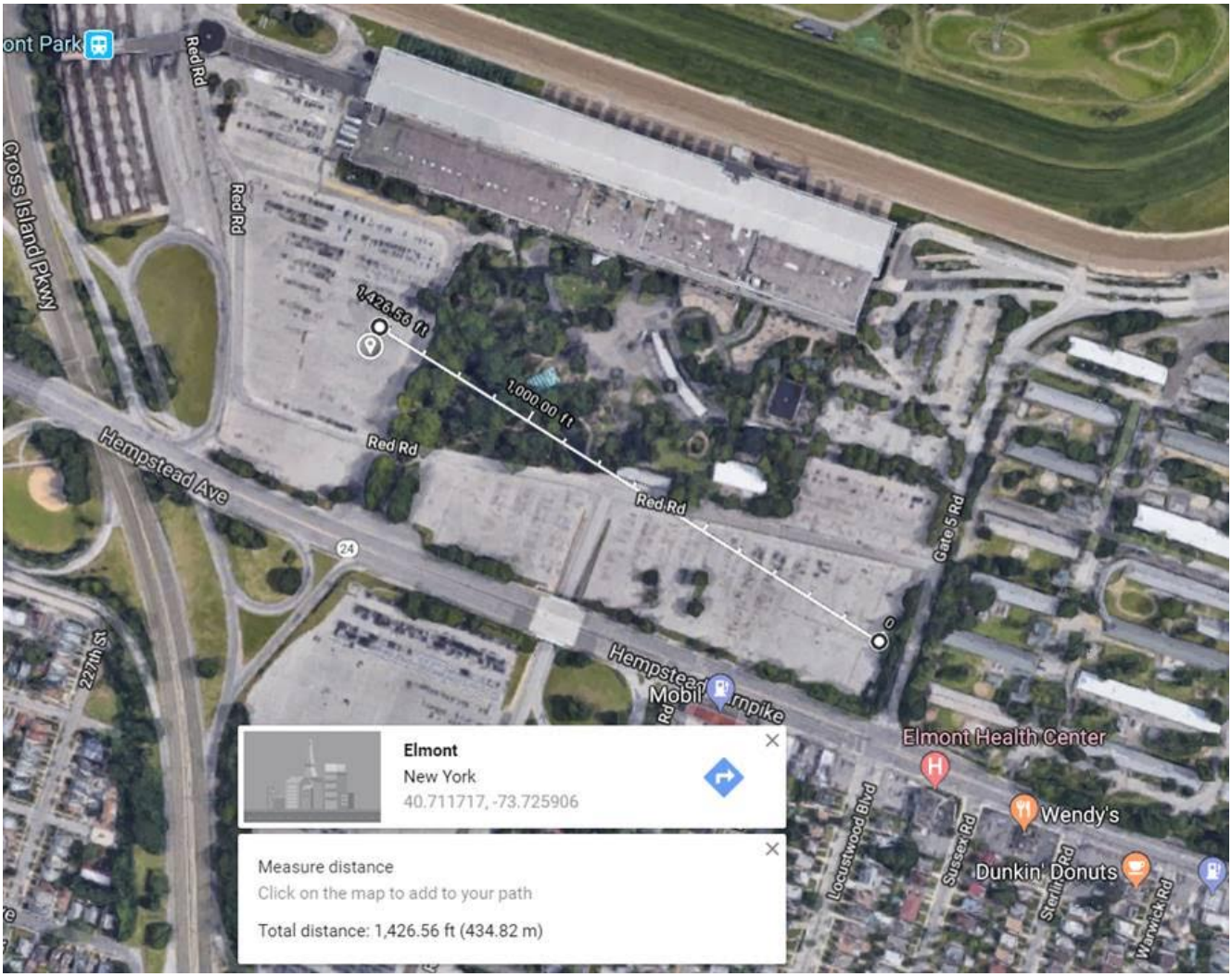


EXHIBIT B

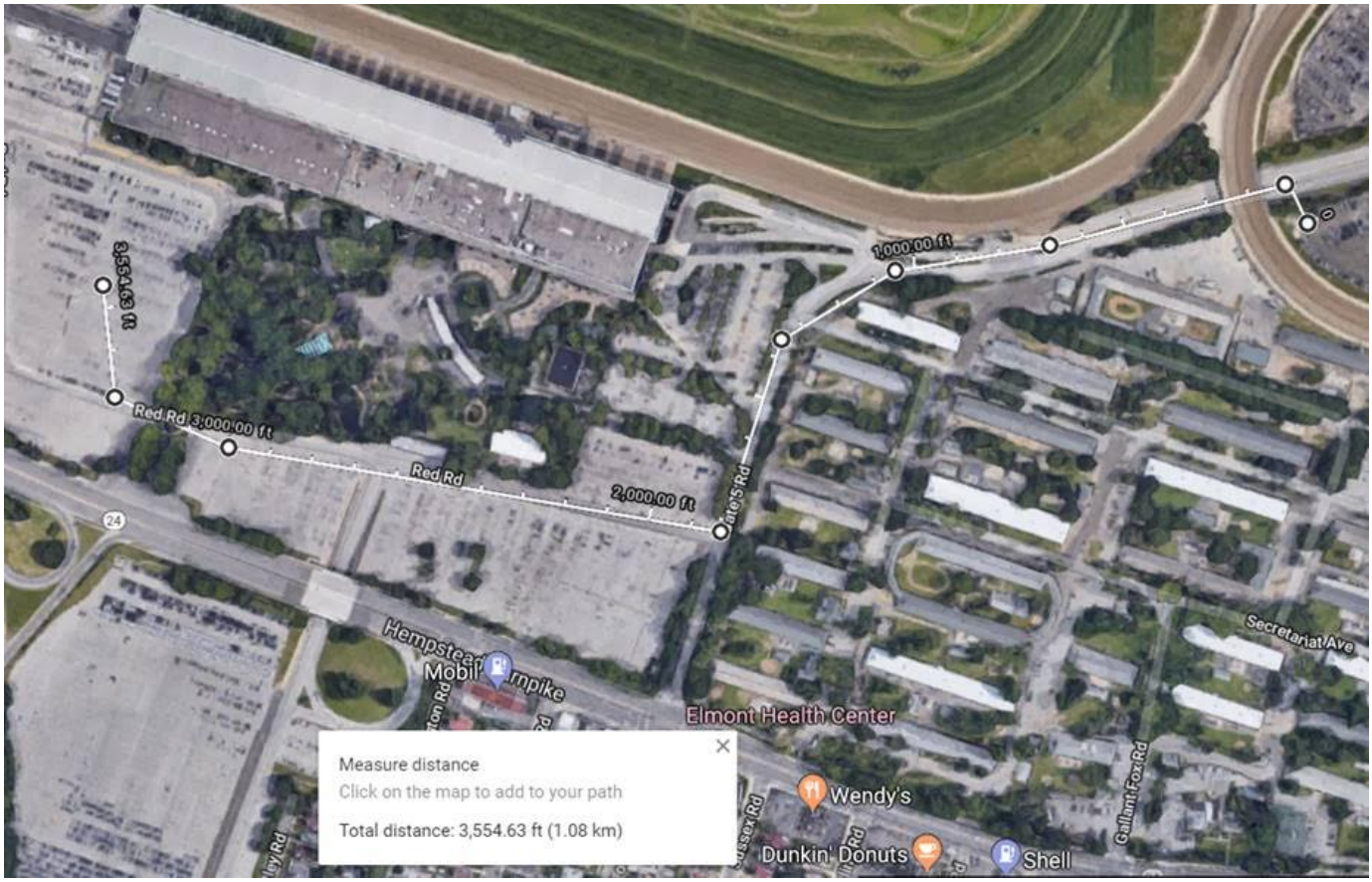

3,554.63 ft
Red Rd 3,000.00 ft
Red Rd
2,000.00 ft
1,000.00 ft
Secretariat Ave
Elmont Health Center
Wendy's
Dunkin' Donuts
Shell
Gallant Fox Rd
Measure distance
Click on the map to add to your path
Total distance: 3,554.63 ft (1.08 km)

EXHIBIT C

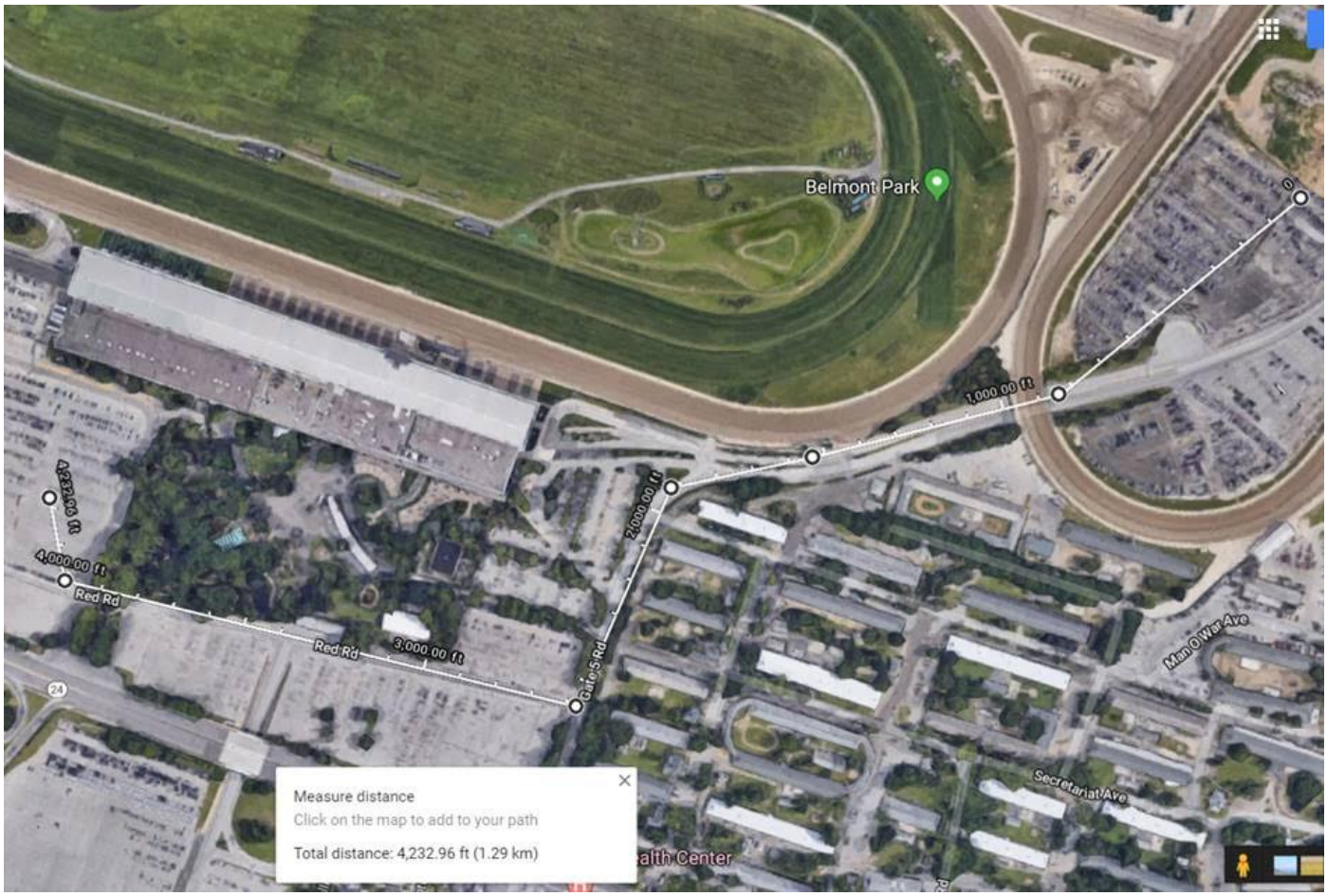

Belmont Park
1,000.00 ft
2,000.00 ft
3,000.00 ft
4,000.00 ft
4,232.96 ft
Red Rd
Red Rd
Gate 5 Rd
Man O War Ave
Secretariat Ave
Measure distance
Click on the map to add to your path
Total distance: 4,232.96 ft (1.29 km)

EXHIBIT D

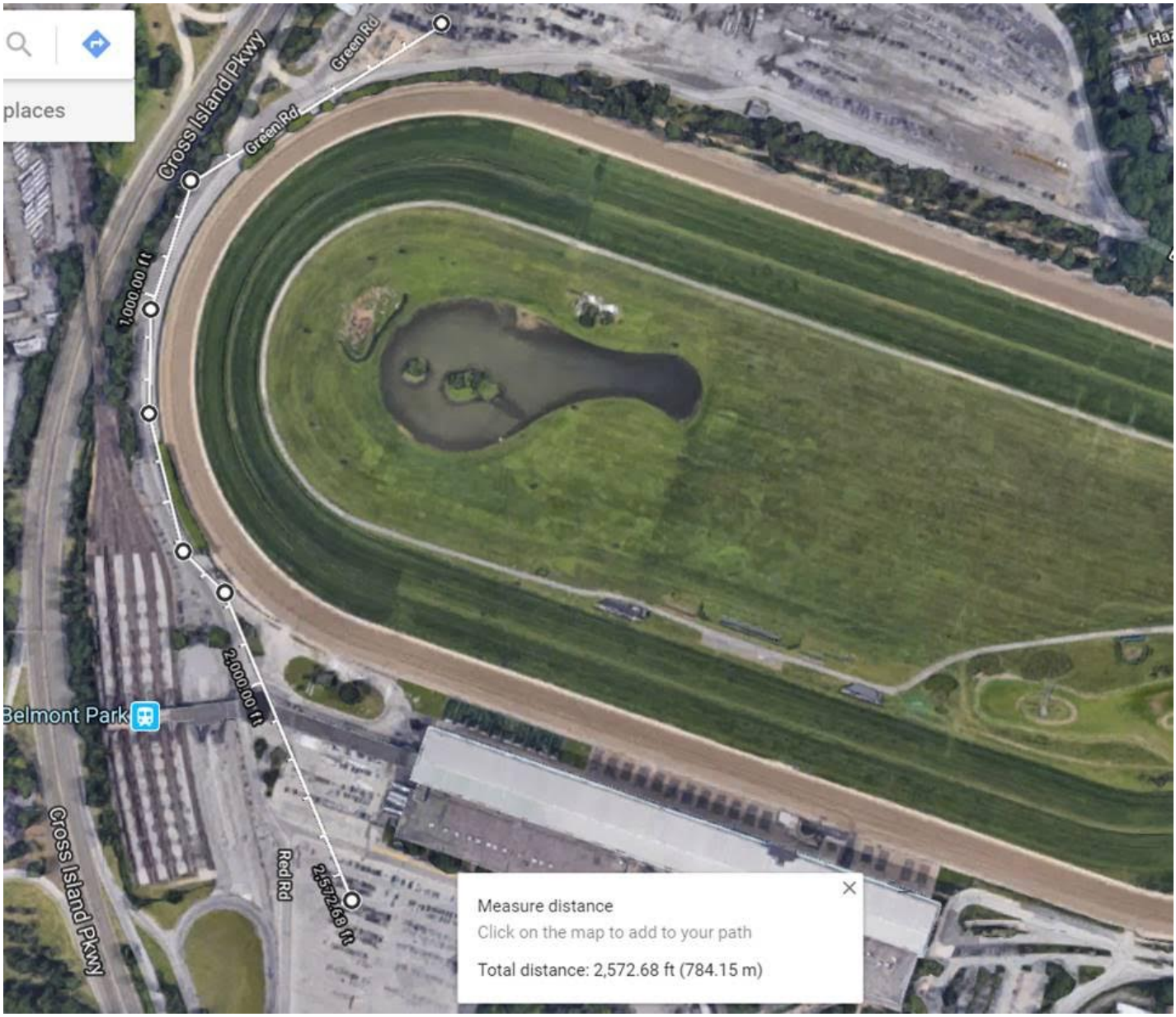

places
Cross Island Pkwy
Green Rd
Green Rd
1,000.00 ft
2,000.00 ft
Belmont Park
Red Rd
2,572.68 ft
Cross Island Pkwy
Measure distance
Click on the map to add to your path
Total distance: 2,572.68 ft (784.15 m)

EXHIBIT E

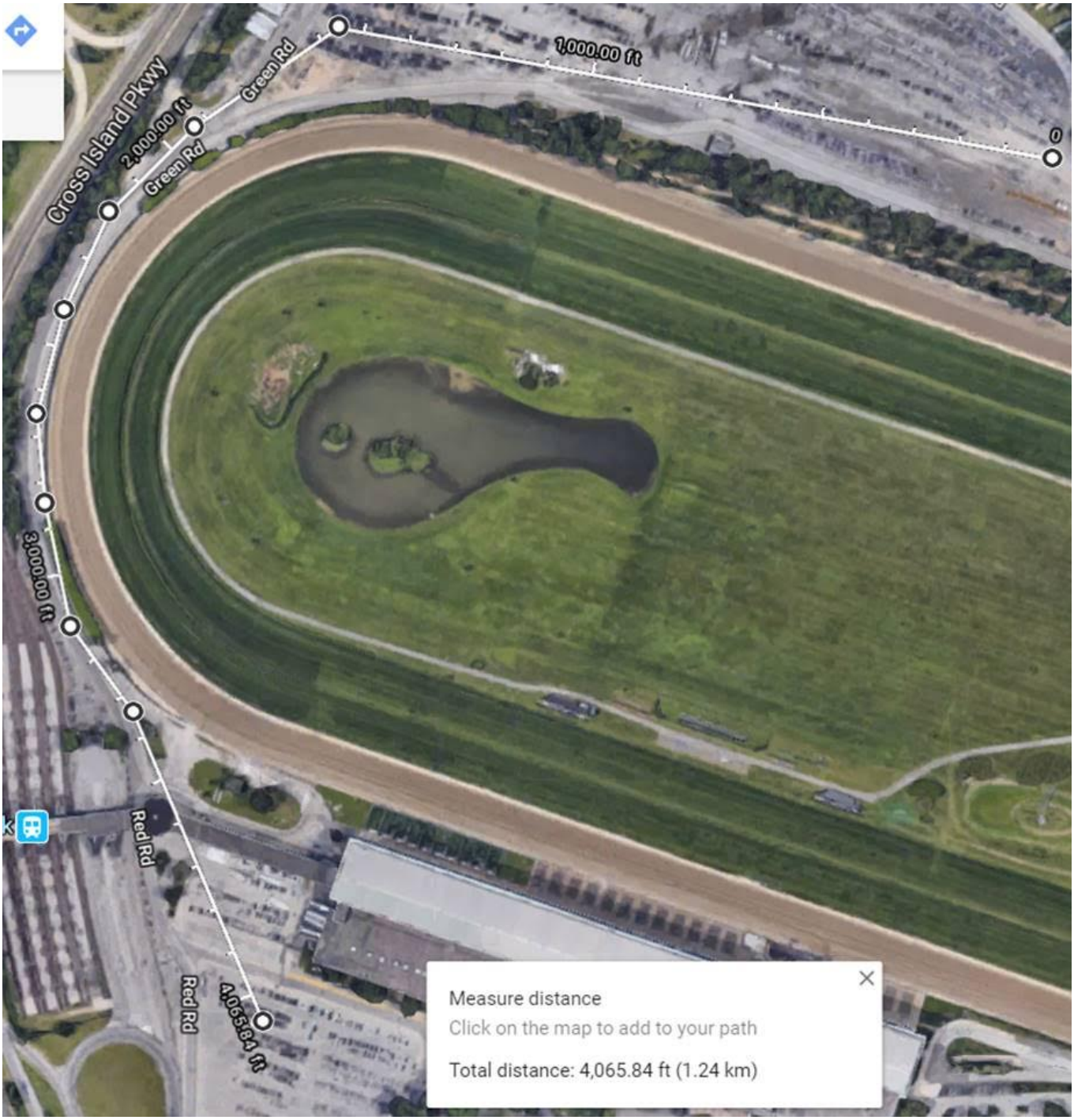

Cross Island Pkwy
Green Rd
Green Rd
1,000.00 ft
2,000.00 ft
3,000.00 ft
0
Red Rd
Red Rd
4,065.84 ft
Measure distance
Click on the map to add to your path
Total distance: 4,065.84 ft (1.24 km)

EXHIBIT F

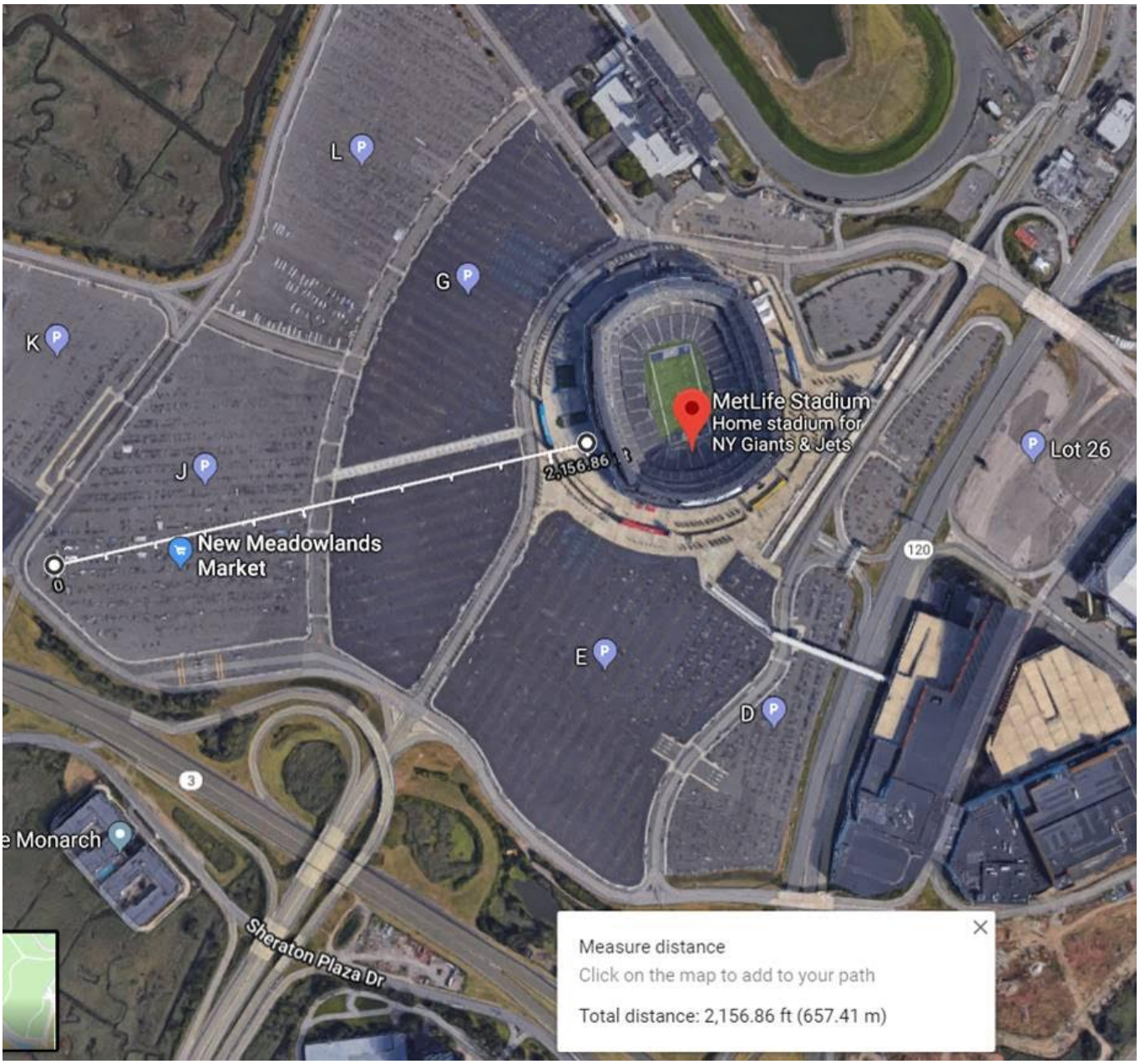
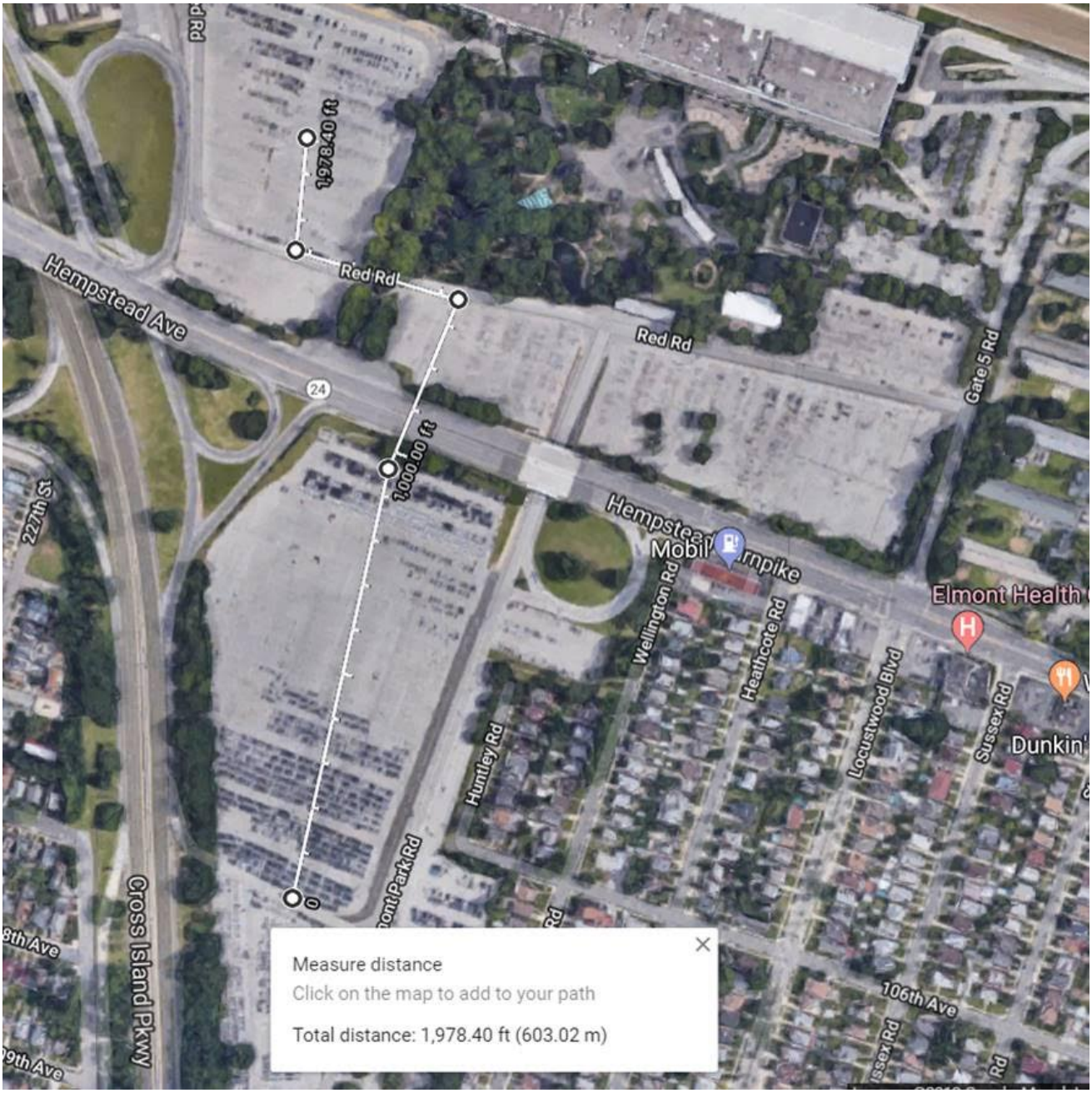

L
G
K
J
E
D
MetLife Stadium
Home stadium for
NY Giants & Jets
Lot 26
New Meadowlands
Market
0
2,156.86
120
3
e Monarch
Sheraton Plaza Dr
Measure distance
Click on the map to add to your path
Total distance: 2,156.86 ft (657.41 m)

EXHIBIT G


1,978.40 ft
Red Rd
Hempstead Ave
Red Rd
Gate 5 Rd
24
1,000.00 ft
227th St
Mobil
Elmont Health
Wellington Rd
Heathcote Rd
Locustwood Blvd
Sussex Rd
Dunkin'
Huntley Rd
Cross Island Pkwy
106th Ave
Measure distance
Click on the map to add to your path
Total distance: 1,978.40 ft (603.02 m)

From: fopt65
Sent: Monday, February 25, 2019 8:31 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: We need that arena!

I have lived in the neighboring town, Franklin Square for 25 years and have seen the continued deterioration of Belmont Racetrack over the years. The area itself has become more unkempt with no real redeeming qualities save for a few fast food restaurants and the parking lot being used to house cars for local car dealers.

It is time for this area of Nassau County to get a very needed economic shot in the arm. I wholeheartedly welcome the arena, shopping and restaurants to the area and look forward to spending my money there and help contribute to the local tax base.

Please don't let the NIMBY thoughts of an insignificant number of people dissuade you from going forward. These folks are completely unrealistic about what should be at Belmont. In fact, the leader of the group, Tammie Williams, had been pushing for Amazon to be located there. Funny she had no complaints of the traffic an Amazon headquarters would bring, but complains incessantly about the possible traffic from an arena.

After seeing NYC lose Amazon, I feel it is imperative that you look at what the majority of the people want. Queens lost out on a great financial incentive due to a loud vocal insignificant number of people. Please don't let the Belmont Arena suffer the same fate.

Frank Osterwald

-----Original Message-----
From: TONI PALAMAR
Sent: Wednesday, February 20, 2019 8:01 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment

I am appalled at the scope of the proposed project at Belmont, particularly because infrastructure will not be thoroughly addressed:

The Cross Island/Belt Parkway is already overtaxed The LIRR station currently has difficulty with large crowds from Belmont

Additionally, retail vacancies are rising significantly in NYC and Long Island. It is ludicrous to think a mall like the one proposed will stay occupied, particularly since traffic density has not been addressed.

I understand the ESD has rented space in Floral Park on Verbena Avenue?
Why not take a look at the congestion on Tulip and Plainfield Avenues, particularly in the late afternoons, and, specifically take note of the some of the sizable trucks already passing through this area, as well as the Catholic school playground that is along Plainfield Avenue, which is a straight-run alternate route to the racetrack on all the popular traffic apps.

A stadium alone is reason enough to address the traffic issues - retail is not viable!

Toni Palamar

From: Pansa, Stephen P.
Sent: Thursday, February 7, 2019 12:23 AM
To: esd.sm.BelmontOutreach
Subject: Arena Transit

Dear Arena Development team,

My name is Stephen Pansa. I am an Islanders fan from western part of Connecticut. to get to Islanders games now I currently take the train from New Haven to Grand Central and then the subway the rest of the way there. I would like to see rail transportation to the arena the same way they do it when hosting the Belmont Stakes. The train would be the only way to make it to games, and is one of the reasons I can not make it to a game at NVMC this year.

I would like to see the stadium with a fan focuses center that creates an atmosphere built for supporting the team. The best idea for the stadium is to create a close feel to make it feel like fans are right on top of you to give the Islanders a real home advantage. I want be be awed by the new arena once it is build. I know that you all will do a great job of making sure the team has a state-of-the-art facility that makes playing in front of the Islanders one of the best experiences.

From, Stephen Pansa

From: Adele Pellicane
Sent: Thursday, January 10, 2019 1:01 PM
To: esd.sm.BelmontOutreach
Subject: Proposed Arena for the NY Islanders

Mr. Michael Avolio,
I am writing as i am unable to attend tonight's public hearing about the NY Islanders arena at the Elmont Public Library.

I am in full support to build the arena and bring the islanders back to Nassau County. As a Nassau Co resident and avid sports fan, the arena will help boost the economy, be a more viable option to go to games and also host other events. f

Today, going to Brooklyn is not really a viable option to go to hockey games. Furthermore, the fan base is on Long Island- Nassau, Suffolk counties.

The Islanders are a great member of the community.

I look forward to ground breaking and bringing the team back home where they belong!

Best,

Adele Pellicane

From: ondina.pena
Sent: Tuesday, January 01, 2019 7:59 PM
To: esd.sm.BelmontOutreach
Subject: Mega Mall

I live in Floral Park and i am against the building of the Mega Mall at Belmont

From: Shoshana
Sent: Sunday, February 24, 2019 8:54 AM
To: esd.sm.BelmontOutreach
Subject: Nyislanders

To whom it may concern,
I've been watching islander hockey all my life!! I love my new ny islanders and know this project in Belmont will be great for islander fans as well as Elmont and Long Island residents. It will revitalize the whole area and bring jobs and entertainment!! If this plan doesn't go thru, I'm nervous that the islanders won't be able to stay in new York and that will go down in history as a huge blow to New York!
Please do the right thing !!!!
Shoshana penstein

From: Peterson, James
Sent: Sunday, January 13, 2019 10:50:57 AM
To: esd.sm.BelmontOutreach
Subject: Belomont Project

Good morning,

I am against the Belmont project due to Security and transportation issues that will surely be associated with the project. I have not seen any suitable explanations as to how these issues will be overcome and will this message at that since you have probably have already received an earful from the others.

We are just another family living in the area that is against the project

Kind Regards

James Peterson

P.S.

For quite sometime we have seen the stories about the mall closings acrosss America

From: Peterson, James
Sent: Monday, January 14, 2019 7:37:54 AM
To: esd.sm.BelmontOutreach
Subject: RE: Belomont Project

Good morning,

As a resident of the area and able to experience the traffic congestion first hand on a daily basis I can only say NO to the project

.

.

P.S.

For quite some time we have seen the stories about the mall closings across America

Kind Regards

James Peterson

From: Peterson, James
Sent: Thursday, February 14, 2019 4:17 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belomont track project

Good afternoon,

Due to the current traffic congestion in the area of the Belmont Park I would be against the development proposed. I do not believe a couple of trains per event would alleviate the congestion one bit.

Kind Regards

James Peterson

From: Peterson, James

Sent: Saturday, March 16, 2019 9:42 AM
To: belmontoutreach@esd.ny.gov
Subject: RE: Belomont track project

Good morning, wha t is the plan knowing current roadways will not handle the additional volumes?

From: Peterson, James
Sent: Monday, April 8, 2019 10:16 AM
To: esd.sm.BelmontOutreach
Subject: RE: Belomont track project

Has the project been abandoned knowing the local roadways will handle an increase in traffic ?

Kind Regards

James Peterson

From: James Petrillo
Sent: Friday, February 22, 2019 11:25 PM
To: esd.sm.BelmontOutreach
Subject: building the arena

Hi,

My name is James and I support the building of a sports arena at Belmont.

Thank you.

Mary Petrosino
53 Verbena Ave
Floral Park, NY 11001
Jan 14, 2019.

Empire State Development
633 Third Ave.
New York, NY 10017.
att: Michael Grolio.

EMPIRE STATE DEVELOPMENT
2019 JAN 18 P 4: 38
LEGAL DEPARTMENT

Dear Mr Grolio

To all who are in charge of this development. I hope you read our letters and carefully consider the information we are giving you.

Has anyone bothered to make a survey of the area? If you did you should know Hempstead Turnpike is the most dangerous road. More accidents and people have been killed here.

Floral Park has been built as a residential area. The roads are narrow not built for heavy traffic.

Many times when I am driving, if a car is coming in opposite direction, one of us must pull over to avoid a head on crash. If you know this and still going on with your plans, then you are greedy, inconsiderate because you don't care about people lives.

The Motel: Is it necessary

to have a 250 room motel. I have not done a survey on this but do know there are 3 motels on Jericho Turnpike, and One on Hempstead Turnpike in West Hempstead and sure many others in surrounding area.

Wensday evening at the meeting I spoke regarding shopping mall. This is absolutley not needed. The malls are hurting and looking for tenants. Many retaile stores are closing. At one time in Garden City Franklin Ave was known as the Ave of Fifth Ave. Today only Lord and Taylor remains. I hope they can survive and remain there.

I and many others are not against the Islanders. They have many fans including my children. <u>But !!!</u> is it necessary to spend all this money on a stadium when we have Nassau Coliseum. When the Coliseum was built they had Islanders in mind. It has everything they need. They want them and need them. Why not make this there home. The area is also not as congested and easily accessable.

Why waiste money on this project when it can be put to better use.

I know Belmont has deteriorated. It is not wintertight How can you expect people to come here under these conditions. Belmont is the only race track left in New York. Save it Make it a home for horses. The horse is a beautiful animal and we are slowly getting rid of them. There are many different horse events that can be held here.

(Belmont) Home for Horses

Very truly yours

Mary Petrosino

From: Felicia Pisarz
Sent: Monday, February 25, 2019 1:46 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Arena

To Whom it May Concern,

I just wanted to express my full support of NYAP and the Belmont Park Arena. I greatly appreciate your time. Have a nice day.

Please let me know if I can be of further assistance.

We would appreciate hearing about your service experience with our department. Please complete the following survey to**tell us about your service experience**.

Service Level Agreement

Branch entry into ACH Profile Setup and Maintenance allows for a faster turn-around-time.

- **ACH Profile Setup and Maintenance** (Within 2 hours of receipt)
- Home Office entry (Within 72 hours of receipt)

Add/ Delete/ Edit Income Options (Dividends & Interest)/ Trade Options (PIPS/SWPS) / Scheduled Transaction Options (Periodic Payments/Drafts) via ACH method

- Branch Entry (Updates within 5 minutes)
- Email to Home Office (Within 24 hours of receipt)

ACH News

New 6165 Form- For 3rd party periodic checks and journal setup on retail accounts. E-signature eligible. **3rd-Party Periodic Check or Journal Payment Request (Retail)**

Thank you.

Felicia Pisarz

Cash Management Associate

ACH-Cash Control-Credit Department

From: Felicia Pisarz <>
Sent: Monday, February 25, 2019 1:50 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Re: FW: Belmont Park Arena

To Whom it May Concern,

I just wanted to express my full support of NYAP and the Belmont Park Arena. I greatly appreciate your time. Have a nice day.

Regards,

Felicia Pisarz

-----Original Message-----
From: Joseph Pollaci
Sent: Tuesday, February 05, 2019 5:58 AM
To: esd.sm.BelmontOutreach
Subject: Support the Project

I am writing as an advocate for this project.

Long Island needs a new state of the art venue for our only professional sports team and various other events.

The land surrounding Belmont is ripe for development and this is the best use.

Joe Pollaci
Oyster Bay

-----Original Message-----
From: Jean Post
Sent: Thursday, January 10, 2019 9:08 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment Project

I am a lifetime resident of Floral Park and my family has supported themselves by remaining dedicated to union labor. I am 100% against the revised plan to this project to include retail stores. I am concerned for our community's future, our property values, the safety of our residents and the burden this now enormous project will put on us as, emotionally and financially. Without proper railroad service to and from the park, even it's original plan, our area will suffer great stress to our roadways and commute time. This plan is short sighted. The long term effects on the surrounding communities will be irreversible to the families who will ultimately try to sell their homes and relocate. Everyone wants jobs but not at the expense of entire communities.

-----Original Message-----
From: Susan
Sent: Thursday, January 03, 2019 5:32 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park - over developing

This project has gotten way out of hand!
Over developing Belmont will guarantee failure of the project. The area will not economically sustain a huge hotel and additional retail. There are far too many struggling retail centers already on Long Island! Brick and mortar are dead. People with the means to shop at these planned stores are not going to Elmont to do it. Additionally, the planned hotel is much too large. Who do you realistically think is going to stay in this hotel in Elmont?
Build the facility for the Islanders on the SOUTH side of Hempstead Tpke. Put some money into the existing infrastructure of Belmont, starting with updating the grandstand.
Sensible, sustainable development is a good thing. Unfortunately the plans for Belmont ate neither.

Sincerely,
Susan Powderly

From: Andrew Pulcini
Sent: Wednesday, January 9, 2019 9:52:48 AM
To: esd.sm.BelmontOutreach
Subject: Voice of opinion

Your eminence please we put cart prior to horse no pun.These big projects worked at Creedmore Deer Park.In between the west and eastern dilapidated welcome to ELMONT on Hempstead trynpk looks like a filthy ghetto but not Floral, new Hyde park and Franklin square part WHY our taxes are the same.ELMONT park looks like a big chicken coop Floral residence live in 1957 Mississippi please.SOLAGES wants a youth center for uniondale really what of us first.She can be talked into it for that .A) we have 4 unregistered trucks 24-7-365 0n corner of Holland n Hempstead (Harys collision shop)
B) blocks senior residence bus stop during work hours
C) 18 wheeler's parked on Hemp .ave. Snapped new lamp post .filthy phone tower lot, people sleeping in sump, town owned property filthy , and that's. The tip of iceberg.
D) if it cleans up our area and a center for our kids that teach sports and scholastic why not?

Your eminence in closing this could be the start of a suburban renewal Floral Park people don't have ford thinking so we bought in diverse ELMONT and i have friends in floral park so. I know I' am not just venting don't be like those city idiots whom can't see Amazon is a great thing in Queens in all respects jobs, opertunity and much needed hometown reform.
Hopefully waiting resident of ELMONT ANDREW V. PULCINI

From: kathryn quaderer
Sent: Monday, February 25, 2019 2:16 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Park Redevelopment Project

To whom it may concern:
I am a resident of the Village of Floral Park. Our village can not sustain the over development of Belmont Park.
Thank you
Kathryn Quaderer

From: Angela Ragusa
Sent: Saturday, February 02, 2019 1:47 PM
To: esd.sm.BelmontOutreach
Subject: Hello

The proposed building in Belmont will negatively impact the Floral Park and surrounding communinty. There will be traffic congestion that will effect our way of life.

Sincerely

Angela Ragusa

-----Original Message-----
From: John Rakowski
Sent: Wednesday, February 06, 2019 10:43 AM
To: esd.sm.BelmontOutreach
Subject: Residence concerns

My name is John Rakowski.
Resident of Floral Park,directly next to practice track,159 Geranium Ave.
Please take into consideration how close you will have parking to residence homes.How the parking lot lighting is an important concern to me.Can you use some type of barrier or plantings to reduce noise and the sight of the traffic.
Please do respond to my grave concerns.
Thank you
John Rakowski

From: Zach Remsen <>
Sent: Monday, February 25, 2019 1:35 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: FULLY SUPPORT BELMONT ARENA!!

Zach from Locust Valley in Nassau

--

Zachary Remsen

Sent: Tuesday, February 05, 2019 9:06 AM
To: esd.sm.BelmontOutreach
Subject: Arena at Belmont Park

Sir/Madame

Building a Arena at Belmont Park couldn't be a worse idea. First, the Islanders had an Arena, it was built for them, the Nassau Veterans Coliseum, that is where they should be playing. Now we are going to build a new Arena for them? It is said that the entire project will be done with private money, it never is. Just the fact that the State is giving them the land it's being subsidized by the State.

A few years ago the Citizens of Nassau County voted down a bill to put 400 million into the Coliseum, it was voted down. So if organizations don't get what they want from the County, they go to the State? No, taxes in Nassau County are through the roof, if the Islanders want a new Arena, let them pay for it themselves. They are paying players millions of dollars, the reason is that Municipalities are building these Arenas with Tax Payers, hard earned money, let them pay for it themselves.

The place where they want this new Arena couldn't be in a worse place, it's already congested with traffic. The reason why the Town of Hempstead turned down the Lighthouse Project was because of that reason, traffic. The Coliseum is much better suited to handle it. The Cross Island Parkway is bad enough already, why congest it more? The local streets in the area won't be able to handle it also.

Another thing that you should consider is the most obvious, "Why aren't the playing at the Coliseum any more?" Everyone says that they support the Islanders, but I would go by there many a night and the parking lot was empty. When I would go there with friends the place was always a quarter full, with the exception of when they played the Rangers. Sports franchises are not usually let go that easily from a building, could it be that not enough people supported the Islanders?

You would also be ruining a great Park. During the Summer the Picnic area is greatly used and would not be Belmont Park without it, talk about 'tear down paradise, put up a parking lot'?

The Nassau Coliseum was built for the Islanders, that is where they should be playing, NOT BELMONT PARK!

Raymond F. Riebe

From: Darrell Rikert
Sent: Wednesday, February 13, 2019 8:55 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Do it right

Writing about the proposed arena at Belmont. Originally the arena in Brooklyn was going to be good, with a 400m ice oval on the roof. Then it got downsized. Of course, the Islanders are not happy there. I hope the Belmont rink gets built but more importantly it is done right; with an eye to the future. Having options, like Olympic size ice, practice ice surface?, velodrome? are great. We don't want a "one trick pony" that is obsolete in a few years.

From: Jack Rose
Sent: Saturday, February 23, 2019 10:20 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Arena

My name is Jack Rose. I am 14 years old, and have been an Islanders season ticket holder for 3 years now. I am just like any other Islanders fan. I am passionate, and sometimes too passionate about my Isles.

Home has been a tough thing to find for the Islanders. It has become appearent to me that the new Belmont Park arena is now delayed. In my opinion, this would be the icing on the cake to what already is one of the most embarassing arena struggles in NHL history. Not having Belmont would make the Islanders franchise, as well as Long Island a complete joke. It would make us look terrible.

Please do the Islanders faithful a favor and give us our arena. Make Long Island a better place than it already is. Having a state of the art arena right here in Belmont Park would make Long Island look i credible.

Sincerely,
Jack Rose

From: Joseph Rossi
Sent: Thursday, February 21, 2019 2:15 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Islanders to Belmont Bad move

Dear Sirs:

As an Islander fan I'll tell you right now having the team move to Belmont will be no better than the move to Brooklyn. It will be a mistake part II. Islander fans are mainly from Suffolk and Nassau counties. We drive places out here, but nobody wants to sit in traffic on the Cross Island Parking lot...ur Parkway.

Best bet would be Suffolk County Executive Steve Bellone's idea of building an arena out near Republic Airport.

My opinion here. Hopefully, something good will come out of this.

Sincerely,

Joe Rossi

West Babylon, NY

From: Tyler Rote
Sent: Friday, February 22, 2019 6:32 PM
To: esd.sm.BelmontOutreach

Subject: Belmont Arena

Build the arena and let's go Islanders!

From: Chris Sacco
Sent: Wednesday, January 9, 2019 4:41:39 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

Hello,

As a longtime resident of Nassau County I am thrilled to throw my support behind the redevelopment of Belmont Park. As a young man who spent much of his time as a child in Elmont, it is terrific to finally see some resources being utilized to redevelop and revitalize the community there. This project should bring some much needed positive economic benefits to the surrounding area. It is also very important to have the New York Islanders back on Long Island where they belong. The Nassau Coliseum is clearly not a sustainable long term venue for the team and the planned arena as part of the project is the perfect compromise for the Long Island and New York City fan bases.I would very much like to thank ESD for choosing this project as the redevelopment project for Belmont Park and making it a premier sports and entertainment destination for fans and the community. I urge you to not let a small but albeit vocal minority who opposes the project to discourage you from following it thru to a successful conclusion. I am anxious to see a shovel in the ground so we can get this development moving.

Regards,
Chris Sacco

From: James Sandas
Sent: Wednesday, January 9, 2019 11:33:35 AM
To: esd.sm.BelmontOutreach
Subject: Comments

A simple solution to this whole dilemma is build on the site of the present Coliseum. Do exactly like they did when they built Yankee stadium as well as when the Mets built Citi Field. Erect the arena next to the present one located in Uniondale and upon completion of the new arena knock the present arena down thus making way for the new parking lot. The area is designated for business zoning so it will not interfere with residential impact on ones neighborhood. As far as the LIRR goes for mass transit the commercial railroad lines are presently there; that is how the circus use to get around, if possible extent the tracks to the new location since it runs on the Garden City line. Hotels are already in the vicinity of the present coliseum so that does not factor in like years ago.

Let's keep the politics out meet the peoples demands you know the ones who elect the officials and build the arena back in Uniondale.As you can see they are selling out every time the Islanders have played their this year as compared to the BarleyCenter when the attendance is low.

Thank you
Jim Sandas

From: Joshua Sarachek
Sent: Saturday, February 23, 2019 12:58 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Isles Arena

If its not the coli, its belmont. We are the most loyal fans. This needs to happen. We make everything we touch a community. Even gave life to that dumpster fire of an arena in brooklyn.

From: btslegal
Sent: Monday, February 25, 2019 10:17 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

Dear Empire State Development,

I am writing to express my strong approval of the proposed Belmont project. I am a lifelong resident of New York State and an attorney in the area. I believe that the project will promote economic growth both in the short and the long term. I believe that every effort should be made to improve the rail service to the proposed site as well as working with the community to ensure appropriate traffic flow to minimize disruptions in the area.

The most important aspect of any project of this size is striking the proper balance between the development of the project as well as considering the needs of the community that will be impacted. Specifically with this project the developers plans are sound and I believe strike the proper balance and will allow for long term economic growth as well as enhancements for the community.

Thank you for your consideration in this matter.

Sincerely,

Brian Schmidt, Esq.

From: John Schoenig
Sent: Tuesday, February 05, 2019 1:25 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment Project - Comment

Get this arena built. Nassau already played politics and messed up the redevelopment of the Coliseum site. Don't let NYS do the same.

#1

Feb. 2019

Hello Gentlemen,

I would like to address the future planned Arena at Belmont Park in Elmont.

I could tell you how negatively the increased traffic will affect the neighboring community - BUT I WON'T
I could tell you how it will negatively affect & impact the value of the homes - BUT I WON'T

HOWEVER - I would like to tell you a little about our community.
We are a poorer community and some consider us an at-risk area. We are a mixture of Black, Hispanic, Indian and a handful of Whites as well.
We are desperately trying to keep our neighborhood safe for our children. We love our children we are trying to raise successful, honest, caring adults.

CONT. →

This sports, music, hotel arena will bring people from all other areas and trouble to our community.

Fans drink - get into fights, sadly they no longer use their fists, they bring guns knives. Drugs will be used and sold during the music concerts

A HOTEL - remember the massacre from the hotel window during the country music concert in Nevada?

PLEASE help us, don't make it harder for us, this is NOT the right location for this -

MAYBE a Y.M.C.A. - SPORTS CAMP - MUSIC CAMP, etc.

It's old school, but, you will get your rent; at the same time provide a safe + productive environment for our children.

PLEASE I ask you all to re-consider your plans. HELP us, we are trying our best with what little we have.

CONT ⇒

#3

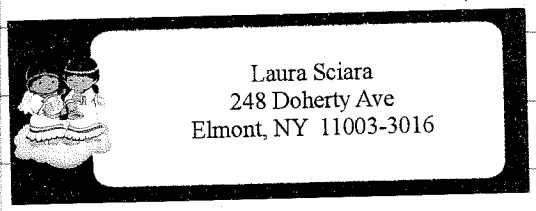
Wouldn't you rather lay your heads down at night knowing you helped the future generation achieve success, rather than demise?

PLEASE - AGAIN RE-CONSIDER YOUR PLANS

Think with your heart not your wallet.

Thank you for taking the time to read this -
I appreciate your time,

Laura Sciara



-----Original Message-----
From: Matt Segreti
Sent: Monday, February 25, 2019 1:27 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: I support the arena!

If you build it they will stay and people will come! A rising tide lifts all boats!
Please don't lose our Islanders!

-A concerned, life-long, (and long-suffering) NY Islanders fan [Who is tired of all the jokes about NY's current best hockey team not having a permanent home]

From: Anthony Serravillo
Sent: Saturday, February 23, 2019 2:09 AM
To: esd.sm.BelmontOutreach
Subject: islanders

we want belmont the people need it

From: marie.sexton
Sent: Thursday, January 10, 2019 12:41 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Development

At the January 9th hearing on the DEIS regarding Belmont Park's development , I was apprised, among other things, of the ESD's ludicrous " traffic mitigation plans." Work with WAZE and Google ?!! Suggest carpooling?!! Encourage participants of events to arrive early and stay late??!! How naïve and uniformed does the ESD think people living in the affected communities are?!! These are all things out of the ESD's control. It seems those of us who live in the surrounding communities have a much better sense of traffic patterns that the so-called experts.

Does the ESD realize that not only will this mega project create traffic chaos for the surrounding communities, it will also affect all those relying on the Cross island, Belt and Southern State Parkways and most likely the LIE for their commute. Drivers from Queens, Brooklyn and farther reaches of Long Island will also bear the burden of clogged roads and even more miserable commutes.

In addition, I'm amazed that ESD would even consider retail space at all, no less a retail village, when so many retail spaces are vacant and more and more consumers are ordering on- line? What makes them think that consumers will flock to this location with traffic congestion already at its peak? And, how will our communities receive revenue from this space since the developers have been granted a 15- year tax abatement. All communities in Nassau County need tax relief. Perhaps if you came up with a plan to alleviate the tax burden your project would be more acceptable.

The fact that 3,000 permanent jobs will be created is totally unimpressive, since we all know these will be low-paying, most likely minimum wage positions. In today's very competitive retail environment, most retailers are hiring only part-time workers to avoid paying for required full-time benefits.

There are so many flaws in this project, I could go on and on, but you know what they are. Now I see that this whole project has been a scam from the beginning! I'm ashamed that, when the arena was originally proposed, I encouraged my neighbors to support it! Little did I know that the ESD would try to con us into accepting a mega project that would destroy our neighborhoods and cause far- reaching traffic congestion.
I respectfully request that the ESD abandon this "mega" project, go back to the drawing board and create a reasonable development plan.

From: marie.sexton
Sent: Thursday, January 10, 2019 12:42 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Park Development

As a resident of Floral Park for more than 44 years, I realize the need to develop the vacant land around Belmont Park and have supported the various proposals for sports arenas and even a casino. However, present plans to include retail space in this area, whether a "mega mall" or merely a few shops have caused me to totally oppose the project.

Aside from the very negative environmental and economic effects, it is inconceivable that more retail space in this area would even be considered for several reasons, some of which are enumerated below:

1. More and more consumers are buying on-line, so I fail to see how brick and mortar stores will bring revenue to the area.
2. This area already has an abundance of vacant retail space. For example, two large vacated Sears buildings, one in Lake Success and one in Garden City, in addition to vacated Macy's and Toy R Us buildings in Douglaston, all a stone's throw away.
3. Jericho Turnpike has several vacated commercial storefronts, all within walking distance.
4. Mega malls already exist at Roosevelt Field and Green Acres, in addition to the huge retail complex at Westbury and Carle Place.

The last thing Long Island needs is more retail space!

Incidentally, an article in today's NY Times entitled "As Stores Wriggle Out of Taxes, Towns Bear Brunt," (Sunday, January 06, 2019) though not specifically addressing the Belmont situation, confirms residents' fears of supporting retail stores, which instead of bringing revenue into the community, actually drain its resources.

It's my opinion that the Empire State Development Corporation is shooting itself in the foot by expanding this project to the point where even those who've originally supported plans for revenue producing venues, are vehemently opposed to it.

From: victorilazza@gmail.com
Sent: Friday, February 22, 2019 8:39 PM
To: esd.sm.BelmontOutreach
Subject: Big Plans for a Small Place

To Whom It May Concern:
In response to the *Elmont/Franklin Square Herald*'s publication of "Belmont LIRR station plans are still unclear" (Reyes in Vol. 21, No.7, pgs. 1 and 22) and Governor Cuomo's statement in the Letters section of the same issue of Feb. 14- 20, 2019, I've offered my public comments as attached.

Thank you for the opportunity to be heard regarding the quality of life in Elmont.

Victoria Sferlazza

Dear Herald,

Has it ever occurred to Governor Cuomo that some Long Islanders don't want large and aggressive investment in big projects? Big projects are for places like the large-scale Hempstead Turnpike area in Uniondale or the former Meadowbrook Raceway area in and around Westbury and Garden City. Some places and folks have thrived being small and medium-scale. Elmont, for example, is slated for development—big time. In whose interests? People whose long-term residence is Elmont have experienced first-hand, or via their ancestors here, Elmont's transition from an agrarian to suburban lifestyle in less than one person's lifetime. We don't want Elmont thrust, in half a lifetime or less, into an urban place, pace and pollution that kicks us around with its feigned urbanities like soccer balls on indoor astro-turf into outer space somewhere. That's what proposed development of the Belmont Park area will do. Raising sticks or being stoned in protest isn't the solution.

At least a decade ago, in what now seems to have been lip-service, planners at a special library meeting requested to know Elmont's needs from its residents. Person after person voiced a need for a supermarket. When people are concerned about people, people establish food places. Hempstead Turnpike in Elmont has long been the home of food places: restaurants, pizzerias, bakeries, markets—super and small. Yet there's been no mention at all in the big plans for the big development of the small town we live in of a supermarket, the one thing people here unanimously have said we've wanted. There have been no suitable replacements on the Turnpike for the places where we did our food shopping there: Food of All Nations, Great Eastern Mills turned Waldbaums, J & P World Market, Rottkamp's farmstand, Finast/Safeway, the Green Grocer, Madonias around the corner from the chicken market, and, now, Cross Island Produce turned Yellowtop Farms, gone the way of Pat's Farms, further east of where the A & P in Franklin Square used to be. In between the produce store in Elmont and the A&P, there was at one time for a short time still another small supermarket turned toy store on the north side of the Turnpike. More cars, more traffic, more lights, more gas stations, more traffic regulation intended to control the rising death toll on the Turnpike due to traffic accident deaths, but no supermarket, none at all.

The message is clear: You can die on Hempstead Turnpike in Elmont but not satisfy your food-buying or exercise needs there. You can be defined by a sports arena with events you can't afford to attend seven miles from an existing unaffordable one, and by a health clinic, a funeral home, a diagnostic imaging facility, at least six gas stations, but not a supermarket. You might still get a whiff of horses and hay.

Along with a supermarket, it would be in the interests of Elmont residents to be able to continue to walk and play sports on the earth, soccer and baseball on the green grass in Spring and Summer and Fall, and to see and breathe the chlorophyll and oxygen essential to maintain health instead of having 4,000 cars spewing forth their threatening exhaust on our local streets lined with little houses and little and familiar places of business that have sheltered people and existing jobs. Elmont Road is already hazardous, with school children having gotten killed crossing the street to get to the high school, and Meacham Avenue, which I used to take to walk to Sewanhaka High School, becoming a menacing speedway during rush hours.

Four thousand cars clogging up the Parkway and Turnpike going to and from a brightly-lighted sports arena that sports fans with big bucks to spend on entertainment sports will have in addition to the one some seven miles down the Turnpike and more local traffic on back roads

trying to avoid the major artery congestion isn't what we need. We need a railroad station, like people in Valley Stream and Floral Park have, so we, too, can access the city's jobs conveniently and comfortably. Having worked in Brooklyn, Queens and Manhattan at a time when commuting there by car was still feasible, I know what I'm talking about when I say what we don't need is 4,000 cars going to and from a second sports arena. Already there's a problem. Driving west on the Turnpike and getting on the Cross Island to commute to the city used to be a breeze from Elmont Road on; now it's stop and go, already congested with local traffic due to increased regulation.

What Elmont residents who want to buy food, breathe sustainable air, and work need are a supermarket; a safe park where adults, children and dogs can exercise outdoors and in; and a railroad station. Elmont's raceway and animal life at the track; its long-gone Luna restaurant and small markets; its used-to-be Argo movie theater; Rottkamp's; its bakeries; its department store and supermarkets; the library; its former ATS junior high school; Westgate Candy Store, Milk Maid and other small businesses; and the bowling alley defined Elmont at the Turnpike from the racetrack on down to Covert/Meacham Avenues in its earlier years. There's no reason the sense of community those places stood for shouldn't continue to sustain Elmont's suburban character and its people, the way the library does.

Elmont at Belmont is not the city. It's a town in the County of Nassau, and it's been a peaceful though not crime free residential community not unlike eastern Queens Village and Laurelton on the other side of the Parkway. It seems necessary to state the obvious, that Elmont is not a place just to pump in cars and money, and more gas stations and more health care facilities, and another sports entertainment arena without real regard for the lives of people of all kinds and colors, including long-term American citizens'. Elmont is a place where people live, go to school, worship and do business.

In addition to a supermarket and a parking lot apportioned for it and for railroad and racetrack parking, and an occasional car show still, it would be in the interest of the Elmont residential community and its spirit to, perhaps, have some small-scale affordable housing. Housing and some upscale restaurants could make succeeding generations want to stay in Elmont along with newcomers—maybe a soul food or Indian restaurant along with a Ben's Kosher Delicatessen, or a seafood or barbecue restaurant, not high-end but quality.

Alternatively, if a railroad station for Elmont residents and the Belmont-Raceway-like-the Meadowbrook-Raceway model wouldn't work in Elmont, long-time residents here who want to stay or can't afford to leave might like to be with newer residents at the west end of the Turnpike in Elmont at an ice-cream/frozen yogurt/ smoothie stand, or at food trucks, like at Central Park, making for a transition from Hempstead Avenue in Queens. Because of Belmont Park, the air quality is still good there despite the Parkway. We might like to be at a park--if it could be made safe--for recreational walking and ball playing that benefit the health of Elmont's people, horses and other living creatures, accessible by designated bike paths that slow down the speeding Hempstead Turnpike traffic, like they've successfully been doing even on streets in Manhattan. Manhattan had to reverse its ways with more civilized streetscapes and all of NYC with reduced speed limits; Elmont can, too.

We need these developments first for ourselves because we've lived here and plan to continue living here. Planners and developers disagree. It's obvious big projects and their planners don't care about the people living here and what we've said we need and don't need.

Victoria Sferlazza
Elmont Resident

—

From: Scott Singer
Sent: Friday, February 22, 2019 6:12 PM
To: esd.sm.BelmontOutreach
Subject: Belmont

FYI
Sent from my iPhone

Begin forwarded message:

> **From:** Steven
> **Date:** February 21, 2019 at 6:41:59 PM EST
> **To:** BelmontOutreach@esd.ny.gov **Subject:**
> **New Facility**

> I have been an Islanders fan for decades as well as Someone who grew up going to Belmont. When I was younger my father would take the family to the picnic area of Belmont.

We would bring a picnic lunch and spend the day listening to music and playing while Dad bet on the races. We would go a few times a year which I still remember as good family time.

As an Islander fan and a resident of New York State it's important to have places you can go with the family. The project at Belmont is that project. I would to take the kids to the games as well as hopefully restaurants and other activities.The Colesium is outdated and doesn't have sufficient capacity. I Can't even buy ice cream without missing 20 mins of the game. The Barclay's was never meant for Hockey and is just too far to travel with all the traffic.

I live on the Port Washington line so taking the train and subway is also a long trip.

The plan you are reviewing is wonderful and will be a major positive for hockey fans,Nassau,Long Island,and all of NYS.

> All major projects are opposed by some nearby residents.NIMBY should not sway you.

> Don't let the Islanders become another Amazon where a small loud minority damaged the entire State.

Scott Singer.

From: Coleen Smith
Sent: Wednesday, January 9, 2019 7:26:07 AM
To: esd.sm.BelmontOutreach
Subject: Belmont

I am concerned about the picnic area at Belmont race track
It is a great family area, will it remain if the new arena is built?
Thank you
Coleen S

—

-----Original Message-----
From: Coleen Smith
Sent: Tuesday, February 05, 2019 8:10 AM
To: esd.sm.BelmontOutreach
Subject: Belmont race track

Please preserve the race track and the beautiful picnic area...it has been a reunion site for my family through many generations!
Thank you

From: Bern Smith

Sent: Friday, March 01, 2019 6:34 PM

To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>

Subject: Belmont Redevelopment Project

To Whom It May Concern.

I am writing to express my grave concerns regarding the above-mentioned project.

Put simply: this project is too large for the surrounding infrastructure to support and the traffic issues (insufficiently studied by the DEIS) are insurmountable as the project currently stands.

It begs the question - who is this project servicing? It feels a great deal like the development companies, NYAP and Value Retail, are gaining way more and are calling all the shots, while the ESD, who should be keeping the local residents at top of mind, have dropped the ball in protecting us. This project should do all that's intended - jobs, Islanders on Long Island, etc - without compromising the integrity of the surrounding neighborhoods. In that area, it has fallen woefully short.

There are other questions as well: What will happen to an arena doomed to fail when fans spend hours traveling to gain admittance? What will happen when the mall stalls stand vacant because of the drastic downsizing onsite retail is experiencing?

It seems as though the rush to complete a project has resulted in very little future planning being taken into consideration.

The plan and the DEIS are laughably unsound. And worse - incomplete and lacking in transparency.

For years, plans for redevelopment have been dreamed up by people upon whom it will have no day-to-day impact. Local communities and their input and involvement are an afterthought.

And shockingly, no one from the ESD has submitted an alternative plan.

Please reconsider the vastness of this project. Truly, the arena on its own would be a

drastic change of life to local communities. Even then, neighbors were willing to adapt. But the addition of the enormous mall and hotel has far outpaced any reasonable expectation of adapting.

My question: what will you do instead, if it turns out that a project of this size and scope cannot possibly fit into a heavily populated, transportation-overloaded area?

My suggestion: let the residents of all affected towns (Floral Park, South Floral Park, Bellerose Village, Bellerose Terrace, Eastern Queens) have a say in what is placed there. Let it be to the benefit of all, less of a headache for the development teams, and something all of New York State can be proud of. Let the jewel that is Belmont Park be honed and treasured. Let smart, strategic, and feasible development rule the day.

Thank you for your time.

Bernadette Smith

43 year resident and homeowner, FP

Member, Belmont Task Force

From: Kristen Spina
Sent: Friday, January 11, 2019 7:27 AM
To: esd.sm.BelmontOutreach
Subject: Development at Belmont Park

As a resident of Floral Park, I am deeply concerned about the scope of the proposed project at Belmont Park. I have read the reports, studied the maps, and listened to the rationale behind this project, however, I have yet to hear any viable solutions to address the community's concerns about increased traffic, proximity of parking to our local schools and homes, or the lack of any green space within the plans.

Traffic: As you've heard from many of my neighbors, our little village is already failing to cope with rush hour traffic on Plainfield (between Jericho and Hempstead Turnpike). The increased number of cars and trucks that will be forced to use this thoroughfare is staggering to consider. Adding one or two westbound trains to a currently non-functioning Belmont stop on the LIRR is not going to alleviate this problem. Additionally, the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. The Cross Island is often a parking lot, which means that cars will exit and use local streets to access Belmont Park. My home is on a street that intersects with Plainfield. During rush hour, access to my street is often blocked, and we often end up waiting through two or three signal changes before getting an opening to turn onto Plainfield. The present situation is untenable. Adding more cars, more traffic, and more trucks to the mix is only going to make things worse. What exactly is your plan for addressing this issue?

Parking Lots: The North and East lots are immediately adjacent to schools, soccer fields, playgrounds, and homes. We were first told that the North lot would not be used, however, that is proving to be a lie. The East lot was not listed as part of your plans until December. Again, deceptive and dishonest on your part. The use of these lots and the accompanying increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playground. Do you have a plan to offset the negative impact of putting both these lots into play?

Green Space: I find it sobering and disheartening to know that within this entire plan, there is no offer of green space, park space, or community space for the children and elderly who reside in our neighboring communities. Everything about this plan is tied to commerce. The kind of commerce that has failed in other places throughout Nassau and Suffolk county. The empty malls, the shells of stores that didn't make it are in plain sight. Open your eyes. Even the empty arena at Nassau Coliseum — your plan is about catering to a sport team and setting up a shopping destination for national and international tourists. How hard would it have been to include a park, a community center, or space that gives back to its neighbors in a non-commercial way?

I am not opposed to development. I am ABSOLUTELY opposed to the development you are planning. And I am completely disheartened and discouraged to see the underhanded and dishonest way you are going about this.

Sincerely,

Kristen Spina

15 Pine Avenue
Floral Park NY
January 4, 2018

Dear Michael Avolio,

I have been a Resident from Floral Park for 40 years and am extremely concerned about the welfare of this community in Regard to the Belmont Park Redevelopment Civic and Land Use Improvement Project.

Since its original proposal which alone Rose extreme concern, the community is now facing a huge increase in the scope of the project.

This plan disregards the needs and safety of our community.

Now the East & North lots are being requested this property is Right next to our childrens Schools, Soccerfield and homes. The North & East lots are now being affected in the proposed plan. Noise, Dirt, increased safety concerns, Lights and overall pollution will affect the needs + safety of our community.

I Request that ESD will ensure our trust that you will operate under the Responsibility placed with you and take immediate steps to Reduce the Scale of the Project so that North and East Lots will not be Required

Sincerely,
Regina Stacom

From: Michael Stallone
Sent: Sunday, February 24, 2019 10:28 AM
To: esd.sm.BelmontOutreach
Subject: Proposed Belmont Park Arena

To whom it may concern,

My name is Michael Stallone, I am 31 years old and have lived on Long Island my entire life.

I went to my first Islanders game in 1993 with my dad, I was 6 years old. We both immediately fell in love with hockey, and have been hooked ever since. Some of the most memorable moments with my dad have taken place at Islanders games. He is 71 years old now and we don't get to go to too many games together anymore, but I now have two little boys of my own, a 4 year old and a 1 year old, that I want to continue the tradition of going to Islanders games together. Without the Belmont arena, I am scared that I will not get to continue this tradition with my children.

Not only is this arena and surrounding development important for the Islanders, but it is important to the economy of Long Island as well. Nothing of substance ever gets built here because of the NIMBYism that takes place, and it is very unfortunate.

I hope that this project is ultimately approved, as it should be, and the Islanders can remain on Long Island where they belong. We need to move forward on Long Island, and not constantly said NO to when trying to build smart development. The Islanders, and the people of Long Island deserve this project, we've been told NO one too many times.

I hope that the right decision will be made. Thank you for the time and consideration, it is much appreciated.

Let's go Islanders!

Sincerely,
Michael Stallone

From: Frederic Stark
Sent: Monday, February 25, 2019 1:52 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

Hello -

I want to thank you for providing the public with an opportunity to weigh in on the proposed Belmont arena and development project.

I am a lifelong Long Islander and 24 year Nassau County homeowner. If there is one thing that I have learned is nearly infinite, it is the ability of Long Island's endlessly provincial politics to derail any worthy development.

In this case, I must urge all relevant state officials to rise above the usual bromides about traffic/congestion/"suburban quality of life" and approve the Belmont project without delay. Long Island desperately needs the economic activity and revitalization this project will bring to the area. The construction and permanent jobs that are likely to be created at the site stand to pump billions into our local economy for decades to come. The alternative is what we have now - a vast parking lot and tired old racetrack that is largely barren 364 days per year. To this end, I urge the ESD and MTA to create a workable mass transit plan and highway improvements to make the project benefit as many as possible.

This is a unique, and in some senses final, opportunity to show that Long Island is a place where big things can still be accomplished. Even now, there are many who would scoff at that suggestion. I urge ESD to make this desperately needed project a reality.

Sincerely,

Frederic Stark

—

-----Original Message-----
From: STEVEN
Sent: Wednesday, February 06, 2019 4:41 PM
To: esd.sm.BelmontOutreach
Subject: Arena at Belmont

I am an Islanders fan and I'm all for the arena being built at Belmont, however, if one of the major concerns is Extra vehicle traffic then why doesn't the MTA include a direct line coming from the east right into Belmont?

The Mineola/Hicksville line is right there. If there were a direct line into Belmont, many islander fans would flock to those train stations and take the train. However, nobody wants to change Jamaica and therefore would rather drive then take the train. This is a very simple solution. New York State already owns the land between the Belmont platform and the train line leading to the Mineola Hicksville lines.

If GOV Cuomo is truly behind this project, he can make this happen.

Let's Go Islanders! (And Elmont!)

From: Anthony Strianese
Sent: Sunday, January 13, 2019 2:15:21 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

Please, please build this project, the area needs it, for the tax base and jobs it will provide for the community now and for the future.

From: joansr43
Sent: Thursday, February 28, 2019 1:02 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>

Subject: Belmont Park Redevelopement

To whom it may concern

I am a resident of Floral Park, I live at 225 Crocus Avenue and I am against this project.

This project should be cancelled because its become too big. The Islanders belong at the Nassau Coliseum where they and their fans are happy.

It will create too much traffic to the area of Floral Park and Elmont. There is no LIRR Station that can handle the crowds of people you think are

going to come here. As far as the mega mall is concerned people are shopping on line and so many stores are closing. We also have Roosevelt

Field, The Galleria in Westbury and Green Acres Mall so close to this area so therefore we don't need a mega mall.

We also don't need a huge parking lot that buts up against a grammar school and residential homes.

This project belongs in Uniondale where the Coliseum is located.

Thank you

Joan Sullivan

From: Rieko Takamiya
Sent: Wednesday, February 27, 2019 9:59 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena Support

To the members of the ESD:

I am writing to express my support for the Belmont Arena project. This will be a huge part of our community and it's vastly needed. Without it, our community will continue to be stagnant and not have any growth. It's frustrating that the small groups of opposition who don't understand the ramifications of opposing the project are getting so much publicity and traction. We need the jobs and revenue that this project will provide. Please do all that you can to see that this project gets approved. The majority of the members of our community support this and hope that you will do. Socially and economically it is vital! Thank you for your time and let's support economic growth!

Thank you for your time.

Sincerely,

Rieko Takamiya

From: Jay Tan
Sent: Tuesday, February 05, 2019 9:04 AM
To: esd.sm.BelmontOutreach
Subject: Important comment on the Islanders' Arena project

Please understand that our little part of the Earth needs more breathing room! Please reconsider this plan. We've destroyed enough of the downstate area with concrete and pavement. This area would make a beautiful park. We need natural greenscape for all. There is not enough here anymore. You can see and feel the Earth and all living things here choking.

Please stop covering the Earth and let her heal. This is what's really needed, not another energy and life sucking wasteful mall. Let everyone have a new place to breathe and renew.

NYC is not that far and is already one big mall on an island. Keep concentrating that behavior there. We need Long Island to be a nature preserve that we can truly live in.

Think long and hard about this. More consumer blight is not the answer for our, or our children's future.

Respectfully,

Jeff Tannenbaum

From: Kevin Teixeira
Sent: Thursday, February 28, 2019 8:51 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject:

I believe the new plan to build a brand new stadium in Belmont for the New York Islanders. Not only is Long Island the obvious home for the Islanders, but it will create new jobs for the construction of the stadium and running the facility, but also support the local economy because more people be coming to Long Island to see a great hockey team in a brand new arena. Now back to the jobs that will come from the construction of the building, I have been talking to my father and close relatives who are local construction workers and they are also big Islanders fans. They said that they would be honored to be a part of the construction of the building. I hope that you agree to build the new stadium.

From: Paul Teta
Sent: Thursday, January 10, 2019 6:23 AM
To: esd.sm.BelmontOutreach
Subject: Belmont development

Hello

I would like you to know that myself and many people I know are in full support of this new development. I grew up down Hempstead turnpike right near Franklin square. The area needs this project as does belmont park. It will be beneficial for all. The only thing we head about in news articles regarding this is the opposition, but in reality the majority that supports it doesn't go to those hearings. Thank you for your efforts to revitalize the area and bring the islanders back to Nassau county.

Regards

Paul Teta

From: Paul T
Sent: Friday, February 22, 2019 11:07 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont development

Hello

As a 36 year Nassau county resident who grew up not too far from Belmont Park, I want to express my support and excitement for this project. Nassau county needs a destination like this to fuel economic growth. I believe it will create jobs, bring revenues to the surrounding areas businesses and rejuvenate the area overall. Looking forward to all this project has to offer and attending Islanders games in 2021 and beyond.

Thank you

Paul Teta

From: Erin Teta
Sent: Wednesday, February 27, 2019 8:57 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Development

To ESD,

I wanted to express my support for the Belmont Development project and the new arena to be constructed. As a lifelong Nassau County resident, someone who grew up not far from Elmont, and who's mother worked in Elmont for over 35 years, i think this project is what the whole area needs. It will bring revenues to the local businesses, invigorate the local economy, and give Long Islanders the true destination for entertainment and local shops that we have been waiting for. I understand that there are always concerns about a project, but everyone knows that any project faces some "opposition", but the greater good overall should trump the naysayers. I want to thank you for your vision and and looking forward to being a patron of the new development in the upcoming years.

Thank you,

Erin Teta

From: Tommy
Sent: Thursday, January 10, 2019 10:08 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Arena

As a resident of Nassau County in the TOH I am in favor of the Belmont development project. I also feel there can be improvements made in that area to make things run more smoothly because of the extra traffic and people that will be affecting the area. First, full time LIRR service should be brought to the Belmont LIRR station, this would reduce auto traffic to the location. Second, I think a extra lane can be built on the Cross Island Pkwy between Belmont and the Southern State Pkwy pretty easily since there are not a lot of overpasses/underpasses and a lot of trees on the sides of the highway in both directions, it seems there is mostly empty space between these 2 locations which would make adding another lane easier than if you had to deal with other complications, also at the merge for both the Southern State and the Belt Pkwy both highways are 4 lanes at that merge. In conclusion, I feel that a lot of the opposition to this project is based on mis information put out by people with a agenda and that right now you have empty land at that location generating ZERO revenue and that should change. With Amazon going to LIC, maybe some housing can be built in the area and that would be a economic boost for the area.

From: Scott Tompkins
Sent: Friday, March 01, 2019 4:56 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont

I am a resident of Floral Park and cannot believe the outrageous scope of this ridiculous and unnecessary arena project. Any elected official not doing their job and ending this project will never receive my vote again!

Date: Tue, Apr 20, 2010 at 4:16 PM
Subject: Nassau Coliseum

Hi Jim, In reference to your recent column, I have to say this Belmont arena project is a BIG mistake. The traffic along the Cross Island. Fans from Suffolk having to drive further west into Elmont. Fans driving east through Hempstead late at night after a game. YIKES! When the original Coliseum held over 16,000, they only averaged 13,000 or less (except when they played the Rangers). They currently have 10 suites and only have sold 5. How many suites do they expect to sell at Belmont? They are actually walking distance from their practice facility at Eisenhower Park (I actually did it on two occasions). Tailgating is a tradition at the Coliseum. There is no tailgating at Barclays and will not have that at Belmont with all the things they are also looking to build there. They are looking to do the same at the Coliseum. Ridiculous. They recently built a cancer center in the Coliseum parking lot. Who in the hell wants to be reminded of a terminal disease when they attend an event at the Coliseum? How stupid are our elected officials? League officials are now deciding where the Isles should play come playoff time. Really! The Coliseum is like having an extra man on the ice for the Isles. What decision?! I worked on several political campaigns in Nassau County during the Islanders Stanley Cup run from 1980-1983 as depicted in my book "JOINING ARNOLD: Rise of the Girlie Man" which can be found on Amazon under my author name of Tony Denera. They were morons then and they are morons now. Belmont will be a failure for reasons I stated above. And getting into bed with the Wilpons on this project will only add bad karma to the mix. Trust me. I've been around. Get my book. Best wishes, Tony (the One and Only).

Home of the
N.Y. Islanders
Nassau Veterans
Memorial Coliseum
Home of the
N.Y. Dragons

From: Patrick Tracey
Sent: Tuesday, February 05, 2019 7:31 PM
To: esd.sm.BelmontOutreach
Subject: Build it NOW!

Hello - my comment on the Belmont project is - BUILD IT NOW!

Thank you,

Patrick Tracey

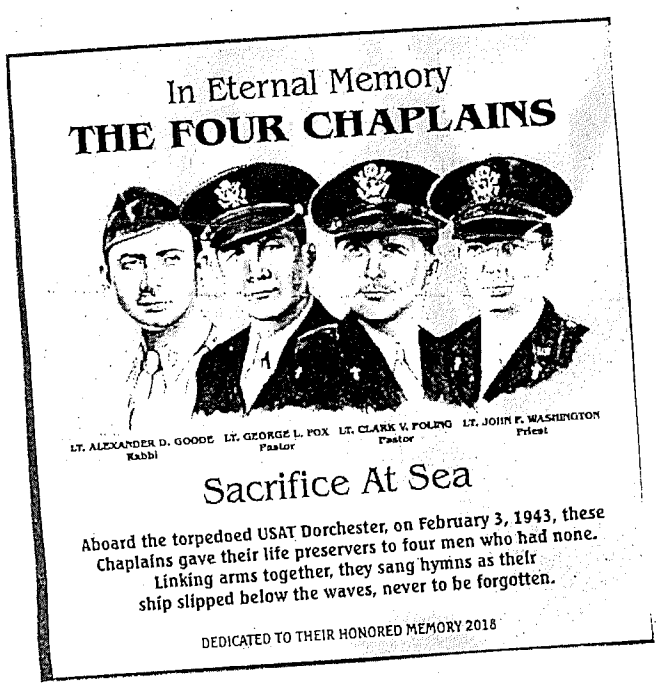
From: Doug Tyburski
Sent: Monday, February 25, 2019 11:49 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

I'm writing to show my support for the new arena. This is a project that would be an economic boom for the region, and will create much needed jobs, not to mention the fact it will revitalize the area in and surrounding Elmont. I'm one hundred percent in favor of the arena. This is a project that was long overdue. Thank you.

Sincerely,

Doug Tyburski

The Four Chaplains — A story of courage



In Flanders Fields
BY JOHN MCCRAE

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie,
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

WE THE PEOPLE

This year, November 11, 2018 is the 100th anniversary of WWI. My uncle fought in France along with thousands of young men of the First American Expeditionary Forces of WWI. These free-will citizens from America, the first infantrymen, the foot soldiers to fight over there on the foreign soil of France, allied with the French people, the British and Canadians. Through their determination to triumph over a foe, to triumph right over wrong, to triumph for the US Constitution, our Bill of Rights, and our Declaration of Independence, was a notable success. Thousands of these young soldiers whose mothers never raised them to be soldiers, died on the Western Front, my uncle included, September, 1918.

On the French-Belgium border, where the Canadian Army was encamped, a young Canadian officer penned a poem dedicated to his close friend who was killed within his vision. To honor all our fallen war heroes, I raise up this poem to serve as a backdrop for my case to protest any new development or structures at our Belmont Park. As a Veteran, an American Patriot, or any American Patriot, it is our duty to pick up our American flag if it falls. This is the case in which our flag has fallen from the cold dead hands of our war heroes of The Four Chaplains Robert Mangel Memorial Post 1781 of New York. These war heroes nor any war hero, shall not have died in vain. These heroes worked and died at our Belmont Park. It was their determination to honor The Four Chaplains of WWII, The Better Angels; whom in their devotion to our God sacrificed themselves to save those foot soldiers' lives from death in the frigid waters of the North Atlantic.The 700 acres of Belmont Park were therefore consecrated; to be preserved the memory, the comradeship and perpetuate the Americanism of The Four Chaplains!

This begs the question, who are these representatives from Albany, Nassau County, The Town of Hempstead and Floral Park, conjoined with these entertainers, The Millionaire Islander Players, to upend our 700 acres of Belmont Memorial Park consecrated to our God for The Four Chaplains of WWII? These millionaire Islander players have three houses for skating! We The People only have one Belmont Memorial Horse Race Park which was a beacon of employment for our War Veterans. Veterans who served in WWI, WWII, Korea and Vietnam, of whom, worked and died here. Mr. Belmont and his capitalist investors took the risk to build Belmont Horse Racetrack on a preserved 700 acres. The land was purchased from the early settlers, the DeForest and the Manice families who were preservationist of God's design of species and landmarks. Over the years, Mr. Belmont and his capitalist investors had the financial opportunity to develop other permanent forms of entertainment but did not! Why? Because they were not greedy capitalists. They were God-fearing people with a conscience and a soul. They wanted to preserve God's landmarks, i.e. the ancient trees, the special soil of the last "Hempstead Plains" as well as our God's creature, the horse, which served mankind for over four thousand years.

We the people, not properly represented

OUR CONCERNS:

1. Our concern for any new development or structures at Belmont Memorial Park disrespects the sacred 700 acres created by our God to honor "The Four Chaplains" (of WWII)!
2. Our concern for any new development or structures at Belmont Memorial Park does not honor the dead heroes of WWI, WWII, Korea, or Vietnam!
3. Our concern for any new development or structures at Belmont Memorial Park demonstrates no desire to preserve the landmark families, who were the protectors of the 700 acres!
4. Our concern for any new development or structures at Belmont Memorial Park will demonstrate a loss of reason, consciousness and soul!
5. Our concern for any new development or structures at Belmont Memorial Park will demonstrate greed!

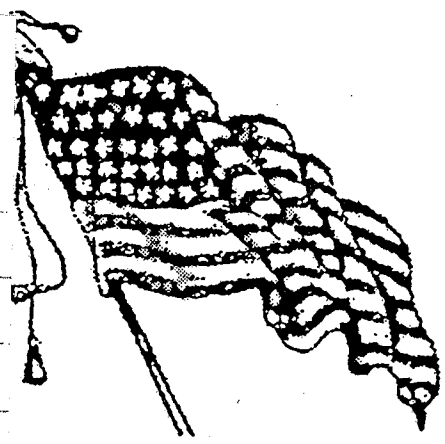
Please contact the reps in Albany, Nassau County, Town of Hempstead and Floral Park.

PROTEST

No new development at Belmont "Four Chaplains" Memorial Horse Race Park.

THE FOUR CHAPLAINS
At Belmont Park racetrack in Elmont, N.Y., an American Legion plaque honors Army Lts. George L. Fox, John P. Washington, Alexander D. Goode and Clark V. Poling – the Four Chaplains – who gave up their life vests to fellow soldiers when SS *Dorchester* sank Feb. 3, 1943. American Legion posts worldwide honor their sacrifice every February.

DEAR SIR,
FOR GOD, AMERICA, ALL OUR
DEAD WAR HEROS, STRANGERS
TO YOU AND I - PLEASE PUBLISH -
SINCERELY



Sent: Saturday, January 05, 2019 10:31 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Expansion

As 49 year residents of Floral Park, my wife and family have enjoyed all that this Village offers. We have raised two Professionals, and now enjoy the beauty and tranquility of living in Floral Park.

We also understand the need for economic use and development of the Belmont area. Your first proposal defines how the arena would be beneficial to all concerned including the neighboring communities

We are totally against the current plans which include Mall shops,Hotel and use of a dated infrastructure to move people in and out. I do not want this project to put unnecessary demands on my Village services and streets..

From: Damon Vetere
Sent: Saturday, February 23, 2019 9:05 AM
To: esd.sm.BelmontOutreach
Subject: Arena Development

To whom it may concern,

I've seen reports lately of opposition towards the arena development at Belmont. As a 30-something who has seen countless friends and family members move away from Long Island, I have to express my concern about these delays in breaking ground. The arena must be built.

Long Island has become stagnant. Companies are constantly leaving. The younger population is continuously on the way out, heading to Florida, North Carolina, etc. This arena is the first significant development (outside of strip malls) that I can remember. It will create jobs. It will keep the only professional sports teams with Long Island roots from leaving. It will show the residents of Nassau county that Long Island is not afraid of change, that it can still grow and create opportunities.

If this arena stalls and is not built, it will only serve to show that nothing ever changes, that a vocal minority can stop progress, and that Long Island stays in the past.

Thank you for your time.

Sincerely,
Damon

From: Attilio Viscovich
Sent: Saturday, January 05, 2019 9:57 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

To Whom It May Concern:

Your proposal has grown astronomically.

First of all, a mega-mall is not a good thing for the village of Floral Park. The number of visitors and cars will definitely affect the village of Floral Park and its residents. NO MEGA-MALL IS NECESSARY.

My name is Rose Viscovich. My family and I have lived in Floral Park for almost 50 years. Never has there been a more urgent need to write elected officials regarding a project being proposed that will immensely affect the citizens and the village of Floral Park.

You are putting in a stadium etc. Why not provide a functioning full time Belmont LIRR station? Why put the residents of Floral Park in jeopardy but not providing a LIRR station other than FP LIRR. PROVIDE A FUNCTIONING FULL TIME BELMONT LIRR STATION.

NO PARKING FOR PROJECT NORTH OF HEMPSTEAD TURNPIKE. You would affect school children as well as the Floral Park residents.

Who will handle the heavy flow of traffic? Floral Park Police Department? They provide service to the village. They should not provide service to the thousands of visitors who would pass through the village either by foot or by auto. They are not equipped for a mega proposal that would affect the residents of Floral Park. They do a great job. You would destroy the fabric of our community and its safety.

Who will clean up after the thousands of visitors who would be coming through the village? There will be trash and more trash, again you would be destroying the fabric of our community.

Floral Park was built as a residential community and has succeeded over the years. You will jeopardize the quality of our way of life, the safety of its residents and the outrageous noise level these thousands of visitors would cause.

Please go back to the drawing board. How dare you begin a proposed project and then increase its scope.

Yours truly,

Rose and Attilio Viscovich

Susan E. Walsh

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

From: maggie weickert
Sent: Friday, March 01, 2019 4:13 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject:

What are you going to do to provide a barrier between residents and an active parking lot?

These are taken on the west end of floral park.

DEAD
END

From: James Weiner
Sent: Friday, February 22, 2019 3:35 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Belmont Arena

To whom it may concern:

I would like to show my support for the development project. Not only will it help bring much needed economic growth and tax revenue to the area, it will bring the beloved Islanders back to Long Island. With the addition of a renovated, full-time LIRR-Belmont stop, as well as abundant parking, i think traffic should be fine for the area. I can't wait to a state of the art arena in the area! I hope this project moves forward very soon. Let's get it ready for the start of the 2021 season! Let's go Islanders!!!

James Weiner

From: Paul Matthews
Sent: Friday, January 11, 2019 5:45 PM
To: esd.sm.BelmontOutreach
Subject: Islanders new Arena

Hello,

I am a lifelong resident that resides in Floral Park and has 3 children in local schools.

Obviously there will be more traffic immediately before and after events.

However, as long as the parking garages are well designed and they allow easy access on and off the cross island parkway, I do not believe this issue should prevent the project from going forward.

The benefit of increased revenues to the local governments along with job creation for local residents will be tremendous.

I hope someday my kids can work at the new arena. The excitement and convenience of having a beautiful new entertainment facility so close to home is tremendous.

Let's get going on this project and get this thing built !

thank you,

-paul Williams

Floral Park

Sent: Friday, January 04, 2019 8:04 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment Concerns

Dear Belmont Outreach,

I am a resident of the Village of Floral Park and would like to express my concern for the expansion of the Arena Project. I also want to express my outrage of the underhanded methods the developers used to pull the rug out of the surrounding communities with false promises and outright lies. What are we to believe now? Obviously not the framed, developer biased and incomplete DIES. Residents of Floral Park understood that the Belmont campus should be developed and an arena with parking in the south lot as originally portrayed was not perfect but workable for our village. The original project allowed our usually good neighbor to thrive without destroying our quality of life. Those who seek to shove this mega project down our throats have overestimated our tolerance to any project and underestimated village residents' resolve and passion for our way of life. I beg you to scale down this project to it's original design because we are a small village but we are tough. We know how to fight the good fixght and win. Now we must fight for our way of life and that means we must do everything in our power to stop the project completely, Please don't underestimate us again just work with our representatives to reach a solution that benefits Belmont’s development as well as all surrounding communities.

Sincerely,

John Yackel

From: Jacob Zacharewicz
Sent: Sunday, February 24, 2019 1:52 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

Hi, my name is Jacob Zacharewicz and I highly support the Belmont Project. Giving the Islanders a home on Long Island is extremely important. I grew up going to Coliseum and watching the Islanders play. They inspired me to start hockey which ultimately became my life. Hockey has opened so many doors for me as well as countless of others from Long Island. If you look at many college hockey rosters, you are bound to find one or two guys from Long Island, most of whom have similar stories as myself. I myself have recently committed to play hockey at Brown University, a school that without hockey, would have been out of reach. The Islanders are bigger than just a hockey team. They have not only changed my life but as well as countless others throughout their tenure on Long Island. Keep the Islanders home!!!

From: Jane Zoleta
Sent: Thursday, January 10, 2019 7:53 PM
To: esd.sm.BelmontOutreach
Subject: Too Much at Belmont

To whom it may concern:

I've been a resident of Floral Park for about a decade. Recently my Family and I moved into the west end knowing that it's a safe and quiet neighborhood. It's important to my family & I that it remains this way.

During the Belmont Steaks the streets become mayhem. The visitors have no respect for our neighborhood. Leaving trash/litter all over our lawns & streets, Belmont visitors think it's ok to hang out on our lawns, their cars are parked on our streets causing the roads to be even tighter, reckless driving/speeding down our small village streets unaware of our children, causing major traffic jams on our main roads (Plainfield & Tulip) I'm sure some of them are DWI. It may be bariable to have this event once a year. But I'm absolutely against Belmont's idea of creating an arena and a mega mall along with hotels and more parking lots taking up the precious space of Floral Park. I want to keep our community private and safe for our kids. I do not want a bunch of loud drunken fans roaming our streets.

We spend so much money on our taxes and it doesn't make any sense at all to hear that Belmont doesnt contribute to our taxes. How is that possible when they take up so much property of Floral Park. Our community deserves to keep our first responders private to our area. Belmont needs to provide their space with their own team of EMS and law enforcement to keep their crowds under control.

An arena will pollute our neighborhood with distrubtive noise and bright lights during our nights. A mega mall is not necessary especially with all these department store closures. People shop online these days. We left the city for a reason to be away from the crowds and the noise pollution.

I vote to NOT have Belmont expand.

Regards,

Jane Zoleta & Family

(Joseph & Flynt)

From: Andrew Zucaro
Sent: Sunday, February 24, 2019 11:11 AM
To: esd.sm.BelmontOutreach
Subject: Proposed Belmont project

Hello,
I would just like to say, as a floral park resident living on Plainfield Avenue, I am all for this project. I would love to see this development at Belmont park. Creating a world class arena to go along with upgrades at Belmont park will be fantastic for this community. Creating jobs and and bringing visitors to our area will generate revenue and growth. It would be a shame to waste this opportunity and have nothing developed for another extended period of time. I understand there will be some inconveniences to some people, including myself at times, but I believe the positives FAR outweigh the negatives with this project. We need to get this done.

From: Andy Belfiore
Sent: Friday, March 01, 2019 3:07 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Response to Draft Environmental Impact Study

The New York Thoroughbred Horsemen's Association (NYTHA) wishes to comment on the Draft Economic Impact Study on the proposed development of Belmont Park and its environs by the New York Belmont Development Partners, LLC and its affiliates.

The comments, from NYTHA president Joe Appelbaum, are attached, and also are pasted into the body of this email. Please confirm receipt.

Thank you!

Andy Belfiore
NYTHA Executive Director
(718) 848-5045

Mr. Michael Avolio

Empire State Development

633 Third Avenue

New York, NY 10017 Feb. 28, 2019

Response to Draft Environmental Impact Study

Dear Mr. Avolio,

The New York Thoroughbred Horsemen's Association (NYTHA) wishes to comment on the Draft Economic Impact Study on the proposed development of Belmont Park and its environs by the New York Belmont Development Partners, LLC and its affiliates.

NYTHA represents the 5,000-plus Thoroughbred owners and trainers who race at the New York Racing Association tracks, and our member are excited about the possibilities for Belmont's re-development - the opportunity to revitalize an underutilized facility, to create an exciting multi-sport center and to present New York's horse racing center to the world in a world class environment. Our sport has enjoyed 114 years of success at Belmont Park and while New York still hosts the premier racing in the country, modernization is needed in order to maintain our position in a highly competitive industry.

NYTHA's core function is to advocate on behalf of thousands of workers and racehorses who call Belmont Park home. As such we have reviewed the DEIS and

are encouraged that many potential problems have been identified and solutions have been proposed. We would like to identify four issues that have the capacity to adversely affect the industry, including horsemen, workers and the horses themselves.

Athlete Safety - The safety of the horses and riders during racing and training should be of paramount importance to all involved. The section of the DEIS headed "NOISE AND VIBRATION" includes the following:

Though maximum noise levels could impact horses and impulsive and short-duration noise has the potential to elicit startle reactions, the main Racetrack is anticipated to be closed from approximately mid-2019 to April 2020. This closure period largely overlaps with the heavy construction activities planned for arena construction, reducing the potential for adverse noise impacts on horses.

When construction activities overlap with horse training, the Applicant and construction team would coordinate with the horse training operators to adjust construction means, methods, and scheduling whenever possible to reduce the potential for adverse noise impacts.

NYTHA has not been made aware of any plan to close the main track at Belmont for such an extended period of time. Should the main track be closed for training during the spring and fall, the negative impact in terms of safety would be enormous. The number of horses stabled at Belmont Park more than doubles in the spring, summer and fall, with as many as 2,500 horses in training on the grounds, as compared to 1,200 or fewer in the winter. The training track at Belmont Park is a high-traffic zone and is the site of the most accidents and injuries for the riders, according to the New York Jockey Injury Compensation Fund. If the horses that currently train on the Belmont main track are forced instead to add to the congestion on the training track, the overcrowding could create a dangerous and untenable situation.

Dislocation - Does the restricted use of Belmont main track mean that it will be closed completely, with no racing or training? Significant financial harm will be done to our industry if the Belmont Spring or Fall Meet has to be canceled, or moved to Aqueduct. There will be a significant decrease in wagering, depriving NYRA, the horsemen and the State of urgently needed revenue. In addition, horsemen will incur added costs in overtime and other expenses incurred when it is necessary to ship the horses from Belmont to Aqueduct to race.

Hotel Proximity to Paddock - We have concerns about the proposed hotel construction and its close proximity to the Belmont saddling paddock. How will the hotel be positioned? What measures will be taken to ensure that any hotel activities, such as the arrival and departure of guests, work at the loading dock, or entertainment events, do not frighten the horses as they are prepared for the races? These measures would not only be necessary for the safety of the horses and their handlers, but also to protect the integrity of the sport, as a horse that becomes agitated and upset in the paddock will not be able to perform to the best of its ability in the race.

Access - Horsemen and our workers need to have unfettered access to the backstretch via the surrounding streets, and access to grandstand-side parking when they have horses competing in races at Belmont Park.

It appears that Gate 5 road will be used for construction. This is the prime means for entry and egress to our property for our horsemen and patrons. Horsemen cannot be required to shuttle from a parking lot to the racetrack on these days, as they need to be able to get from the barn area to the paddock in a timely fashion.

Historic Backyard - The paddock and backyard are home to historic trees imported to New York more than 200 years ago and were transplanted during the reconstruction in 1956 to preserve them. What consideration is being given to protect the beautiful natural legacy that has been entrusted to our care?

Residents – We want to remind all parties that over 1,000 of our employees are permanent residents of the property. With any project of this scope, there are unintended consequences. Are emergency measures being developed to protect these residents should something unexpected occur, such as burst water lines, electrical outages, migration of pests, changes in water flow that could cause flooding, and others?

The DEIS states that the developers will "coordinate with the horse training operators to adjust construction means, methods, and scheduling whenever possible to reduce the potential for adverse noise impacts." In order to address these concerns and safeguard our horses, our workers, our horsemen and our industry, it is vital that NYTHA is included in the conversation of planning and coordination of the construction schedule.

NYTHA, our members and the workers we represent have been waiting a long time to see the Belmont Property re-developed. We believe that we can be valuable partners in the process of creating a world class sports facility on Long Island and we look forward to working with the Empire State Development Corp., the New York Belmont Development Partners and NYRA.

Sincerely,

Joseph Appelbaum

President, New York Thoroughbred Horsemen's Association

NEW YORK THOROUGHBRED HORSEMEN'S ASSOCIATION, INC.

PRESIDENT
JOSEPH APPELBAUM

1ST VICE PRESIDENT
LINDA RICE

2ND VICE PRESIDENT
TINA MARIE BOND

OWNER/DIRECTORS
TOM DURKIN
TERRENCE FINLEY
ROBERT MASIELLO
MICHAEL P. SHANLEY

TRAINER/DIRECTORS
LEAH GYARMATI
JOHN KIMMEL
RICHARD SCHOSBERG
GEORGE WEAVER

EXECUTIVE DIRECTOR
ANDY BELFIORE

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

Feb. 28, 2019

Response to Draft Environmental Impact Study

Dear Mr. Avolio,

The New York Thoroughbred Horsemen's Association (NYTHA) wishes to comment on the Draft Economic Impact Study on the proposed development of Belmont Park and its environs by the New York Belmont Development Partners, LLC and its affiliates.

NYTHA represents the 5,000-plus Thoroughbred owners and trainers who race at the New York Racing Association tracks, and our member are excited about the possibilities for Belmont's re-development - the opportunity to revitalize an underutilized facility, to create an exciting multi-sport center and to present New York's horse racing center to the world in a world class environment. Our sport has enjoyed 114 years of success at Belmont Park and while New York still hosts the premier racing in the country, modernization is needed in order to maintain our position in a highly competitive industry.

NYTHA's core function is to advocate on behalf of thousands of workers and racehorses who call Belmont Park home. As such we have reviewed the DEIS and are encouraged that many potential problems have been identified and solutions have been proposed. We would like to identify four issues that have the capacity to adversely affect the industry, including horsemen, workers and the horses themselves.

Athlete Safety - The safety of the horses and riders during racing and training should be of paramount importance to all involved. The section of the DEIS headed "NOISE AND VIBRATION" includes the following:

Though maximum noise levels could impact horses and impulsive and short-duration noise has the potential to elicit startle reactions, the main Racetrack is anticipated to be closed from approximately mid-2019 to April 2020. This closure period largely overlaps with the heavy construction activities planned for arena construction, reducing the potential for adverse noise impacts on horses.

P.O. BOX 170070 • JAMAICA, NEW YORK 11417
AQUEDUCT (718) 848-5045 • FAX (718) 848-9269 • BELMONT (516) 488-2337 • FAX (516) 488-1698 • SARATOGA (518) 581-1034

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Sincerely,

Joseph Appelbaum

President, New York Thoroughbred Horsemen's Association

CAMBRIA HEIGHTS CIVIC ASSOCIATION
Founded in 1932
United for Community Progress

January 8, 2019

Michael Avolio

Empire State Development

633 Third Avenue

New York, NY 10017

Re: Belmont Park Redevelopment Project

Dear Sir:

The Cambria Heights neighborhood is a community of approximately 18, 176 households with a population of 57, 829 residents. After review of the DEIS for Belmont Park Redevelopment Proposal, the Cambria Heights Civic Association formally objects to this development proposal. Our objection centers on the overall traffic inundation to Queens, specifically Cambria Heights, and the lack of any substantive traffic study for the Cambria Heights area. I would like to reference Chapter 18 "unavoidable adverse impacts" section B on page 18-1 and 18-2 "Local Street Network" and "Highway Network". Our concerns has to do with the Cross Island Parkway and local streets not studied in Queens.

The Belmont Park Redevelopment Proposal DEIS addresses development traffic within section 11 entitled "Transportation." This section gives an overview of the projected effects by the development on the surrounding transportation system. The DEIS studied a total of 37 roads located in the general vicinity of the proposed project. The DEIS comes to the conclusion that the "Proposed Project would result in adverse traffic impacts at five intersections during the weekday AM peak hour, six intersections during the weekday AM peak hour,nine intersections during the Saturday midday AM peak hour, six intersections during the Saturday PM peak hour, and three intersections during the Saturday PM peak hour. Of these intersections, none were located within Cambria Heights. The two closest intersections to Cambria Heights studied were

CAMBRIA HEIGHTS CIVIC ASSOCIATION
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Hempstead Avenue and 224th Street and Hempstead Avenue and 225th Street. It is simply inconceivable that a development of this size and scope will not affect Cambria Heights in some recognizable way.

As it now stands no data was presented as to how traffic from the development proposal will affect Cambria Heights either negatively or positively. In addition, there has been **NO** community engagement by your office or New York State. With no study addressing the transportation system within Cambria Heights the Cambria Heights Civic Association cannot support either the development proposal or the DEIS.

Thank you,

Bryan J. Block

President

CAMBRIA HEIGHTS CIVIC ASSOCIATION
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Thank you,

Bryan J. Block

President

From: The Belmont Park Community Coalition (BPCC)
Sent: Thursday, January 10, 2019 10:03 AM
To: esd.sm.BelmontOutreach
Subject: Utility argues New Jersey-New York pipeline needed for Belmont arena

Utility argues New Jersey-New York pipeline needed for Belmont arena

By Marie J. French

01/10/2019 05:05 AM EDT

ALBANY — National Grid is warning that unless a new natural gas pipeline goes through, Gov. Andrew Cuomo's planned new home for the New York Islanders on Long Island will have to find an alternative for its colossal heating needs.

The controversial Williams Northeast Supply Enhancement Project is expected to provide a guaranteed natural gas supply for the the Belmont Park project, a signature piece of Cuomo's economic development efforts on Long Island.

But environmental groups in New York and New Jersey have grown increasingly hostile to any new fossil fuel infrastructure, and have lined up against the 37-mile pipeline that would stretch from from New Jersey, across New York Bay and into New York.

Both Cuomo and New Jersey Gov. Phil Murphy have touted themselves as proponents of renewable energy and are facing pressure from environmental advocates to block all new natural gas construction.

"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), which is currently scheduled to be in service December 2020," wrote National Grid representative Joseph Scibelli to the Belmont Park developers in November. "The NESE project is designed to deliver additional gas supply to National Grid's system and is required to support this Project."

A spokesperson for New York's economic development arm said a consistent gas supply is not necessary for the Belmont project, but the current plans for the stadium complex rely on gas for heating — and no potential alternatives have been made public.

National Grid has said the pipeline is crucial to support growing natural gas demand in New York City and Long Island. The utility has indicated it may not be able to provide reliable service to new customers in the future without the pipeline, but this is the first specific project where the issue has been raised publicly.

The concern highlights a threat to Cuomo's efforts to grow the economy downstate, as both National Grid and Con Edison have raised the specter of limiting new customer service without additional gas supply.

New York Arena Partners, which won a competitive bid for a low-cost lease of the property, expects to invest about $1 billion in the project. The development plan includes an 18,000 seat arena, a new 200 room hotel and 435,000 square feet of retail space.

Cuomo has committed the Long Island Rail Road to expanding service at the station there year-round — although the price tag and details of that effort are not yet clear.

Belmont Park would serve as the new home of the NHL Islanders team, which is currently playing at the renovated Nassau Coliseum. The hockey season starts in October and runs through some of the coldest months of the year, when demand for natural gas heat hits peak levels, putting a strain on the system.

If the Belmont developers do not secure firm natural gas service, National Grid would be able to ask the arena to switch to an alternative when the temperature drops and gas demand is high. Typically, large commercial developments that have selected interruptible gas service switch to oil, which has higher emissions, is not as efficient and is more costly than gas.

But Empire State Development spokesperson Jack Sterne says the Belmont Park project would categorically not use oil — even if it is unable to get firm natural gas service, as National Grid states will be the case without construction of the pipeline.

"There is no connection between the Belmont Redevelopment and this pipeline. Regardless of what happens with the pipeline, the redevelopment at Belmont will construct a world-class arena, build and enhance public amenities, and generate millions in new tax revenue for Long Island," Sterne said in a statement. "Belmont can move forward without the pipeline and the alternative is definitely not oil, as we're exploring all clean energy and renewable options."

He declined to provide any details of what clean energy or renewable alternatives were being explored. A spokesperson for New York Arena Partners declined to comment.

Karen Young, a spokesperson for National Grid, said the utility tries to provide service to all new customers and also works to help them conserve energy while supporting pilots to reduce gas demand.

"Due to a strong economy, the need for natural gas has grown rapidly in New York," Young said. "Given this robust growth, additional gas capacity will continue to play a critical role, especially on peak winter days, working in tandem with low-carbon and renewable energy solutions that enable the clean energy future we all want."

National Grid and the developer have met to explore alternatives, according to ESD.

No mention of renewable options or alternatives to gas for heating needs are made in the draft environmental impact statement prepared for the project in December. In fact, it cites the reliance on natural gas as a positive for the environment. ESD's request for proposals urged the use of gas for heating as part of the sustainability plan for the project.

"The Proposed Project would use natural gas, a lower carbon fuel, for the typical operation of the heat and hot water systems," the draft report released on December 6 states. "On-site renewables such as wind or solar may also be considered for certain processes (e.g., heating water for HVAC/hot water systems)."

While natural gas is currently seen as the most efficient and commercially viable heating method, environmental advocates have pushed for electric heat pumps, particularly geothermal systems, to be considered in lieu of new gas reliance.

Ground-source heat pumps rely on the heat in the ground as an energy source. They run on electricity and typically require a sizable up-front capital investment. A geothermal system would also require specific engineering and design studies. None of these studies were mentioned in the December environmental impact study.

Three industry experts said a geothermal system would be viable and likely cost-competitive with natural gas when considering all the costs of expanding the distribution system — although not all of those are borne solely by the developer. Because of the multi-use nature of the development, such a system could efficiently use the heat produced from the ice-freezing process to warm other buildings in the complex, such as the retail spaces and hotel, they said.

One of the experts, Zachary Fink, owner of ZBF Geothermal, is based on Long Island and said he had not heard of the Belmont developers working on any geothermal options.

"I would've heard about it if they were considering it," he said. "It's too big of a project for them to keep quiet."

On-site solar and wind to support electric heating are generally not considered viable options because of the intermittent nature of the resources and the large acreage requirements for such systems. Electricity costs on Long Island are particularly high, making natural gas a more cost-effective option for heating.

The fate of the Williams pipeline is uncertain. The Federal Energy Regulatory Commission has not yet issued a final environmental review of the project. Cuomo's administration has deferred a final decision on a water quality permit for it, citing the pending FERC review.

But Cuomo has moved to block almost every major pipeline project involving new construction in the past few years. He's vowed to transition the state to a 100 percent carbon neutral electricity generation system by 2040 and to eventually eliminate all emissions.

Advocates argue this requires Cuomo to block the proposed pipeline and push for new construction to rely on renewables instead of fossil fuels.

"Cuomo just announced his supposed Green New Deal intentions and we see the Williams pipeline as the first test of whether he actually means that," said Food and Water Watch's Laura Shindell. "The climate crisis is too severe and too extreme for us to drag our feet on renewable energy and building new fossil fuel infrastructure."

To view online:
https://subscriber.politicopro.com/states/new-york/city-hall/story/2019/01/10/utility-argues-new-jersey-new-york-pipeline-needed-for-belmont-arena-780780

The Belmont Park Community Coalition (BPCC)

P.O. Box 30285, Elmont, NY 11003

Phone: (516) 325-1599

E-mail: info@belmontparkcoalition.com

Website: https://protect2.fireeye.com/url?k=ac166de4-f0336187-ac1494d1-0cc47aa88e08-d1dbed7b36770f6f&u=http://www.elmont.org/

From: The Belmont Park Community Coalition (BPCC)
Sent: Monday, January 14, 2019 9:09:43 AM
To: esd.sm.BelmontOutreach
Subject: BPCC Questions and Concerns with DEIS for the Belmont Park Redevelopment Project (attached)

January 14, 2019

Michael Avolio

Empire State Development

633 Third Avenue

New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

BPCC finds significant deficiencies in the DEIS. DEIS has not taken a "hard look" at the points BPCC enumerate under SEQRA. Let the record show that the State did not properly maintain parcel A and B at Belmont Park (The New York Racing Association (NYRA) privately-operated recreational resource) since taking over and running the park in 2008-present and created the so-called "blight" in question and their reason for using "Civic and Land Use Improvement Project" under the UDC Act of 1968 to implement this unnecessary project.

Please let the record show that documents needed to conduct an independent expert review of all findings were not included in the DEIS and FOIL requests for these documents were not shared in a timely manner. The public comments should be extended to March 11, 2019.

See statement attached.

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Tammie Williams, LMSW

Co-Organizer

The Belmont Park Community Coalition

The Belmont Park Community Coalition (BPCC)

P.O. Box 30285, Elmont, NY 11003

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The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Email: info@belmontparkcoalition.com

Belmont Park Redevelopment Project
Draft Environmental Impact Statement (DEIS)
Belmont Park Community Coalition (BPCC)
Questions and Concerns
January 14, 2019

January 14, 2019 Michael Avolio Empire State Development 633 Third Avenue New York, NY 10017 Via Email: belmontoutreach@esd.ny.gov Re: Belmont Park Redevelopment Project

The Belmont Park Community Coalition (BPCC) requested for the record that Empire State Development (ESD), New York Arena Partners (NYAP) and AKRF (conducting the environmental review) include and expand on the following: economics of sports facilities in host communities, the need for increase luxury retail, transit plan, land use, zoning, community character, socioeconomic conditions, impact on surface and groundwater, sewer, utilities and how does Elmont fit the Urban Development Corporation (**UDC) Act 174/68** criteria for "blight") during the scoping process in preparation for the Belmont Park Redevelopment Project **Draft Environmental Impact Statement (DEIS)**. Additionally, to include in-depth findings with empirical academic evidence-based research to support their findings. BPCC has substantive concerns regarding the adequacy of the scoping process as well as the draft environmental impact statement (EIS). BPCC has found several deficiencies in the DEIS. Proposed developers fail to take a hard look and modify their plans for a proposed 19,000-seat NY Islanders NHL team arena, 250-room hotel and 435,000 square feet of restaurants and retail shops at Belmont Park in Elmont, NY given AKRF's findings which documents significant adverse environmental impacts. DEIS has not taken a "hard look" at the points BPCC enumerate under SEQRA. For each response, BPCC requested AKRF and the proposed developers to be:

S- Specific (write out clear, concise goals).
M-Measurable (the ability to track their progress).
A- Achievable (set challenging, yet achievable goals).
R-Relevant (set goals that are relevant to its overall long-term plan).
T-Timely (goal has a target finish time attached).

Are these hearings and the entire SEQRA process just a sham with ESD having already made up its mind? On July 18, 2018, at the Elmont Public Library, ESD produced a "Planning and Approval Timeline", to the Belmont Park Community Coalition, which indicated "Release of the Final Environmental Impact Statement" in the Second Quarter of 2019 and a "Start of Construction" in that same quarter! However, SEQRA states the following:

(p) ***Findings statement*** means a written statement prepared by each involved agency, in accordance with section 617.11 of this Part, after a final EIS has been filed, that considers the relevant environmental impacts presented in an EIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the agency's decision and certifies that the SEQR requirements have been met.

Apparently, there is no need for ESD and the proposed developers to mitigate significant adverse environmental impacts or further assess issues raised in the DEIS process. ESD is even bold enough to state when the project will be opening in the Fourth Quarter of 2021. BPCC assumes that ESD inserted whatever dates NYAP told them to put in the document. The statute of limitation to file an article 78 (administrative abuse) is four months after the "public notice" of the "findings" statement, which must by law be published by ESD. Seems as if ESD and NY Islanders co-owner, Jon Ledecky comments regarding groundbreaking in May 2019 (second quarter) is an attempt to do an "end-around" and circumvent the SEQRA process. What a farce! Apparently, all these people who have attended these public hearings for the last year and a half have been wasting their time on a project that is a “done deal”! ESD should be ashamed of itself!

BPCC demands that ESD, the New York Arena Partners (NYAP) and AKRF respect the rule and spirit of SEQRA and implement a realistic timeline to avoid or minimize adverse environmental impacts in the final environmental impact statement since the above-mentioned concerns were not sufficiently addressed in the draft environmental impact statement or halt the project of this magnitude altogether and implement an independent study.

Franchise Oversight Board (FOB)

Question: Why was there no establishment of the **Belmont Park Local Advisory Board** under the **New York State Racing Law section 212** before planning the Belmont Park Redevelopment Project?

Racing, Pari-Mutuel Wagering and Breeding Law * § 212.

Background of Issue

S6950 (Bruno)/A9998 (Pretlow) passed the Senate on February 13th, 2008 by a vote of 39-17. Among other provisions, the bill provided a bailout to NYRA and authorized them to exclusively run thoroughbred racing at the state's three tracks. The local advisory boards were included at the time as part of this much larger omnibus proposal.

The People of the State of New York, acting through the Franchise Oversight Board (FOB), established a Franchise Agreement with the New York Racing Authority dated September 12, 2008. Under the agreement, the land of the Aqueduct, Saratoga and Belmont Park facilities were acquired by the People of the State of New York. Under a newly created Ground Lease, The State of New York allowed "New NYRA" to operate the Thoroughbred Racing franchise at the three facilities through a lease of $1.00 per annum for a term of 25 years.

The Franchise Agreement section 2.13b addresses the Real Estate Development Parcels (known to many as Parcels A & B). Section 212 of the NYS Racing Law, legally requires the FOB to

establish a Local Advisory Board for the Aqueduct and Saratoga operations. However, it is important to note that the Belmont operations was left off the list of required Local Advisory Boards, leaving Section 2.13b of the Franchise agreement citing consultation with the Local Advisory Board de minimis (too trivial or minor to merit consideration, especially in law).

Area of Concern

The Belmont Park Community Coalition (BPCC) representing many residents of Elmont, Bellerose, Floral Park, and other immediately surrounding communities' question why Belmont Park Racetrack was left out while local boards were implemented at Aqueduct and Saratoga? In 2009, Sen. Johnson introduced a bill, S766 (C Johnson) which tried to rectify the oversight and implement a Belmont Local Advisory Board. That bill did not move to the floor for a vote.

Belmont Park is "privately-operated recreational resource". However, as mentioned previously, the proposed project sites are owned by the State of New York acting by and through the Franchise Oversight Board (FOB) and are leased through a ground lease to New York Racing Association (NYRA). What is more interesting, is the fact that **Empire State Development Corp. (ESDC) needs the Franchise Oversight Board to surrender parcel A in writing to be able to build a proposed arena.**

Our Demand

BPCC demands that among other requirements, current or any future proposed developments shall only be undertaken after consultation with the **Local Advisory Board referred to in Section 212 of the New York State Racing Law. The Community Advisory Council (CAC),** established by ESDC for the current proposed redevelopment project at Belmont Park with the New York Arena Partners (conditional designees), is not the Local Advisory Board residents surrounding Belmont Park have been fairly demanding since 2008.

At the beginning of 2018, the State Assembly as part of its one house budget proposal advanced new language to create a Belmont Racetrack Local Advisory Board. The Board would have been made up of 15 designees. Four members to be appointed by the County of Nassau, three of whom must reside in the hamlet of Elmont, four appointees by the Mayor of the Village of Floral Park, four from the Elmont Community Coalition of Civics, and three by NYRA. This language however, ultimately dropped out of the final enacted budget. BPCC is not sure why that occurred but the issue was revived for a short while, only to be dropped out.

Then, State Senator Elaine Phillips introduced a bill (S8986) on June 11, 2018. S8986 proposes to amend the racing, pari-mutuel wagering and breeding law, in relation to the composition of the local advisory board for the Belmont Racetrack facility. Senator Phillips proposed that "The local advisory board for the Belmont Racetrack facility shall be comprised of fifteen members and include five designees from each of the following: the temporary president of the senate, the speaker of the assembly and the franchised corporation. All such designees shall reside,

work or own a business within five miles of the Belmont Racetrack facility; provided, however, no one shall designate more than two individuals from any one community or village. The board shall advise on matters relevant to the operations and capital improvements of the franchised corporation at the Belmont Racetrack facility. To avoid duplication, the advisory board shall not advise on the proposed development being separately reviewed by the community advisory committee formed by the Empire State Development Corporation."

Both bills introduced water down the original language in section 212 of the New York State Racing Law. Our state elected officials whom represent the communities surrounding the Belmont Racetrack need to sit down with the community and work on reintroducing S766 (C Johnson).

In closing, the local advisory board under section 212 should have the opportunity to build a working relationship with the members of the Franchise Oversight Board, The New York Racing Association, Empire State Development Corp., Nassau County and the Town of Hempstead Planning and Economic Development Commission in the implementation of comprehensive planning and rezoning (MASTER PLAN) to preserve and enhance the historical Belmont Park Racetrack and its immediately surrounding neighborhoods. **Ask yourself why is the State purposely excluding the community?**

Public Health Concerns at NYRA's facilities

On September 30, 2016, the Department of Justice lodged a proposed Consent Decree and Judgment ("Consent Decree") with the United States District Court for the Eastern District of New York in the lawsuit entitled *United States* v. *The New York Racing Association, Inc.,* Civil Action No. CV-16-5442.

The United States filed a complaint in this action on the same day that the consent decree was lodged with the Court. The defendant is The New York Racing Association, Inc. ("Defendant"), located at 110-00 Rockaway Boulevard, Jamaica, New York, 11417. The complaint arises out of Defendant's operation of Aqueduct Racetrack in Ozone Park, New York, where it races, boards and feeds horses. The complaint alleges that Defendant, in the course of operation of Aqueduct Racetrack, violated the Clean Water Act ("CWA"), 33 U.S.C. 1311, 1319(b) and (d), and 33 U.S.C. 1342, as well as the conditions of Defendant's concentrated animal feeding operations General Permit issued under New York's State Pollutant Discharge Elimination System ("SPDES") by discharging process wastewater, including animal wash water containing detergent, manure, and feed waste, into New York City's and New York State's storm sewer systems, which then flowed to tributaries of Jamaica Bay, which are navigable waters of the United States. The Complaint alleges claims for relief based on the following violations: (1) Unauthorized discharges of pollutants in violation of the CWA, 33 U.S.C. 1311(a); (2) unauthorized discharge of process wastewater to surface waters in violation of the CWA, 33 U.S.C. 1311(a), and

Defendant's SPDES Permit; and (3) insufficient action to ensure clean water was excluded from concentrated waste areas in violation of the CWA, 33 U.S.C. 1311(a), and Defendant's SPDES and Concentrated Animal Feed Operations General Permits.

https://www.federalregister.gov/documents/2016/10/07/2016-24292/notice-of-lodging-of-consent-decree-under-the-clean-water-act

June 2018: rats and horse urine.

They were supposed to relocate 32 workers while they upgraded the dormitory facilities where the man who died of sepsis was living. I want to know if they did that. I also want to know what the specific environmental or health violations charges were. Did they address those? And how have they made the backstretch safer? A woman was stabbed to death three months ago.

I'm also curious about cancer and whether the state or county have done anything at all since Assemblywoman Solages arranged that forum in April 2018.

Community Engagement Questions:

- Has **ESD** given residents an opportunity to share their ideas through engaging in facilitated discussions, group exercises, **real-time voting options of implementation choices** and written prioritization and comment forms prior to drafting request for intent, request for proposal and approving proposed development for Belmont Park? **Give examples.**

- Has **ESD** received feedback and recommendations from a panel comprised of outside **independent experts** (market, public transportation and millennials) prior to approving proposed development for Belmont Park? **Give examples.**

- Has **ESD** pursued a model for neighborhood-based economic and community-led development in other locations that recognizes the varying levels of needs and capacity within each neighborhood? **Give examples.**

- Has **ESD** produced healthier and more vibrant neighborhoods in other sports arena/stadium development projects at locations outside Belmont Park? **Give examples.**

- Has **ESD** sought feedback from across the *entire* community and beyond to ensure ESD met its goals and implement strategies that are sustainable? **Give examples.**

The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Email: info@belmontparkcoalition.com

<u>Market Study Questions:</u>

State Finance Law (SFL) Section 112: revenue contract (i.e. *a contract that generates revenue for the state*).

Belmont at stake

David Winzelberg February 15, 2018

MICHAEL DUBB: Homebuilder and horseman walks his six-year-old mare, Bishop's Pond, outside the stables at Belmont Park. || Photos by Judy Walker

On a chilly January afternoon two years ago, homebuilder and horseman Michael Dubb went for a drive with business partner Charles Wang.

The pair rode in Wang's black SUV to tour Dubb's stomping grounds at Belmont Park, while a portion of the state-owned site was still mired in a protracted redevelopment effort.
More than three years after Empire State Development Corp., the state's economic development arm, first sought proposals to reimagine 36 acres of the racetrack's underutilized parking lots, a final choice of four submitted plans had yet to be selected, and it seemed Long Island's most historic sporting venue would again be an also-ran.

But the subsequent plan that emerged from Wang's tour of the racetrack property sparked a huge reversal of fortune: Belmont Park's hard luck was about to change.

As Dubb and Wang drove the Belmont grounds, a favorite plan in the state's request for proposals appeared to be heading for the winner's circle. Negotiations with the frontrunner, a $400 million, 25,000-seat soccer stadium plan pitched by the New York Cosmos, which also included 250,000 square feet of retail space, nine restaurants and a 175-room hotel, were entering the home stretch.

At the same time, Wang's New York Islanders was in the midst of its first season at Brooklyn's Barclays Center after leaving its longtime digs at the crumbling Nassau Coliseum the year before. But many of the Islanders fans didn't follow the hockey team to Brooklyn and ticket sales plunged 20 percent, keeping it next to the bottom in attendance of the National Hockey League's 30 teams.

Dubb, principal of Jericho-based home-building company Beechwood Organization, was aware that the team was faltering at Barclays and thought the Belmont property would be an ideal place to build a new arena. And Wang, who was in contract to sell his majority interest in the hockey team at the time, seemed eager to explore the possibility.

"Charles indicated to me that the Islanders were going to go to another location or leave town altogether, but not to the Nassau Coliseum ever again and there were two primary reasons," Dubb told LIBN. "They had a bad experience with the Town of Hempstead previously and it didn't have mass transit."

Years ago, Hempstead had famously put the kibosh on Wang's and Scott Rechler's Lighthouse plan to build a massive mixed-use development around a new arena at the Coliseum site in Uniondale.

While suffering through its inaugural season in Brooklyn, the Islanders' ownership had also eyed a piece of the parking lot at Citi Field in Flushing as a possible site for a new arena, but those plans failed to advance.

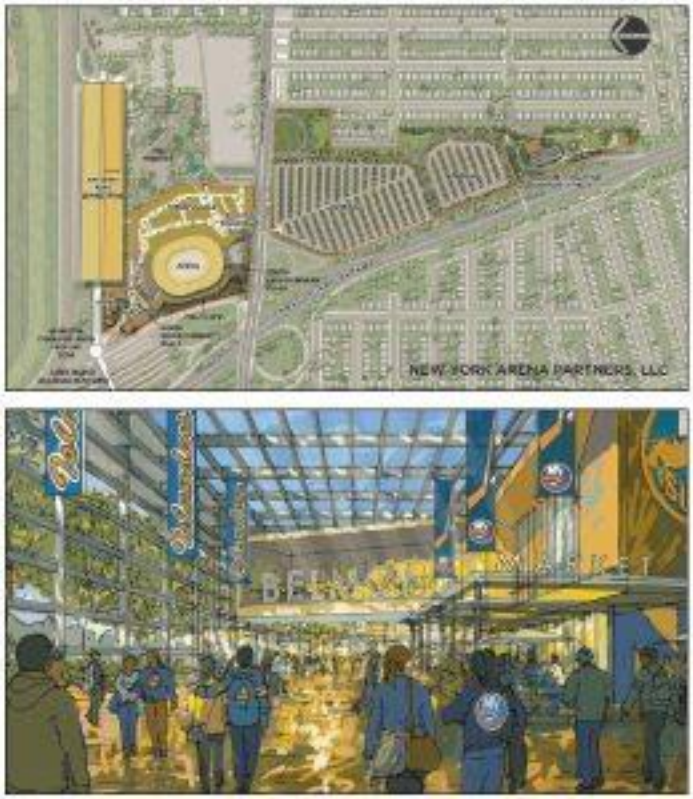
BELMONT PARK: Built in the 1960s, the largest grandstand in American horse racing is slated for a major overhaul.

“I took Charles out and we drove the entire Belmont property,” Dubb recalls. “We looked at the land, we looked at the train station, we looked at the various existing access points onto the Cross Island and he liked it a lot. But the ultimate decision was not his and he would make the recommendation to the new majority ownership group.”

That one-hour tour of Belmont got the puck rolling. A month later, Dubb, the only Long Islander on the New York Racing Association’s 17-member board of directors, arranged for a meeting with Wang and NYRA CEO Chris Kay. Several meetings followed between the NYRA chief and Islanders-owners-to-be Scott Malkin and Jon Ledecky, who became enthusiastic about the prospect of a Belmont arena.

“Chris Kay took the ball and ran with it,” Dubb said. “He expressed a willingness to work collaboratively with the Islanders if the state was open to such a situation.”

As it turned out, ESD's lengthy first request-for-proposals process was nearing a dead end. The Cosmos plan appeared to be in jeopardy, following reports of the team's dire financial situation and ESD didn't want to select any of the remaining three responses, which were all essentially shopping centers and wouldn't provide the sports/entertainment use that NYRA and the state favored for Belmont.
"What I was trying to do was come up with a plan that would work that could have two different sporting venues," Kay told LIBN. "Whether originally it would be the Cosmos or whether it would



Map and artist's rendering of the Islanders hockey arena and retail plaza planned for Belmont Park. ||Courtesy of NHL.com

be the New York City Football Club or whether it would be the Islanders, I just wanted to have a second sporting venue on the property. I thought that was the highest and best use of the property."

While Kay thought the Islanders would be a great fit for Belmont, he insists he didn't seek to upend the state's original RFP process.

"I didn't lobby anybody to do anything," said the NYRA chief. "The ESD is a very good group of people and they make their own decisions. But the fact is, the Cosmos did run into financial difficulty, so because they did, I can see the logic behind them wanting to have a new RFP."

In the fall of 2016, just a few months after the Islanders' ownership had put Belmont in its crosshairs, ESD cancelled its initial RFP process, more than four years after it began. In July 2017, ESD issued a second RFP, which one state elected official and some of the respondents of the first RFP opined was tailor made for an Islanders arena.

According to an ESD statement, the goal of the new RFP was "to strengthen Belmont as a premier destination for entertainment, sports, recreation, retail and hospitality on Long Island." Less than three months after the bid deadline, the Islanders development team's $1 billion proposal for an 18,000-seat arena, 250-room hotel and 435,000 square feet of restaurants and retail shops was announced as the winner, beating out NYCFC's pitch for a soccer stadium and similar entertainment and retail complex.

A new and improved Belmont

Meanwhile, the Islanders' project isn't the only new development in store for the 113-year-old horse racing property. NYRA is currently working on a plan for an extensive makeover of Belmont, which could include the addition of night racing, more open spaces for group events, new food and beverage options and a major overhaul of the grandstand, which was built in the 1960s and is the largest of any horse racing facility in the country. It's also possible that NYRA could move its winter racing from Aqueduct to Belmont, which would eliminate horse racing from the Queens track.

"We have to get approvals from the Franchise Oversight Board so that everything I'm telling you is going to be subject to their approval," Kay cautioned. "But what we're looking at doing is creating a renovated clubhouse that will provide 21st century amenities, the kind you see at other sporting venues in the New York City area, which would include different types of food and beverage experiences, both those that face the track and those that face the paddock. We would also install lights to be able to light the two turf tracks and the dirt track."

Dubb said the renovations, the plans for which should be revealed early next year, the addition of night racing and the ancillary development around the Islanders arena, will allow Belmont to attract a new generation of fans.

One of the many thoroughbred stables at Belmont Park. || Photo by Judy Walker

"We want to make it a family destination. We want to make it fun and interesting," he said. "What we want to harken back to are the days of Roosevelt Raceway. They had a lot going on. Roosevelt Raceway was a nighttime venue, it attracted a lot of people. Our goal is always to create new fans and expand our fan base."

Kay, who once worked for Universal Studios in Orlando, envisions a similar environment at Belmont Park.

"You know that they have two fantastic attractions and they're connected by a collection of restaurants, clubs and retail called CityWalk," Kay said. "They're surrounded by hotels and then they have access to a massive parking garage."

In fact, Kay said a parking structure could also be in the cards for Belmont, though it wasn't clear who would foot the bill.

"I think there are a variety of reasons why a parking structure might make sense, particularly if there's going to be daily traffic on the train," he said. "You could have a situation where you might have park and ride for people to commute into the city, particularly when the East Side Access is completed, so that you could take a train from here to Jamaica and then from Jamaica into Penn Station or Grand Central."

Currently the Long Island Rail Road station at the track only operates on Belmont Stakes Day, though Gov. Andrew Cuomo announced in December that the LIRR is going to enhance the service to Belmont Park for event days.

The Islanders arena and its accompanying entertainment development likely won't be completed for another three or four years and will need to be coordinated with NYRA's Belmont renovations. Still, the promise of both projects has racing officials crowing about their potential economic impact for the area.

"I feel there is a very significant potential economic boost for the area surrounding Belmont Park as a result of this proposed development," said Kay, citing its creation of thousands of construction and permanent jobs.

And despite protests of the new arena from some Elmont-area residents, Kay says many have expressed support for the redevelopment.

"We have been gratified with the kind of response that has come from so many people in the community surrounding Belmont Park," Kay said. "They've said 'Look, the whole idea about having a development with another sports team is great, but don't do anything that would in any way hurt the racing operation. They've been our neighbors and our partners for many decades and we want to make sure this is good for them.' I've been very gratified by that response and support."

Dubb echoed that sentiment and believes the "trickle-down effects will be tremendous for the community," both in real estate values and improvement to the Hempstead Turnpike corridor. "We have a lot of enthusiasm for what the future holds and what we think we can get done," Dubb said. "And we'll go from there. It's about time something great happened on Long Island."

Belmont's biggest booster

As the head of Long Island's most prominent home-building firm, Michael Dubb has spearheaded the creation of more than 8,000 homes here. But the Beechwood Organization CEO's passion for thoroughbred racing has led to similar success and unbridaled support for one of the sport's premier venues.

Dubb, who has an interest in about 80 thoroughbreds that race at tracks in New York and three other states, has been a New York Racing Association board member for the last decade and a benefactor of Belmont Park for much longer.

NYRA's winningest owner for the last four years and for six of the last eight years, Dubb has seen his race horses gallop in the Belmont hoofprints of Triple Crown legends like Secretariat and Seattle Slew. But it's the off-track contributions to the historic facility that he may be most remembered for.

Some 18 years ago, Dubb donated and built a daycare center called Anna House for the Belmont Child Care Association.

"I saw a need for the children of the backstretch workers to have a place to go while their parents were doing their work," Dubb said. "The backstretch workers don't make a lot of money, so we created Anna House. "We teach the children how to speak English, we teach them how to play chess, we teach them computer skills and they're way ahead of the curve." Besides his work on the daycare center, Dubb has been focused on getting NYRA to provide better housing for Belmont's backstretch employees. His efforts led to building a new dormitory with 97 beds and the racing association has since broken ground on another new dorm with 75 more beds.

Steeped in history, Dubb says New York racing is the greatest in the country.

"We have a great sport. We have the best horses, the best jockeys. We have Saratoga and we have the Belmont Stakes," he said. "The horseracing industry is an economic generator that is responsible probably for about 25,000 jobs, maybe even more. Forgetting who takes care of the horses, who works at the track, who sells the tickets, it's also the farms growing the hay and breeding the horses. The vets, the blacksmiths, it's an incredible economic generator and when you go to the races you don't necessarily see or comprehend all the economy it creates."

And though betting handles may have been declining in recent years, Dubb points to last fall's Belmont meet, where the average daily handle of $8.67 million represented a jump of 12.5 percent from the previous year. While on-track handles have held steady, track attendance still pales in comparison to decades past, though Dubb says the coming renovations will soon change all that.

"The reason physical attendance is down somewhat is that we still have an outdated facility that needs upgrading and many people can now watch horse racing on TV or on their iPads," he said. "We'd like to get the live bodies back. There's nothing like the thrill of being there in person."

In recent weeks, Dubb has been cheering on one of his newest colts. The three-year-old World of Trouble obliterated the field in winning the Pasco Stakes at Tampa Bay Downs last month and has been mentioned as a possible Kentucky Derby contender. But lately, he's most excited about the prospects of the proposed NYRA improvements to Belmont and the New York Islanders $1 billion arena and adjoining entertainment and hospitality development, which he had a hand in getting to the starting gate.

"I am extremely committed to racing, I'm extremely committed to the Island and I am proud of the fact that I think I played a big role in bringing the Islanders home," Dubb said. "It's something I wanted to do for the Island. Believe me, we were going to lose them, so I'm just over the moon about the situation."

https://libn.com/2018/02/15/belmont-at-stake/

- **Hard look test** at (1) local municipalities budgets (increase in emergency management), (2) substitution effects (disposable income); and leakage (measure the dollar recirculated in the community as oppose to sports "destination" facilities, property value, savings to developers, as well as, if any bonds are used; who is liable for paying any shortfalls? These are studies that should have been done by ESD prior to starting an environmental review.

- **Impact of stadiums and arenas on local communities**: How does one big-money industry manipulate democratic institutions to boost its own profits? Who does our government serve, and why?

  "Wilpon donates to Cuomo campaign with eyes on new stadium"

  "Mets owner Fred Wilpon is picking a good time to get friendly with Gov. Andrew Cuomo — by giving him a $65,000 campaign contribution just before Wilpon's organization began seeking state approval of an arena for the Islanders hockey team at Belmont Race track." https://nypost.com/2017/10/23/wilpon-donates-to-cuomo-campaign-with-eyes-on-new-stadium/

- **According to the State Environmental Quality Review Act (N.Y. Envtl. Conserv. Law §§ 8-0101 through 8-017)** "Government sponsored actions are typically designed to address a public need, consistent with the concept of government accountability. Private actions, in a free market economy, may legitimately be intended only for the purpose of making a profit. This difference between public and private actions is reflected in the level and nature of discussion about need in an environmental impact statement (EIS)" (SEQRA Handbook pg. 120).

- How was the land appraised? What were the factors used by ESD in determining the economic value of the land and what determined the $40 million lump sum (lease) payment? Were the following factors considered? And what weight was given to each consideration?

  1. Land use valuation
  2. Equitable economic development
  3. Market study on arenas and stadiums (how many within a 25-mile radius)
  4. Richard Browne got up and said emphatically that the Belmont Park train station would be a necessity for his project. The NHL also said emphatically that the Coliseum was OUT OF THE QUESTION as an NHL hockey venue. Now, the Isles are playing 60 games at the Coliseum and nobody's building a train station.

5. NYRA: (long-term economic success of Belmont Park and the enhancement of the surrounding neighborhoods' overall economic health)
6. An analysis of the special benefits proposed by the state to developer.
7. An analysis of the cost to the current state budgets from special capital spending and the loss of existing tax revenue at the site versus future projection of new tax revenues resulting from the construction and operation of proposed arena at Belmont Park.
8. What is the average new direct and indirect (part-time, seasonal, full-time, building trade) jobs that will be created? Is there a project labor agreement (PLA)?
9. What would be the total savings because of special government benefits to proposed developers?
10. Belmont isn't going to bond for the arena, but private lenders will use similar criteria as public ones. According to those criteria, the only metric that will matter in calculating debt service is attendance at hockey games. They say that the other events are too hard to calculate accurately, they have too many variables. And they're subject to cancellation or postponement, too. Based on that, the Islanders have been averaging about 11,600 and change per game. So that's the number the banks will use, times the number of home games. The hockey season has about 80 games. If they play half their games at home, the end up with about 460,000 paying customers. That's the basis for calculating debt service on the arena portion of the loan. Retail space will be calculated separately using different criteria. We don't know any of the terms of the loans, but we do know that they're budgeting almost 10% as the cost of borrowing. That's a lot in the current low-interest environment. I also don't know what that — is it 9.8%? — represents. Are those closing costs? The fee the underwriter is charging? Debt service for the first year? Something else? As I understand it, each of the retail tenants will have their own PILOT or lease agreement with ESD. So how does BDP or Arena Partners (or whatever they're calling themselves these days) pay for the loans? How much is the annual debt service, and how is it calculated? Then, of course, they have all the operating costs that you mention, and that no one is discussing. Electricity, sewer, water, police, fire, inspections, etc.

New York State Urban Development Corporation Act (the "UDC Act")

Purpose of the UDC Act 174/68 section 2: **to decrease the need for public assistance** burdens of the state and municipalities. To prevent economic stagnation and to encourage the creation

of new job opportunities in order to **protect against the hazards of unemployment**, reduce the level of public assistance to now indigent individuals and families, **increase revenues to the state** and to its municipalities and to **achieve stable and diversified local economics**.

Question: Is Elmont or the historic Belmont Park economically depressed or distressed?

What empirical data analysis was used to determine that the Elmont or the Belmont Park was economically depressed? Do residents desperately needs various forms of help from UDC/ESD? Please explain.

The part that also needs to come to into the sunlight is the racism that's been barely concealed in the deal itself. The assumption that a community that's almost half black must be somehow disadvantaged, and that property in such a community must be run down needs to be exposed.

December 6, 2018- Notice of Completion and Public Hearing Draft Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

<u>BPPC Concerns and Comments on Chapter 2: Land Use, Zoning, and Community Character (pages 2-1 through 2-35)</u>

A. The 2008 Elmont Community Vision Plan indicated:

- Residents wanted a visual gateway south of Hempstead Turnpike.
- Residents wanted a better buffer between resident's property and Hempstead Turnpike and Plainfield Avenue.
- Residents wanted to extend the retail area to be used by locals.
- Residents wanted to promote the Belmont Park area and have more community involvement.

B. The 1998 Nassau County Comprehensive Plan showed a map for 2020 that showed the project site as open space.
C. There should be more discussion relative to the Hempstead Turnpike-Elmont District (HT-E) zoning district.

<u>BPCC Concerns and Comments on Chapter 4: Open Space and Recreational Resources (pages 4-1 through 4-13)</u>

This development as proposed by the Developer is literally shoehorning in as much revenue producing development as possible on the public's land. It is as they say shoving ten pounds into a five-pound bag! There is no appreciable open space for the community to enjoy, but rather a small community enhancement of Elmont Road Park so the Developer doesn't have to

give up any of our precious land back to us and reduce somewhat his developable square footage.

BPPC Concerns and Comments on Chapter 7: Socioeconomic Conditions page 23:

During the scoping process, BPCC and attorney Norman Siegel stated that research shows, that professional sports arenas and stadiums are generally not economic engines of economic growth and they are a drain on local economics and do not fulfill the economic promises made to communities. BPCC and Norman Siegel asked for the record that AKRF, ESD and the proposed developers provide empirical academic evidence-based research on the impact of sports arena and stadiums on local communities around the United States. The DEIS does not provide empirical academic evidence-based research to support the developers' claim that sports arenas are economic engines. However, the developers and AKRF give examples of where luxury outlet retail developments work in Shanghai, China and the United Kingdom. Nothing in the United States. BPCC finds this to be a significant deficiency in the DEIS. DEIS has not taken a "hard look" at the points BPCC enumerate under SEQRA.

Economics Of Subsidizing Sports Stadiums | St. Louis Fed
"The idea that sports is a catalyst for economic development just doesn't hold water." —Robert Baade, sports economist. Professional sports give people pride and a sense of community.

https://research.stlouisfed.org/publications/page1-econ/2017-05-01/the-economics-of-subsidizing-sports-stadiums/

Other concerns reviewing Socioeconomic Conditions chapter 7 pages 7-1 through 7-38

A. What is the effect on local residential property values due to the intensification of building on the site and associated local traffic problems due to the arena project?
B. Will there be residents who decide to move due to the negative impacts of the arena project?
C. New dining opportunities will take away business from local establishments.
D. The DEIS downplays retail/dining as competition to local establishments.
E. The DEIS admits that local residents would not frequent luxury outlet retail space.

- The DEIS references that local residents are not likely to shop in high-end retail stores proposed for the Belmont project, then why can't shoppers continue to frequent the high-end Americana Mall located only 10 miles away or the major Green Acres Mall less than 5 miles away. While brick and mortar retail stores are struggling to survive competing against growing internet sales, that state proposed to allow this Developer to utilize State land with tax breaks to detrimentally impact existing Nassau County businesses.

F. There is no discussion on the impact on residential housing market conditions.

G. How is the report so sure that the development would not impede efforts to attract residential investment?
H. More analysis is needed to determine the effects of introducing new retail into the area and the possible displacement of existing retail in the area.

Comment and concern regarding 7-12 Permanent Job Creation and 7-13 Temporary Job Creation (During Construction)

What is the average new direct and indirect (part-time, seasonal, full-time, building trade) jobs that will be created? Is there a project labor agreement (PLA)?

These projects don't have a good track record as being beneficial to their communities. Developers believe they can make a persuasive argument, but the stats don't bear it out. And then you start looking at things like opportunity costs. What would this money be spent on if it weren't being used for this? Where would people spend their entertainment dollars if they weren't going to the arena? What would developers invest in if not this? Etc.

One thing I'd also stress is that the deal is conditional at this point. No contracts have been signed. The terms of the final agreement could be quite different. We don't know what's been discussed. And the cost of the borrowing is high, especially since we are in a generally low-interest climate. Why are they paying 9.8 percent? And how is the deal structured? How is the $800 million in total loans secured? What are the conditions if BPD fails to meet its obligations? How are the talks with labor officials progressing? And who are the equity partners and what are the terms of *their* investments?

The jobs that will be produced under this proposal are low wage jobs, many of which will be minimum wage. Retail clerks, hospitality workers, ticket takers parking attendants, hot-dog sales, waiters and waitresses, cooks, maintenance work, repair work, and custodians are not the types of high skilled, high paying jobs, the State should be promoting on its very scarce property. They are also not the jobs our communities are looking to have our children aspire to.

I see far fewer jobs than Gov. Cuomo initially promised, and I see nothing about percentages for locals. Nothing I've seen so far leads me to think he will be honoring the promise he made of one third of the construction jobs being reserved for local residents, minorities, disabled, vets, etc. None of the permanent jobs will be set aside either. And I saw no discussion about the kind of jobs that were likely to be available.

Chapter 7: Socioeconomic Conditions

Nowhere in the document does the Developer evaluate a scaled down option for the site—not a smaller arena, reduced retail square footage, a smaller hotel, etc. No options are studied to mitigate the tremendous traffic impacts by reducing the scope of the site development even when the document states that major traffic conditions are unmitigable. That is not true. Reduced development reduces the traffic problems on the Cross Island Parkway as well as other major roadways and neighborhood streets. This alternative needs to be studied or the DEIS is incomplete.

December 6, 2018- Notice of Completion and Public Hearing Draft Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

Transportation concerns Chapter 11 pages 11-1 through 11-92

Transportation Questions and concerns submitted during scoping process:

Quality of Life Concerns (Belmont Stakes)

Applicant "NYAP" stated at a Dec. 4th, 2017 ESD "listening session" that a full-time station was needed to make the proposal successful.

MTA LIRR response to train service to support 150 events a year:

MTA LIRR with observations and concerns about the proposed action (arena project) and its potential environmental adverse impact submitted their concerns for the record on April 4, 2018 in a letter to ESD. MTA LIRR asked that the lead agency (ESD) study the Belmont Stakes to get an observation as to what impacts may be of great significance to the communities surrounding Belmont Park. BPCC, unknowingly of the letter submitted by the LIRR, requested that a study be done of the Belmont Stakes during June 2018. ESD sent a response letter on June 8, 2018 denying the request.

During the Belmont Stakes, I heard again and again how terrible the service was. People coming from the east will have to go to Jamaica and go backwards. And neither the lines nor the station are built for a massive influx of riders.

Questions and concerns submitted during scoping process. Unanswered in DEIS:

The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Email: info@belmontparkcoalition.com

1. What is being done to study the impacts on public transportation and improvements at the Belmont LIRR station? Why isn't this being done PRIOR to awarding of an RFP and building a stadium? Please take into consideration that:

- MTA Chairman Joe Lhota said earlier this year that "there is no available rush hour capacity from Penn Station to support initiation of any new services to the proposed Islanders Belmont Arena." He went on to say that "the first step would be for the MTA to perform a feasibility study." And now, several months later, there is no evidence any planning study is under way.

2. If a study is indeed underway, - What is its current status, scope of work, budget, funding source and schedule for completion of this study? Who is paying for this study?

3. If a study is indeed underway, who is performing the study? is the study being performed in-house by MTA Headquarters Planning staff, Long Island Rail Road Planning staff, regular consultants or new consultants to be hired? What role will the public play in this study?

4. Will the public be afforded an opportunity to comment on any draft of this transpiration study or any final reports prior to publication?

5. What is the timeline for the completion of this study and when will the study results be shared with the public?

6. Assuming the Islanders Belmont Arena opens in the fall of 2021, how will the LIRR find capacity at Penn Station, East River Tunnels and Jamaica Station to initiate new services? What will be the cost of this additional capacity? Who will pay for this additional capacity?

7. Governor Cuomo has also promised by 2022 the initiation of frequent new service from Penn Station to Mets Willets Point in support of the LaGuardia AirTrain. What will be the cost of this additional capacity and who will pay for it? How will the MTA/LIRR be able to provide additional capacity for supporting both new services?

8. As we understand it the MTA is currently working on:

- LIRR upgrades and interlockings and signals adjacent to Jamaica Station.
- East Side Access to Grand Central Terminal (which will not be completed until December 2022).
- New equipment to expand the current fleet.
- Additional rush hour service on the Ronkonkoma branch and, Metro North to Penn Station access from the east Bronx via the New Haven Line & Hell Gate Bridge to Penn Station.

- Additional rush hour and reverse peak service on the other 8 branches.
- New Jersey Transit and Amtrak are both also looking for additional platform and track capacity rush hour to support additional service.

9. How does new rush hour service to the Islanders Belmont Arena fit into all these other competing services?

10. Do you anticipate additional service to Belmont Arena rush hour from Grand Central Terminal once East Side Access is complete?

11. It will be several more years before the LIRR completes upgrading interlockings and signals adjacent to Jamaica Station. East Side Access to Grand Central Terminal may not be completed until December 2022.

12. Who is going to pay for all these upgrades? And when? And how?

13. What is the status, scope of work, budget, schedule and funding source to support new interlockings and signals east of Belmont Park to support direct service east of Belmont Park to the new Islanders Arena?

14. Are there any plans to run a scoot shuttle service from either Floral Park or Jamaica LIRR Stations for service to the Islanders Belmont Arena?

15. Will upgrades to the existing Belmont Park Long Island Rail Road Station include a bus terminal to accommodate Nassau Inter County Express (NICE), New York City Transit bus, MTA bus and
private bus charter operators who may establish new routes for serving the Islanders Belmont Arena?

16. What is the status for scope of work, budget, funding source and implementation schedule for these improvements?

17. What is the status for any dialogue with Nassau County, Nassau Inter County Express (NICE), New York City Transit and MTA Bus for establishment of any new bus services?

18. Will there be creation of any new closed-door express bus shuttle services from Jamaica, Flushing, Hempstead Multi Modal Bus Terminal, Rockville Center, Lynbrook, Floral Park or Queens Village LIRR and or NYC Transit subway stations?

19. Will the NICE Bus N6 and N6X bus routes provide additional service? Will New York City Transit bus Q1, Q27 or Q88 routes be extended to provide direct connections with the Islanders Belmont Arena?

20. How will they accommodate taxi, Uber and other car services?

21. Who will pay for any potential future MTA LIRR, NYC Transit bus, MTA Bus or NICE bus transportation facility?

When answering these questions please consider that:

- There is no room to run additional trains in or out of Penn Station during either a.m. or p.m. rush hours via the East River tunnels with connections to Long Island. This has been the case for decades. Three of four tunnels running inbound during a.m. and outbound p.m. rush hours have very tight spacing between trains. One tunnel is shared by the LIRR, NJ Transit and Amtrak for reverse train movements with equally tight spacing during rush hours. There is no platform capacity at Penn Station to accommodate any additional trains during the rush hour. If one of the four tunnels are temporarily out of service, the result is numerous delays and cancellation of trains.

- There are other competing new services looking for non-existent rush hour Penn Station platform, track and East River tunnel capacity in coming years versus Belmont Park. Metro North wants to begin service at a cost of $700 million plus from the east Bronx via the Hell Gate Bridge and Harold Interlocking in Sunnyside Queens to Penn Station after December 2022 to coincide with LIRR moving into Grand Central Terminal. Metro North also has plans to run additional service from Poughkeepsie and other Hudson Line stations via Amtrak Empire Corridor Hudson Line using tracks on Manhattan West Side. The LIRR has invested $450 million to complete double tracking on the Ronkonkoma branch. Once the Main Line Third Track is completed at a cost of $2.6 billion, the LIRR has plans to expand Ronkonkoma branch Penn Station rush hour service. Governor Cuomo also wants to provide new frequent 24/7 direct LIRR service on the Port Washington branch between Penn Station and Mets Willets Point station. This is supposed to support his $1 billion plus LaGuardia AirTrain.

- Please consider that these suggestions based on simple “common sense” are necessary if the LIRR wishes to provide direct west bound service on the Hempstead, Ronkonkoma, Oyster Bay,

- Huntington, Port Jefferson and Speonk (via Babylon to Hicksville connection) branches rather than have riders switch at Jamaica and double back to Belmont. This new direct service would conflict with east bound trains especially those operating during evening rush hours from Jamaica, resulting in significant delays. Slower speeds are required when traversing the “interlockings.”

- If one were to stand on the Manhattan bound Queens Village LIRR Station platform he or she would be able to observe how long it takes for a Hempstead Branch west bound train from the Bellerose LIRR Station to travel thru multiple interlockings before reaching the Queens Village LIRR Station. Eastbound trains can sit for several minutes until the westbound train clears all the interlockings. Imagine the "congo line" of trains traveling east in the evening rush hour with thousands of passengers waiting for a west bound Belmont Arena train to pass. Any delay of several minutes creates a domino effect resulting in numerous east bound trains running late.

Be advised: *We are assuming that ESD already coordinated with the MTA the myriad of issues relating to public transportation that we have raised for the new project at Belmont Park. If neither ESD nor MTA can answer these questions that please tell us why? And why were they not addressed prior to the conditional designation of the project to NYAP or why were these costs not incorporated into the RFP*

State Senator Todd Kaminsky's statement regarding no full-time train station for the community:

"I think the presentation you just made, where you're asking thousands of people to change their driving behavior, frankly underscores just how unprepared this current plan is to absorb the thousands of cars," state Sen. Todd Kaminsky (D-Long Beach) said. Kaminsky's district, which encompasses Elmont, directly borders Belmont Park.

"Until we have solid answers on critical topics and critical questions in this area, this community is not going to rest and the elected officials that represent this community are not going to rest asking and demanding answers," Kaminsky said.

"It is an absolute shame that the proposed site of the development is currently being used as a parking lot for new and used cars," Nassau County Legislator Carrie Solages said. "We can do better than that, but does that mean that we as a community should settle for just any development?"

https://theislandnow.com/featured/public-addresses-impact-study-concerns-at-first-of-three-belmont-hearings/

"Nassau County Leg. Carrie Solages echoed the need for full-time LIRR service to Belmont Park and raised concerns about traffic and the impact of the project on the environment. He also demanded that the project be built with union labor using local workers.

"What we risk losing is the suburban quality of life that residents have worked hard to obtain," Solages said. "It is the community that will bear the burden of this project, and as a result,

should also see benefits from it." https://libn.com/2019/01/09/opposition-dominates-belmont-arena-project-hearing/

December 6, 2018- Notice of Completion and Public Hearing Draft Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

Transit Plan concerns and comments from BPCC:

Today, December 6, 2018 marked 352 days since ESDC awarded New York Arena Partners' (NYAP) bid for a proposed 19,000-seat NY Islanders NHL team arena, 250-room hotel and 435,000 square feet of restaurants and retail shops at Belmont Park in Elmont, NY. During that time, New York Islanders owner Jon Ledecky – despite his public insistence to contrary - has not come to meet with the people of Elmont or its representatives in the BPCC. He wants us to host his team but has not come to ask for our hospitality. NOT ONCE.

Shame on Jon Ledecky.

What has happened has been a series of shows and presentations. The representatives of ESDC held a "public scoping" session where questions and answers were scripted, and another presentation session where an "updated" plan was presented and dictated to us, and a session this past summer – which at the request of ESDC we were told NOT to publicize- that reiterated the same previously stated plans followed by representatives of the arena developer New York Arena Partners walking out on us - instead of listening to our concerns.

In some neighborhoods on the south shore of Nassau County they call that "Chutzpah" (Hutz-Pah). In Elmont, Bellerose and Floral Park we call it "Disrespect."

But according to New York State Law- it's called something else: **Illegal.** And it's your job to ensure that the law is followed.

The UDC Act and SEQR Act were designed to protect communities like ours from sweetheart backroom development deals that significantly impact the communities' resources, hurt the quality of life and disrupt community character.

Instead, during this process, representatives from ESDC and their developer team from NYAP have dismissed our concerns and even dictated to us and lectured us.

- When we raised transportation concerns - NYAP representative Richard Browne declared that we must "change our behavior."

- When we raised concerns about the quality of jobs and investment in our community, the same NYAP representative Richard Browne insisted that there will be NO Project Labor Agreement. That means that NYAP plans to have low paying non-union jobs on this project.

- When we asked ESDC to study Belmont Stakes day, for everything from traffic to pollution to the impact of 90,000 people - ESDC laughed us off and said that there was no need to study a day that could indeed be a telling guide for what is needed in order to make a project like this sustainable.

Seriously, does anyone at ESDC with a straight face really believe that the pollution, traffic, dirt, caused by 90,000 visitors on Belmont Stakes day is not relevant to whether 20,000 people for 150 nights a year or megamall won't have a local impact? Couldn't something have been learned rather than dismissed out of hand?

We have been blown off and brushed aside at every turn as ESDC representatives rubber-stamped the RFP and DEIS to accommodate artificial political and sports calendars.

That must end today. We need real answers.

First, how is ESDC really classifying this project and why?

According to the UDC Act a "civic and land use improvement project" – as ESDC has classified the new Islanders arena and mega -mall- must be one that rehabilitates a "substandard and insanitary area" or "arrest, prevention and elimination of slums and blight."

And it must provide facilities for "educational, cultural, recreational, community, municipal, public service or other civic purposes."

- Can ESDC please provide in detail where in Elmont, Bellerose or Floral Park are there slums or blight?

- Can ESDC please point to a substandard or insanitary area of Elmont, Bellerose or Floral Park?

- Can ESDC please point to educational portions of this plan? Can ESDC tell us how many hockey fans there are in Elmont who need the Islanders right next door and can't travel to the newly renovated arena, 8-miles down the road in Uniondale?

- Can ESDC please point to all the Elmont, Bellerose and Floral park shoppers who are clamoring a new retail experience when they already have so many other options?

During this process we have heard about jobs and development, and the economic engine that justifies this giveaway of state land worth hundreds of millions of dollars.

- Has ESDC studied the impacts of stadiums and arenas around the country to see if they are economic generators and increase job growth for local communities? Do they fulfill the economic promises made to communities? This study needs to be an integral part of the DEIS.

- Has ESDC studied how stadiums and arenas have impacted the quality of life and community character in their surrounding neighborhoods in other parts of the country?

- If not when will ESDC conduct this study? Shouldn't we know beforehand if this is worth the investment?

- Who will pay for environmental damage such as water, sewages and garbage? Who will pay for added police and fire?

- Who will bear the burden of all the added electricity usage in our neighborhood, or the drain on the internet?

And for the millionth time- what about public transportation?

- What is the public transportation solution? How will the communities of Elmont, Bellerose and Floral Park benefit from this particular solution?

- Whatever the solution, it hasn't been debated or studied- what are its merits and how does it help us?

- We are a community that must drive to the nearest full time LIRR station already. We need a real train station that is a part of OUR community not a separate community that we once again have to drive to.

- Will there be additional service to accommodate, event goers and shoppers?

- WHO IS PAYING FOR THE TRANSPORTATION IMPROVEMENTS?

ESDC has just announced a massive project to bring Amazon's second headquarters to Long Island City.

- Has ESDC studied the "cumulative impact" both that project and this one will have on Queens and Nassau County?

- It's the same highway system, mass transit, and roads. Neighborhoods would likely see increased car pollution. Have these effects been studied?

- When will they be studied?

Unless these questions are answered – completely with facts and details- any DEIS is simply incomplete and not in keeping with the letter and spirit of the law.

Just this week, the NHL and City of Seattle Washington delayed the start of the new Seattle expansion franchise by one year precisely because there were questions and issues related to the arena construction, neighborhood and parkland.

Why must the state of New York rush this project? Why do we have to be ready for the start of the 2021-2022 hockey season?

Whose calendar is so important that we must ignore the needs of the host community, the nearby neighborhoods and the taxpayers of New York State?

Why can't we address these needs first – before the scheduled building?

The SEQR Act specifies that there must be a public need. What public need is served by a brand-new arena and nearly new and just renovated one sit nearby?

What public need is served by rushing this project? What public need is served by not studying the real impact of the project?

The DEIS is premature. So much needs to be answered, discussed and debated.

The law says the people come first. It's time for ESDC to comply with the law and listen to the people. Not the owner of the Islanders.

Additional Transportation Concerns:

For over a year now, the residents of Elmont and Floral Park in Nassau County, and our neighbors in Southeast Queens neighborhoods of Queens Village, Bellerose and Cambria Heights have been asking a simple question: What are the plans for the Belmont Park LIRR Station?

We ask this because your colleagues over at the Empire State Development Corporation plan to build a 19,000-seat arena, a retail outlet mall and a hotel in our backyard, my backyard at Belmont Park and nobody is doing anything to ensure that public transportation will accommodate this project because our roads and highways simply can't.

The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Email: info@belmontparkcoalition.com

We all know how hard it is to improve and fix the Belmont Park LIRR station. There is no transportation from Eastern Long Island to it, and if the annual Belmont Stakes is any indication, it can barely handle travelers coming in from the West via Jamaica.

Just last week, ESD suggested that there will be two additional trains coming in from the West for future events, at the arena. That's it. Just two extra trains.

Outgoing MTA Chairman Joe Lhota already 1 year ago cast doubt on the viability of any Belmont development plan, because there is no real comprehensive solution to solving the LIRR infrastructure at Belmont Park.

We know that any real solution will cost upwards of hundreds of millions of dollars. We also know that the MTA has limited resources and many priorities. And I can tell you, the people of Elmont and Floral Park, and Southeast Queens aren't, shouldn't and won't pay for this themselves either. But we are afraid that it might come to that, because no one is listening to our community.

In order to make the Belmont Park Redevelopment Plan viable, we have been told that there needs to be a real public transportation solution. We have heard it from ESD, we have heard it from our elected officials. Yet, no one is giving us a plan.

Last week, when the Draft Environmental Impact Statement for the Belmont Park Redevelopment was unveiled, and in it we learned that the developers will make a single lump sum $40 million payment "for infrastructure improvement" which was to serve at THE ONLY PAYMENT towards a 49-year ground lease, and there would be a small PILOT tax structure that could possibly total $1 million a year assuming heaving attendance at all events and an influx of shoppers and hotel guests.

This is essentially a giveaway by ESD, and as a result, we will be left without any real source of funding to pay for upgrades that will cost hundreds of millions of dollars.

We all know that the MTA is grappling with fixing an entire system, not just improving our connection at the Queens-Nassau border. But whether you have to accommodate 25,000 Amazon employees in Long Island City or are accommodating 20,000 people a night at an arena-without a real working and dependable public transportation solution, the entire region becomes one big bottlenecked mass of traffic.

So, BPCC is here today at the public hearing to ask ESD for two very basic things:

1) Please make Empire State Development and the developers realize that there needs to be a real public transit solution BEFORE they begin building the arena and shopping mall. Not after. Right now, there is no plan. We need a plan that is real, flushed out and one that makes

sense. Construction cannot begin until the residents who will either suffer or benefit know what is happening.

2) Please tell us who is paying for this. The residents of Western Nassau and Southeast Queens should not have to pay for this. Neither should the rest of NY's taxpayers.

We can't have this development without real mass transit, but in the case of the Belmont Park Redevelopment, the mass transit will largely be to the benefit of people outside our community, like Islanders and their fans, their ownership and the Arena developers. If the Islanders want a new arena, they should pay to make sure the train station can handle their fans. Or maybe pay some taxes into the community to help offset the costs.

They shouldn't get all of this for free. And we know the MTA/LIRR budget is already pushed to the brink. If they need an arena, a shopping mall, and a train station to service it all, they should pay for it. Not us.

Islander owner Jon Ledecky and our local State Senator Todd Kaminsky both stated that it was essential that a full-time operational Belmont LIRR station be constructed for this project to move forward. What do they have to say now when only two shuttle trains from Jamaica will service arena events prior to and following events? What about servicing the Islander fans, 90% of which, will be coming to the site from east of Belmont. For the record, fans will not be travelling to Jamaica and waiting for a shuttle and depending upon it after the event to get home by midnight! Also, how are retail shoppers going to travel to and from the site with no railroad service as an option? Obviously, they will all have to drive.

Our local streets will be decimated by frustrated drivers who must get off the Cross Island Parkway due to jammed traffic. Our streets will not be safe for our kids as drivers speed through the neighborhoods late for a game or concert.

Atlantic Yards Report

Belmont Park environmental review: ESD studying LIRR service for arena events only, no analysis of cost and source of funding

Posted: 31 Aug 2018 04:42 AM PDT

Newsday's Randi Marshall, in a column 8/29/14, found a key twist in the saga of the planned arena at Belmont Park, built by a consortium including owners of the New York Islanders:

Responding to questions about the potential expansion of Long Island Rail Road service at Belmont, the state's development agency offered this bureaucratese: ". . . While there have been discussions regarding the provision of additional LIRR service for the retail village during off-peak periods during times with no arena events, the transportation analyses in the DEIS [the draft environmental impact statement] will conservatively assess future conditions with additional LIRR service provided to Belmont Park station for arena events only."

Translation: Empire State Development will study providing extra service only during New York Islanders games, concerts, and other events at the new arena.
However, Marshall inquired, and was told that officials at ESD said there is ongoing discussion about year-round service--it's just not being studied in the environmental review.

Previously, the public commitment, as I wrote for CityLab, was for events year-round, which could be 150 events a year--a big upgrade from the current, more limited schedule, and with much larger crowds.

Unanswered questions

The Response to Comments (on the Draft Scope for an Environmental Impact Statement, or EIS) document, also at bottom, has several questions about LIRR service.

Notably, the document notes that the EIS will not address who will pay for that service, whether expanded service is even viable, or how expanded service will accommodate those coming from east of the arena site.

Here's a quote: "Moreover, a detailed engineering study and analysis of the source of LIRR funding to make Belmont Park a full-time rail station with rush hour commuter

service is outside of the scope of this DEIS."

Also note:
This is an important note - and something the
folks @MTA and @EmpireStateDev should consider. https://t.co/ZQQtFe5HMa
— Randi Marshall (@randimarshall) August 29, 2018
From the document

I've bolded certain questions and answers for emphasis.

Comment 237: There are logistical constraints on the LIRR system. What are the proposed MTA LIRR services/improvements? Any reduction in service to or from Floral Park and Bellerose must be agreed to be avoided and prohibited under any circumstances. The MTA LIRR is concerned above providing LIRR service to Belmont. **Also, there is no reason to believe that significant numbers of people travelling from eastern Long Island will travel by rail when the trip almost certainly will involve a reverse transfer at Jamaica**. The analyses must not make unreasonable assumptions regarding rail use to falsely minimize road traffic volumes and impacts due to Belmont Park events. There are limitations that the current station and track have which would make it difficult, if not impossible, for service to be improved without massive infrastructure improvements. **Where is the money going to come from? NYAP is committed to having the railroad station open by October of 2021 without it being in the capital plan.** Increased rail service could reduce potential traffic impacts, but no viable option has been proposed. Any development would be assisted by a fully functioning station. LIRR service would have to be expanded to accommodate the projected numbers of visitors to the Proposed Project. (McEnery_133, B&D_130, Solages_051, MacDonald_111, McEnery_037, Muscarella_129, McDonald_057, Gullo_066)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include a travel demand analysis that will consider the anticipated geographical distribution of visitors and account for local travel characteristics (e.g., auto use vs. transit use). Assumptions regarding the extent and reasonable utilization of train service will be confirmed with MTA/LIRR. T**he Final Scope also notes that the LIRR is committed to developing a plan to expand LIRR service to Belmont Park station to accommodate the projected travel demand for events year-round; the extent and reasonable utilization of this service expansion will be confirmed with MTA/LIRR and described in the DEIS**. Impacts due to additional project-generated transit travel, if any, will be determined in consultation with the corresponding transit agencies. **While there have been discussions regarding the provision of additional LIRR service for the retail village during off-peak periods during times with no arena**

events, the transportation analyses in the DEIS will conservatively assess future conditions with LIRR service provided to Belmont Park station for arena events only.

Comment 64: What is the cost of the Proposed Project? Has the private financing for this project been secured? If not, how will adequate funding be secured? The project should be self-funded. Who will pay for the substation? Will there be additional cost to the taxpayers? Will any portion of the Project be funded by the State? **How will MTA pay for the LIRR Service to Belmont?** Who will the cost of the rail station and improvements to access points fall upon? (Solages_051, Kaminsky_049, Longobardi_126, Codner_041, Gillen_012, Morell_078, Weickert_036, RA_003, Longobardi_126, RA_003, Torre_006, Khan_075, B&D_130)
What is the public cost for the Proposed Project? What savings from exemptions and subsidies for the Proposed Project will the Applicant receive? What are the cost projections to upgrade transportation, infrastructure, water, sewage, gas, light, sales tax exemption on arena construction materials, and mortgage recording tax exemption? (BPCC_125)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's demands on local community service providers, including police, fire, EMS, and sanitation services. If potential significant adverse impacts are identified, the DEIS will describe measures that could be implemented to mitigate adverse impacts. Moreover, the essential terms of the transaction will be set forth in the GPP for public review and comment. **Purely economic impacts such as those related to cost, financing, and PILOT are beyond the scope of SEQRA.**
There are no formal plans for a new rail station in connection with the Proposed Project. As noted in the Final Scope, however, there would be potential LIRR train service improvements. The DEIS will further describe LIRR train service improvements.

Comment 242: **Mass transit service should be provided at all times, not only for events at the arena. Service should be provided for residents on both sides of the Nassau border, which would provide train service to the Elmont/Franklin Square communities and the rest of the southeastern Queens communities. There is a question whether the LIRR can provide direct service between Belmont Park and eastern Long Island.** The MTA's 2014-'19 Five-Year Capital Plan, which has already been amended by the third-track project, does not contain funds for any design or engineering at the train station, let alone construction for improvement. **How will the proposed service improvements be funded?** A full-design with engineering and funding included in the next five-year capital plan would have to be in place for this to be a viable action. The community needs a full-service train station. The train station is also needed for the Proposed Project to be viable and to avoid or minimize traffic and parking impacts. Does the Proposed Project contemplate a permanent LIRR

station at Elmont? The LIRR has stated its concerns with respect to providing increased train service to Belmont Park, particularly during peak hours. A reverse trip would be necessary for eastern Long Islanders. Does the Proposed Project's success rest on the viability of the station improvements? (Cheng_027, Codner_041, Longobardi_013, Solages_051, Sexton_055, Phillips_064, Mohammed_110, Khan_118, McEnery_133, Lee_059, Lee_082, Solages_123)

Response: W**hile the LIRR has stated that it is committed to developing a plan to expand LIRR service to Belmont Park station for events year-round, the extent and utilization of this service expansion has not been confirmed by the MTA/LIRR. Moreover, a detailed engineering study and analysis of the source of LIRR funding to make Belmont Park a full-time rail station with rush hour commuter service is outside of the scope of this DEIS.** Consultations between the Lead Agency, NYAP, and the MTA regarding LIRR service to Belmont Park station have been ongoing and while there have been discussions regarding the provision of additional LIRR service for the retail village during off-peak periods during times with no arena events, the transportation analyses in the DEIS will conservatively assess future conditions with additional LIRR service provided to Belmont Park station for arena events only. See also response to Comment 237.

Comment 244: The Long Island Rail Road service to Belmont Park is poor, and the LIRR, like the MTA in general, faces dire budget and maintenance problems. **Who will pay for LIRR Service to the Proposed Project?** What are the operational costs for Long Island Rail Road and how much will 150 events per year cost the police, fire, infrastructure and other services? Who will pay for station renovations? If the train station opens up during rush hour it will cause safety problems. Will the proposed LIRR improvements cost taxpayers money? (Amato_136, McEnery_133, Alfonsi_117, Lee_059, Lee_082, Weiner_SSAS_001)

Response: The issue of LIRR funding and operational costs for service providers is outside the scope of SEQRA analysis. As stated in the Draft Scope, the DEIS will include an analysis of potential impacts to community facilities and utilities. The Proposed Project does not contemplate train station improvements to accommodate event-based service. **As stated in the Final Scope, the LIRR is committed to developing a plan to expand LIRR service to Belmont Park station for events year-round; the extent and utilization of this service expansion will be confirmed with MTA/LIRR and described in the DEIS.**

Comment 245: Development of the size and scope contemplated by this process will have an impact and drain on existing public transportation services and the surrounding communities' existing utilities infrastructure. As part of its proposal, has

the Developer/ESD presented a plan to use the existing LIRR station at Belmont Park? If so:
a. How does the Developer/ESD plan to accommodate the population east of the proposal with mass transit via the LIRR?

b. What branch of the LIRR will service the project?
c. Has the Developer/ESD provided a preliminary analysis on the impact that the additional service on that branch will have on the normal service of the branch?
d. Would the Belmont LIRR station be open with regular service for commuters?
e. If the Belmont LIRR station will be open with regular service for commuters, where will they park?
f. Does the proposal indicate whether there will be 'shared' parking facilities or a separate lot created for commuter parking? (Longobardi_126)
Response: Please see the responses to Comments 237 and 242. No commuter parking is proposed and thus will not be assessed in the DEIS analysis. As discussed in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will provide an assessment of utilities serving the Proposed Project.
Belmont Arena Response to Comments Draft Scope 8-29-18, by Empire State Development by Norman Oder on Scribd

Comment on transportation from BPCC:

The service would have to be de facto year-round, because the combination of hockey games and events comes to a couple hundred events a year, not counting horse racing.

Richard Browne, Managing Director of Sterling Property development, said in his Dec. 10 presentation that the Belmont Park station was critical. It was the only time he said that. I've been writing about it ever since. If it's critical, why isn't it part of the discussion? Especially since it will cost upwards of $100 million, according to experts.

East-Side Access doesn't include the money for the 288 additional rail carriages the project will need. They cost about $3 million each. So that's $900 million that we will have to pay out of other budgets besides the MTA. If e carriages for 24 new trains was essential to the plan, why isn't it part of the budget? Similarly, if BP RR station is essential to the success of the hockey arena, why isn't it part of the scope? Because nobody wants to be on the hook for $100 million - 150 million. And because they found out after they spoke that building out the LIRR is way more complicated than just upgrading one station. Not only does that station need more platform space, it needs at least one set of parallel tracks, to say nothing of the locomotives and carriages to transport people. Then, it requires more platform space at Penn Station

and additional construction at Jamaica, which just underwent a multibillion-dollar upgrade a few years ago. And storage space for the additional carriages, etc.

The LIRR hasn't had a significant upgrade in about 100 years. So it's impossible just to adjust one part of it without taking into account how it affects the system as a whole.

The Belmont Park Community Coalition (BPCC)
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December 6, 2018- Notice of Completion and Public Hearing Draft Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

Chapter 12 Air Quality pages 12-1 through 12-16

Comment and concerns:

What is going to happen to our air quality with the thousands of additional cars travelling to and from the site each day and jammed in traffic at event times? Idling of cars in parking lots will only add to our air pollution. One parking lot with 3,000 spaces abuts one of our neighborhood schools.

December 6, 2018- Notice of Completion and Public Hearing Draft Environmental Impact Statement Belmont Park Redevelopment Civic and Land Use Improvement Project

Surface and Groundwater Issues

Adrienne Esposito, executive director of Citizens Campaign for the Environment, said that the impact statement's chapter on water resources was "awfully anemic," and asked that it be revisited.

The study didn't analyze the water resources that would be used, according to Esposito, and the statement in the DEIS that the development would not result in significant adverse impacts to water resources is not supported by facts in the chapter, she said.

No water quantity number is identified in the chapter on water resources, Esposito said, but there is a reference in the document's executive summary that 136,000 gallons per day would be used, not including water for irrigation purposes.

"All significant or regionally significant proposals should be able to quantify water use from our aquifer system," Esposito said.

https://theislandnow.com/featured/public-addresses-impact-study-concerns-at-first-of-three-belmont-hearings/

WHAT HAVE WE LEARNED IN A YEAR?

A year ago, the state announced that it had awarded development rights to Belmont Park to New York Arena Partners who plan to build a new 19,000 seat arena for the Islanders, a retail village, and a hotel.

At that time, we were told that there would be $1 billion in private investment, and in exchange the state would virtually give the land away for practically nothing compared to actual value, and there would be a PILOT tax structure that would divert tax revenues away from the local community.

A year later, 1000 pages later, (full Draft Environmental Impact Statement and a state issued project report) and a lot of requests for details later, we finally got a response from the Empire State Development Corporation:

They essentially have told us to "drop dead."

We asked them to study the traffic and congestion on Belmont Stakes Day in June: They said no in a letter.

We asked them to fund an independent community based academic study – not beholden to New York Arena Partners – and they said no.

We asked them to listen to all our questions about community benefits and the value of the land and they ignored our questions.

We asked them about the LIRR station- and all we got was "we are working on a transit plan."

So we waited. We waited for the Draft Environmental Impact Statement to come out, and after 800 pages we learned nothing new.

So let's go over what we do know:

The state is "leasing" the entire Belmont park for 49 – years in exchange for a lump sum payment of $40 million for "infrastructure improvements."

The arena tenants will pay as a PILOT *up to* $1 million per year based on attendance at the arena.

The retail and hotel components will also contribute to the PILOT first there will be a 15 – year and 20-year tax abatement respectively before they even pay any meaningful taxes.

Moreover, of the $1 billion in private investment, more than $800 million of it will be borrowed.

Now for what we don't know:

What is the planned arena event revenue?

What is the planned retail revenue?

What are the annual projections?

Who gains revenue from luxury boxes (business-entertainment deduction), concession stand fees, advertising, naming rights, share tickets, or parking fees?

Who will be the tenants of this outlet mall? (We know that in the retail industry that's kind of a big deal).

The planned hotel is being called "upper-upscale" – who do they expect to stay there? Hockey fans? Outlet mall shoppers?

If we could only be flies on the wall of the bank when the Mets and their partners go to borrow that $800 million:

"Hey, we're building an arena and shopping mall, but we don't have patrons, customers, or retailers to help us pay you back. Oh, and nobody is coming anyway we are not paying to improve traffic or transit."

At least banks care about their money more than politicians care about their constituents.

Why does this matter to us?

Well it's our water and electricity. Our air, our roads. Our police and fire. Our local schools. Our Parks and libraries, all of whom are being robbed of tax revenue and the economic benefits that we were promised.

We are being told that there will be economic benefit us local residents. But show us the numbers. Show us the money.

What are the benefits?
How much actual economic activity will the community get?
Where will the money come from?
What happens if the projections fall short? Who will pay then?

We know the banks will ask these questions before they lend the developers $800 million.

We're just asking the same questions because we are being asked to give something worth even more than that: our community and way of life.

Two trains filled to capacity (standing and sitting) will carry a maximum of 3,360 passengers. At current levels, that leaves more than 8,000 fans per game and 15,000 per rock concert or other attraction to find another way. Some feel Islanders attendance will increase with the new stadium (I don't share that view). Higher attendance, obviously, only makes this situation worse.

Smart Growth: No part of this plan has the local communities' benefit in mind. How many rabid Islanders fans live in Elmont? How many are looking anxiously for new shopping opportunities? How many visit Belmont now? And I do not even see how Nassau County benefits in any meaningful way, since the only revenue we can clearly see earmarked — sales tax — will probably be offset by higher costs for police, etc. Has anyone estimated this? And as you say, the retail complex is likely to put some locals out of business or to fail itself. Either way, it's a boondoggle that costs more than it makes. And again, no one has put forward a coherent business plan showing how it will succeed.

One last question: Who is guaranteeing the loans? I suspect the lease agreement is part of the security for the deal. What's the rest? So in the event of a default scenario, what happens exactly?

BPCC finds significant deficiencies in the DEIS. DEIS has not taken a "hard look" at the points BPCC enumerate under SEQRA. Let the record show that the State did not properly maintain parcel A and B at Belmont Park (The New York Racing Association (NYRA) privately-operated recreational resource) since taking over and running the park in 2008-present and created the so-called "blight "in question and their reason for using "Civic and Land Use Improvement Project" under the UDC Act of 1968 to implement this unnecessary project.

Please let the record show that documents needed to conduct an independent expert review of all findings were not included in the DEIS and FOIL requests for these documents were not shared in a timely manner. The public comments should be extended to March 11, 2019.

See statement attached.

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW
Co-Organizer
The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
(516) 945-5230

The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Email: info@belmontparkcoalition.com

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

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

In response to Chapter 7 Socioeconomic Conditions page 37 *Arena and Entertainment Venues:*

As far as non-sporting events are concerned, the Barclays Center would continue to be the premier entertainment venue for the Brooklyn Borough (with approximately 2.6 million residents) .....

BPCC response: Documents attached show Barclays Center had operating profit of $7 million for fiscal year ending June 2018 versus $27.9 million in 2017 mainly due to drop in sponsorship and suites revenue, and events revenue. (See attached report)

Please add to the record.

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW
Co-Organizer
The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
(516) 945-5230

Consolidated Financial Statements and
Report of Independent Certified Public Accountants

BROOKLYN ARENA, LLC AND SUBSIDIARY

June 30, 2018

BROOKLYN ARENA, LLC AND SUBSIDIARY

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REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS

To the Member of
Brooklyn Arena, LLC and Subsidiary

We have audited the accompanying consolidated financial statements of Brooklyn Arena, LLC and Subsidiary, a Delaware limited liability company, which comprise the consolidated balance sheet as of June 30, 2018, and the related consolidated statement of operations and comprehensive loss, member's equity, and cash flows for the year then ended, and the related notes to the consolidated financial statements.

Management's responsibility for the financial statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's responsibility

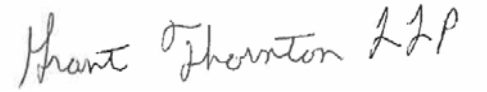
Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of Brooklyn Arena, LLC and its subsidiary as of June 30, 2018 and the results of their operations and their cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.



New York, New York
October 26, 2018

BROOKLYN ARENA, LLC AND SUBSIDIARY
Consolidated Balance Sheet
As of June 30, 2018

ASSETS	
CURRENT ASSETS	
Cash and cash equivalents	$ 9,514,641
Restricted cash and escrowed funds	346,879,950
Accrued interest receivable	4,155,281
Accounts receivable, less allowance of $727,216	8,107,989
Accounts receivable - Affiliates	2,418,181
Prepaid expenses and other assets	3,181,280
Total current assets	374,257,322
Arena, net	604,969,865
Intangibles, net	161,187,833
Loan to affiliate	12,000,000
Total assets	$ 1,152,415,020
LIABILITIES AND MEMBER'S EQUITY	
CURRENT LIABILITIES	
Accounts payable and accrued expenses	$ 18,507,495
Deferred revenue	48,990,909
Accounts payable - affiliates	2,864,303
Total current liabilities	70,362,707
Financing lease obligation	706,759,188
Other	255,858
Total liabilities	777,377,753
Member's equity	375,037,267
Total liabilities and member's equity	$ 1,152,415,020

The accompanying notes are an integral part of this consolidated financial statement.

BROOKLYN ARENA, LLC AND SUBSIDIARY
Consolidated Statement of Operations and Comprehensive Loss
For the year ended June 30, 2018

REVENUES	
Sponsorship and suites	$ 58,117,467
Events and other income	64,464,102
Ticketing, facility and related fees	15,229,273
Concession revenue	11,342,893
Total revenues	149,153,735
OPERATING EXPENSES	
Events	94,369,273
Operating and maintenance	38,164,301
Selling, general and administrative	9,669,806
Total operating expenses excluding depreciation and amortization	142,203,380
Realized loss on investments	3,647,444
Interest expense - financing lease obligation, net of interest income	21,029,022
Depreciation expense	24,455,367
Amortization expense	11,601,352
Net loss	(53,782,830)
OTHER COMPREHENSIVE LOSS	
Change in unrealized loss on securities:	
Unrealized loss arising in period	17,174,897
Reclassification adjustment: loss included in net income	(3,647,444)
Comprehensive loss	$ (67,310,283)

The accompanying notes are an integral part of this consolidated financial statement.

BROOKLYN ARENA, LLC AND SUBSIDIARY
Consolidated Statement of Member's Equity
For the year ended June 30, 2018

	Onexim Sports and Entertainment, LLC 100%	Accumulated Other Comprehensive Income	Total Stockholders' Equity
Balance at June 30, 2017	$ 93,784,433	$ -	$ 93,784,433
Net loss	(53,782,830)	-	(53,782,830)
Capital contributions	348,563,117	-	348,563,117
Change in unrealized gain on securities			
Reclassification adjustment realized loss	-	3,647,444	3,647,444
Change in unrealized loss on investment	-	(17,174,897)	(17,174,897)
Balance at June 30, 2018	$ 388,564,720	$ (13,527,453)	$ 375,037,267

The accompanying notes are an integral part of this consolidated financial statement.

BROOKLYN ARENA, LLC AND SUBSIDIARY
Consolidated Statement of Cash Flows
For the year ended June 30, 2018

CASH FLOWS FROM OPERATING ACTIVITIES	
Net loss	$ (53,782,830)
Adjustments to reconcile net loss to net cash used in operating activities:	
Depreciation	24,455,367
Amortization	11,601,352
Loss on Sale of Marketable Securities	3,647,444
Changes in operating assets and liabilities:	
Accounts receivable	1,450,909
Accounts receivable - Affiliates	3,902,528
Accrued Interest on marketable securities	(4,155,281)
Prepaid expenses and other assets	(1,387,634)
Accounts payable and accrued expenses	3,185,268
Deferred revenue	(11,668,608)
Financing lease obligation - accrued interest expense	1,800,183
Net cash flows used in operating activities	(20,951,302)
CASH FLOWS FROM INVESTING ACTIVITIES	
Investment in the Arena	(2,178,922)
Deposits into restricted cash and escrowed funds	(28,567,245)
Payments from restricted cash and escrowed funds	11,698,491
Purchase of securities	(328,214,795)
Net cash flows used in investing activities	(347,262,471)
CASH FLOWS FROM FINANCING ACTIVITIES	
Capital contributions from members	345,388,305
Net cash flows provided by financing activities	345,388,305
Net decrease in cash and cash equivalents	(22,825,468)
Cash and cash equivalents, beginning of the period	32,340,109
Cash and cash equivalents, end of the period	$ 9,514,641
Supplemental cash transactions:	
Interest paid	$ (25,244,303)

The accompanying notes are an integral part of this consolidated financial statement.

1. ORGANIZATION

Brooklyn Arena, LLC ("Brooklyn Arena"), a Delaware limited liability company, owns 100% membership interests in Brooklyn Events Center, LLC ("Brooklyn Events"), a Delaware limited liability company, (collectively, the "Company"). Brooklyn Arena's membership interests are wholly owned by Onexim Sports and Entertainment, LLC ("OS&E"). Through its subsidiary, Brooklyn Arena operates the Barclays Center (the "Arena"), a state-of-the-art sports and entertainment arena located in Brooklyn, New York.

Nature of Business

The Arena is the home of a professional basketball team, the Brooklyn Nets ("Nets"), and a professional hockey team, the New York Islanders ("Islanders"). The Arena also hosts live entertainment events, such as concerts, family shows, and other entertainment events.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

The accompanying consolidated financial statements include Brooklyn Arena and its wholly owned subsidiary, Brooklyn Events, and are presented using the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America ("US GAAP"). All significant intercompany transactions and balances have been eliminated in consolidation.

Use of Estimates

The preparation of financial statements in conformity with US GAAP requires management to make estimates and assumptions about future events. These estimates and underlying assumptions affect reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities, at the date of the financial statements and reported amounts of revenues and expenses during the reporting period. Such estimates included valuation of accounts receivable, long-lived assets and other liabilities. In addition, estimates are used in revenue recognition, expense recognition, prepaid expenses, accrued expenses, and depreciation and amortization of assets. These estimates are based on management's best judgment at a point in time and actual results could differ from those estimates.

Cash and Cash Equivalents

The Company considers all cash balances on deposit with financial institutions and highly liquid instruments purchased with an original maturity of three months or less to be cash equivalents.

Restricted Cash and Escrowed Funds

Restricted cash primarily consists of PILOT Payments in excess of the net debt service requirements. In addition, Arena Co received $345,388,305 due to the minority sale transaction (see Note 4) in the form of cash and then subsequently invested the majority of that into marketable securities. The marketable

securities are included in this balance at fair market value at June 30, 2018. Escrowed funds represent the balance of amounts funded in accordance with the Arena Lease. As of June 30, 2018, restricted cash and escrowed funds consist of the following:

Restricted investment account	$ 331,388,219
Restricted cash	6,419,673
Escrowed funds	9,072,058
Total	$ 346,879,950

Marketable Securities

The Company's marketable securities are accounted for as available-for-sale securities. Available-for-sale securities represent those securities that are actively traded and are carried at fair value, as determined by quoted market prices as of the end of the last trading date of the period. The cost bases used in determining the net gain or loss on the sale of marketable securities is the specific identification method. Unrealized gains and losses on these securities are excluded from earnings and are reported as a separate component of the stockholders' equity, net of applicable taxes, until realized. The Company recorded a net unrealized loss on available-for-sale securities of $17,174,897 in the stockholders' equity for the year ended June 30, 2018.

Accounts Receivable

Accounts receivable are recorded at net realizable value. The Company maintains an allowance for doubtful accounts to reserve for potentially uncollectible receivables. The allowance for doubtful accounts is estimated based on the Company's analysis of receivables aging, specific identification of receivables that are at risk of not being paid and other factors.

Concentration of Credit Risk

Financial instruments that may potentially subject the Company to a concentration of credit risk consist primarily of cash and cash equivalents and accounts receivable. The Company maintains cash deposits with major financial institutions which from time to time may exceed federally insured limits. The Company periodically assesses the financial condition of the institutions and believes that the risk of any loss is minimal.

There are no customers, other than our contractual agreements with the Nets and Islanders, that represented 10% or more of accounts receivable as of June 30, 2018 or revenues for year ended June 30, 2018.

Prepaid Expenses and Other Assets

Prepaid expenses represent costs incurred for insurance which are amortized on a straight-line basis over the related period of insurance coverage, and costs incurred for various future events which are paid in advance and expensed when the events occur.

Arena

The arena is reported at cost. Depreciation is computed on a straight-line basis over the estimated useful lives of its long-lived assets as follows:

Arena	31.5 years
Building improvements	15 to 20 years
Furniture and equipment	3 to 31.5 years

As of June 30, 2018, Arena consists of the following:

Building and land	$ 604,553,860
Furniture and equipment	61,886,315
Less: Accumulated depreciation	(61,470,310)
Arena, net	$ 604,969,865

Intangibles

The Company's intangible assets are reported at cost. Amortization is computed on a straight-line basis over the estimated useful lives of its long-lived assets as follows:

Agreement related intangibles	14 to 23 years

As of June 30, 2018, intangibles consist of the following:

Agreement related intangibles	$ 189,190,000
Less: Accumulated amortization	(28,002,167)
Intangibles, net	$ 161,187,833

The Company expects to recognize amortization expense related to its intangible assets of approximately $11,600,000 in each of the fiscal years 2019, 2020, 2021, 2022 and 2023.

The Company reviews its long-lived assets to determine if its carrying costs will be recovered from future undiscounted cash flows whenever events or changes in circumstances indicate that recoverability of long-lived assets may not be supported. Significant estimates are made in the determination of future undiscounted cash flows. When the Company does not expect to recover its carrying costs, an impairment loss is recorded to the extent the carrying value exceeds fair value. No triggering event for impairment testing occurred during the year ended June 30, 2018.

Deferred Revenue

Deferred revenue represents future revenue derived from sponsorship, suite license and future events which will be recognized as revenue when earned. Deferred revenue is presented net of approximately $3,502,000 of advance sponsorship and suite license billings that are outstanding at June 30, 2018, but pertain to the next fiscal year.

Debt Acquisition Costs

In accordance with Accounting Standards Update 2015-03, debt acquisition costs are classified as a contra-liability against the financing lease obligation at the date of issuance and are amortized over the term of the associated debt as interest expense. These costs are amortized using the effective interest method.

Fair Value of Financial Instruments

The Company estimates the fair value of its debt instruments by discounting future cash payments at interest rates that the Company believes approximate current market rates. The estimated fair value is based upon market prices of public debt, available industry financing data, current treasury rates, recent financing transactions and other factors. The carrying amount of the Company's accounts payable and accrued expenses, other payables, and net financing lease obligation approximate fair value.

The Company's financial instruments consist primarily of cash and cash equivalents, accounts receivable, accounts payable, notes payable and marketable securities. With the exception of marketable securities and notes payable, the carrying amount of these instruments approximates fair value due to the relatively short period of time to maturity for these instruments.

The company measures the fair value of its financial instruments following a framework that requires the use of valuation techniques that maximize the use of observable inputs and minimize the use of unobservable inputs. Observable inputs consist of market data obtained from independent sources while unobservable inputs reflect the Company's own market assumptions. These inputs create the following fair value hierarchy:

Level 1 - Quoted prices in active markets for identical assets or liabilities;

Level 2 - Valuations based on quoted prices in markets that are not active, quoted prices for similar assets and liabilities or all other inputs that are observable; and

Level 3 - Unobservable inputs for which there is little or no market data which require the Company to develop its own assumptions.

If the inputs used to measure the fair value of a financial instrument fall within different levels of the hierarchy, the financial instrument is categorized based upon the lowest level input that is significant to the fair value of the investment.

The following table presents the financial assets the company measures at fair value on a recurring bases, based on the fair value hierarchy for June 30, 2018.

	Fair Value Measured and Recorded at June 30, 2018			
	Level 1	**Level 2**	**Level 3**	**Total**
Marketable securities				
Bonds	$ -	$ 314,214,710	$ -	$ 314,214,710
	$ -	$ 314,214,710	$ -	$ 314,214,710

Commitment and Contingencies

Liabilities for loss contingencies arising from claims, assessments, litigation, fines and penalties and other sources are recorded when it is probable that a liability has been incurred and the amount of the assessment can be reasonably estimated. As of June 30, 2018, there was no loss contingencies accrued.

Revenue Recognition

Sponsorships and Suites
Sponsorships and suites revenue are recognized, net of fulfillment costs, on a straight-line basis over the term of the respective contracts. For the year ended June 30, 2018, total fulfillment costs were approximately $2.6 million.

Events and Other Income

Event and other income results from the sale of tickets earned in connection with the Islanders and other events that the Company produces or promotes, as well as venue license fees earned in connection with events that the Company does not produce or promote. Event and other income are recognized when the events occur.

Ticketing, Facility, and Related Fees

Ticketing fee revenue is based on the Arena's share of ticket sale fees in accordance with the agreement with Ticketmaster. In addition, the Company also earns a facility fee for events. Fees are recognized when the event occurs.

Concession

Concessions revenue is based on the Arena's share of gross receipts in accordance with the agreement with the Arena concession operator. Concession revenue is recorded at the time the concession is provided. In addition, to the extent the concession operator generates a profit at the end of the fiscal year; the Company records its share as provided for in the agreement.

Gross versus Net Event Revenue Recognition

The Company reports revenue on a gross or net basis based on management's assessment of whether the Company acts as a principal or agent in the transaction. To the extent the Company acts as the principal, revenue is reported on a gross basis. The determination of whether the Company acts as a principal or an agent in a transaction is based on an evaluation of whether the Company has the substantial risks and rewards of ownership under the terms of an arrangement. Generally, when the Company is the promoter or co-promoter of an event, the Company reports revenue on a gross basis. When the Company acts as an agent, revenue is reported on a net basis.

Operating and Maintenance

Operating and maintenance expense primarily consists of salaries and benefits, property and general insurance, utilities and maintenance costs. These costs are expensed as incurred.

Selling, General and Administrative

Selling, general and administrative expense primarily consists of non-event related marketing, and office overhead expense such as printing, supplies, phone service, etc.

Taxes

The Company is a single-member limited liability company. From a federal income tax perspective, there is no substantive difference between a single-member limited liability company that is treated as a disregarded entity and a division that is included in the member's consolidated tax return. Therefore, no provision or benefit for federal, state and local income taxes has been reflected in the financial statements since such income taxes, if any, are the responsibility of the member.

Where applicable, sales tax is collected from customers and remitted to governmental authorities and are excluded from revenue.

Subsequent Events Review

The Company has evaluated and disclosed events and transactions that occurred between June 30, 2018 and October 26, 2018, which is the date the financial statements were available to be issued.

3. MARKETABLE SECURITIES

A summary of the cash and cash equivalents and marketable securities held by the Company as follows:

	June 30, 2018 Aggregate	
	Cost Basis	Fair Value
Cash and cash equivalents		
Cash	$ 9,514,641	$ 9,514,641
Restricted cash and escrow funds	32,665,240	32,665,240
Total cash and cash equivalents	$ 42,179,881	$ 42,179,881
Marketable securities		
Bonds	$ 331,389,607	$ 314,214,710
Total marketable securities	$ 331,389,607	$ 314,214,710

At June 30, 2018, the cost of the marketable securities exceeded the fair value of these securities by $17,174,897.

At June 30, 2018 interest income on the bonds of $4,155,281 has been accrued net of interest expense, in the consolidated statement of operations.

4. ARENA RESERVE ACCOUNT CONTROL AND SECURITY AGREEMENT

Onexim Sports and Entertainment Holding USA, Inc., which wholly owns Brooklyn Arena's membership interests, entered in to a Membership Interest Purchase Agreement dated March 28, 2018 to sell a minority share (49.9%) of the outstanding limited liability company interests of Brooklyn Basketball Holdings, LLC,

which indirectly owns all of the outstanding equity interests of the Brooklyn Nets, LLC to an independent third party. The deal closed on April 11, 2018.

In connection with the sale, the lease agreement between Brooklyn Events Center, LLC ("Arena Co") and the Brooklyn Nets was amended resulting in a reduction of revenues and related cash flow at Arena Co.

As a result of the sale and impact on the Arena as noted above, Brooklyn Events Center, LLC entered in to a reserve account control and security agreement with the National Basketball Association, on April 11, 2018, for the purposes of establishing, funding and maintaining a reserve account and providing supplemental revenues and cash flows to the Arena.

Funds of $345 million were placed into Escrow to cover the payments of the Pilot Bonds and other operating expenses. $328 million of this was then taken from the escrow fund and invested in marketable securities. This contribution is being treated as an equity contribution on the Arena Co financials since this is from a related party.

5. FINANCE LEASE OBLIGATION

Due to the Company's option to purchase the Arena at the end of the lease term, the Company's obligation under the Arena Lease is recorded as a financing lease obligation.

On September 12, 2007, and as subsequently amended, Brooklyn Arena entered into a Funding Agreement with Empire State Development Corp ("ESDC"), an agency of New York State, pursuant to which the New York City Economic Development Corporation contributed, through ESDC, $131,000,000 ("Acquisition Price"), which approximated the value of the land, to acquire the land from the Company. In March 2010, the title to the Arena land vested with ESDC. In January 2016, as a result of the arena sale, the fair market value of the land was assessed at $144,050,000.

A ground lease agreement was entered into between ESDC and Brooklyn Arena Local Development Corp ("LDC"). Effective on March 12, 2010, LDC sublet the land ("Arena Lease") to Brooklyn Events. Since Brooklyn Events has continuing involvement in the form of an option to purchase the Arena at the end of the initial lease term for fair market value, the reassessed value of $144,050,000 is recorded as a financing lease obligation.

In December 2009, LDC issued $511,000,000 in PILOT Revenue Bonds, Series 2009 ("PILOT Bonds") for the purpose of paying the costs of construction of the Arena, servicing interest during the construction period and establishing the required collateral reserves.

In accordance with the Arena Lease, on May 12, 2010 and various dates thereafter, Brooklyn Events deposited cash into escrow accounts ("Escrowed Funds") held by the PILOT Trustee. Escrowed Funds were used to fund construction costs, interest payments during the construction period and certain collateral reserve accounts. If the Escrowed Funds were insufficient, Brooklyn Events was required to fund the amounts required to complete the Arena. No additional funding was required in the current year.

The Arena Lease has an initial term of thirty-seven years with seven consecutive renewal options: extensions one through six are ten years each and the seventh extension is for a two-year period, for a total number of years available under the Arena Lease not to exceed ninety-nine years. The following are the components of rental payments:

- *Base Rent* - Initial term at an annual amount of $10.00; renewal terms at fair market rental value.

- *Additional Rent* - Equivalent to the members' funding in the Company that is ultimately used to pay for the construction of the Arena and fund the Escrowed Funds, plus any additional contributions required due to cost over-runs.

- *Pilot Payments* - The estimated PILOT Payments provide 110% coverage over the estimated net debt service requirements of the PILOT Bonds. The PILOT Payments in excess of the net debt service requirements are deposited into the Restricted cash and escrowed funds and will be made available to Brooklyn Events for certain operating and maintenance expenses ("O&M Funds") of the Arena provided that the amount on-hand with the PILOT Trustee is not less than 10% of the remaining current year's PILOT payment.

On September 15, 2016, LDC issued approximately $493.7 million of PILOT Revenue Refunding Bonds, Series 2016, the proceeds of which will be applied for the purpose of refunding a portion of LDC's outstanding PILOT Revenue Bonds, Series 2009. In accordance with Accounting Standards Codification 470, the Company concluded that the transaction was deemed to be a debt extinguishment. As a result, the Company recognized a loss on extinguishment on the difference between the carrying value of the 2009 PILOT Bonds and the reacquisition price of the 2016 PILOT Bonds, at the time of the refunding.

The PILOT Payments may not exceed actual taxes, as defined in the Arena Lease, and each PILOT Payment is secured by a mortgage agreement which encumbers the Arena. For the year ended June 30, 2018, the total PILOT Payments made by Brooklyn Events were $34,777,856 of which $23,444,120 was used to service the PILOT Revenue Bonds and the difference is deposited to the Escrowed Funds. The following table presents scheduled PILOT payments due under the Arena Lease:

Years Ending June 30,	
2019	$ 35,469,206
2020	36,232,028
2021	37,015,049
2022	37,819,672
2023	38,650,694
Thereafter	1,099,964,588
Total	1,285,151,237
Less: imputed interest cost	(508,789,700)
Less: O&M funds	(213,652,349)
Total present value	562,709,188
Acquisition price	144,050,000
Financing lease obligation	$ 706,759,188

The PILOT Payments are allocated between principal and interest to amortize construction funds and accrued interest in a manner which produced a constant interest rate of 4.5% over the term of the Arena Lease. The PILOT Payments, presented above, will be applied between principal, interest expense and O&M Fund. Principal payments toward the financing lease obligation will be fully paid off by the end of the lease term. Total interest for the year included in interest expense is $25,244,303.

6. RELATED PARTY TRANSACTIONS

Agreement with the Nets and OS&E

On May 12, 2012, the Company entered into a 37-year licensing agreement with the Nets whereby the Nets have certain and exclusive rights regarding the use of the Arena. The licensing agreement requires the Nets to pay the greater of an annual base licensing fee of $6,500,000 or 10% of Net Ticket Revenue, as defined, and an ancillary licensing fee of $494,000, and other reimbursable expenses to Brooklyn Events beginning November 1, 2012 which are subject to annual increases equal to the lesser of 3% or the Consumer Price Index. The licensing agreement also requires the Nets to pay a Merchandising Fee an annual sum of $420,000, increased by 3% each NBA season. The Company also has an agreement with the Nets to share in the costs of various employees and other Arena related expenses. In connection with the sale, mentioned above in Note 3, on April 11, 2018, the Arena entered in to an Amended and Restated License Agreement with the Nets. The amendment removes the license fee that was payable to the Arena from the Nets and instead includes provisions for reimbursement of expenses incurred by the Arena for game day services. The amendment also removes the merchandising fee that was payable to the Arena from the Nets.

Also, the Company has suite license agreements with OS&E and the Nets. OS&E purchased two suite licenses with a combined annual fee of approximately $976,000. The annual fee for the Nets Suite is $427,000.

Loan with OS&E

On June 29, 2016, the Company entered into a loan agreement with OS&E, whereby it agreed to loan up to $50,000,000 million. As of June 30, 2018, total loan to affiliate is $12,000,000.

Accounts Receivable-Accounts Payable (to)/from Affiliates

As of June 30, 2018, accounts receivable-payable (to)/from affiliates consists of the following which primarily represents shared Nets employee costs, suite license agreement due from OSEH and overhead costs due from Nassau.

Due (to) from affiliate	
Nets	$ (2,864,303)
Nassau Events Center	1,431,727
Onexim Sports and Entertainment	986,454
Total	$ (446,122)

7. ARENA REVENUE AGREEMENTS

Naming Rights Agreement

Brooklyn Events and an affiliated entity related through common ownership entered into a Naming Rights Agreement with Barclays Services Corporation ("Barclays"), where, in exchange for certain fees and other considerations, the Arena is named Barclays Center and Barclays is entitled to certain additional sponsorship, branding, promotional, media, hospitality, and other rights and entitlements. This Agreement expires on June 30 following the twentieth anniversary of the opening date of the Arena, subject to certain extension rights. In connection with the sale mentioned in Note 3, the Nets are now entitled to an additional 25% of the revenue for the naming rights.

Agreement with the Islanders

On October 24, 2012, the Company entered into a licensing agreement with the Islanders whereby the Islanders have certain and exclusive rights regarding the use of the Arena and the Arena is entitled to certain revenues. The term of the agreement is for 25 NHL seasons commencing on the first home date during the initial season, which was in September 2015. However, both the Company and the Islanders have the right, following the conclusion of the 2016-2017 NHL season, to initiate good faith discussions regarding modification of the financial arrangements within the NYI License Agreement, with such discussion period expiring as of January 1, 2018. If the parties are unable to reach an agreement, resulting in an Opt-Out Notice, either party may elect to terminate the license agreement effective as of the conclusion of the 2018-2019 NHL season; provided, however, that, in the event that an Opt-Out Notice is delivered, the Islanders shall also have the right to terminate the NYI License Agreement effective as of the conclusion of the 2017-2018 NHL season. The licensing agreement requires the Islanders to pay an annual license fee and provide for an operating expense reimbursement to the Arena subject to a per game cap. The Arena is required to pay the Islanders an annual guaranteed season payment net of direct sales and management costs, which is subject to certain adjustments as defined in the agreement. The annual season payment is subject to annual increase of 1.5% each season over the term. For the year ended June 30, 2018, total payments to the Islanders were approximately $42,123,000.

The Opt-Out was exercised and therefore 18-19 will be the last season under the current agreement. The future deal will no longer include a guarantee but will be a rental deal and commence with season 19-20.

Sponsorship and Product Availability Agreements

Sponsorship agreements have been entered into with various entities, which entitle the sponsor to certain marketing, advertising, promotional, media, hospitality and/or other rights and entitlements in association with the Arena, the Nets, and the Islanders. In addition, certain agreements require Brooklyn Events to purchase designated goods and services from the sponsor at rates that are no less competitive than the prevailing market rates. Terms of the agreements range from one to seven years from the opening date of the Arena, as defined in each underlying agreement. As part of the sale, mentioned in Note 3 above, the Nets now are entitled to a portion of sponsor revenue. In year 1, the Nets are entitled to 10% of sponsor revenue which increases 5% per year until year 4 where it reached 25% and remains at that level for any subsequent years.

Suite License Agreements

Brooklyn Events has entered into suite license agreements with various entities and, in addition, granted suite licenses as an entitlement to certain Arena sponsors. Each suite license entitles the licensee the use of

a luxury suite in the Arena, with most luxury suites containing seats for viewing most events at the Arena. The suite license agreements are for various terms ranging from one to seven years. As part of the sale, mentioned in Note 3 above, the portion of the suite revenue that was allocated to the Nets has increased. The Nets are now entitled to an additional 20% of suite revenue (previously at 20%).

Concessions Agreement

Brooklyn Events entered into a three-year agreement, which commenced at the opening of the Arena, with a food service company. Under this agreement, Brooklyn Events receives revenues based on a specified percentage of all concession revenue or a guaranteed minimum based on attendance. In addition, to the extent the concession operator generates a profit at the end of the fiscal year; the Company receives its share as provided for in the agreement. On August 12, 2015, the term of the agreement was extended through June 30, 2024. As part of the sale, mentioned in Note 3 above, the Nets are now entitled to 70% of the arena's share of concessions for Nets games.

Aggregate Contractual Revenues

The aggregate contractually obligated annual fees, gross of activation costs, from the naming rights, licensing agreements; sponsorships, suite licenses, and concessions agreements for the next five years are approximately as follows:

2019	$ 39,896,000
2020	25,566,000
2021	20,466,000
2022	16,533,000
2023	13,288,000
Total	$ 115,749,000

From: The Belmont Park Community Coalition (BPCC)
Sent: Friday, January 25, 2019 7:39 AM
To: esd.sm.BelmontOutreach
Subject: Add to the State Record

January 25, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Please at this to the record for the finding statement. Please note the the State Comptroller has a copy as well. See attached.

The Belmont Park Community Coalition (BPCC)

P.O. Box 30285, Elmont, NY 11003

Phone: (516) 325-1599

E-mail: info@belmontparkcoalition.com

Kay out as NYRA president

David GreningJan 23, 2019

In a stunning development, Chris Kay is out as president and CEO of the New York Racing Association, the company confirmed in a press release issued Wednesday.

The release noted the board of directors accepted Kay's resignation, effective immediately, but did not give a reason.

According to multiple sources, however, the board asked for Kay's resignation after it learned that Kay had used NYRA employees to do private work for him at the house he owns in Saratoga, considered a breach of company policy.

A phone message left for Kay on Wednesday was not returned. Several members of the NYRA board also did not return calls.

David O'Rourke, NYRA's president and chief revenue officer, has been appointed the interim president and CEO, according to the release.

O'Rourke joined NYRA in 2008 as director of financial planning. He assumed his job as chief revenue officer in 2011.

While it is being termed a resignation, it was clearly not Kay's decision to leave NYRA. Kay, hired in 2013, was very much looking forward to the company's future as he had big renovations planned for Belmont Park.

In an e-mail sent to NYRA employees in December and obtained by Daily Racing Form, Kay wrote, "We have come a long way over the last five years. . . . We have accomplished a great deal together. As a result, I am also very optimistic about what we can accomplish together in the future."

Kay, a former executive at Toys R Us and Universal Parks and Resorts, was hired to lead NYRA in the summer of 2013, at a time when NYRA was under state control after it was revealed NYRA had been overtaxing its bettors on certain wagers for a 15-month period.

Kay, a racing novice, in 2014 helped NYRA show its first operating profit in 13 years, in part due to cost-cutting and revenue-enhancing programs he implemented. NYRA has shown a profit from racing operations for all five years of his tenure, Kay wrote to his employees last month, listing that as one the company's major accomplishments under his leadership.

Kay had the good fortune to be the head of NYRA during a time when two Triple Crowns were successfully completed – American Pharoah in 2015 and Justify in 2018. Under Kay, NYRA created the Belmont Stakes Racing Festival, three days of high-class racing that culminated with a 10-stakes program on Belmont Stakes Day.

Also under Kay, NYRA enhanced its advance-deposit wagering platform, NYRA Bets, while also helping to expand NYRA's presence on television through deals with Fox Sports 2 and other regional cable networks. In 2019, there will be nearly 500 hours of televised racing from NYRA tracks.

In 2017, Gov. Andrew Cuomo returned NYRA to private control and Kay was appointed to the board of directors.

Kay's resignation comes a critical time for NYRA. Kay has talked about a major renovation of Belmont Park that was to coincide with the construction of a new arena for the NHL's New York Islanders on the grounds at Belmont. Construction on the arena is expected to begin in May and perhaps force changes to NYRA's racing schedule that could include the extension by one week of the Saratoga summer meet while potentially forcing moving Belmont's fall meet to Aqueduct.

NYRA has yet to release a racing schedule beyond the Aqueduct spring meet, which ends April 20.

Kay had hoped to do a significant modernization to all four floors of the Belmont grandstand to create congregational space on the first floor, a simulcasting facility similar to Longshots at Aqueduct, restaurants that overlook the paddock and the racetrack as well as rooms or areas that outside companies might want to use for private functions.

"I'm trying to create places where people of different ages and different demographics would have a great time and either renew their love affair of horse racing or fall in love with horse racing for the first time," Kay said in an April 2018 interview with Daily Racing Form.

Kay, a strong proponent of introducing night racing at Belmont Park in the future, also sought a complete renovation to Belmont's main track and two turf courses as well as the installation of a synthetic surface so Belmont could conduct winter racing.

Kay had not yet submitted his redevelopment plans to the full NYRA board or to the State Gaming Commission for approval. However, last month, Cuomo signed a bill that would allow NYRA to obtain low-cost financing for the project through the New York State Dormitory Authority.

Kay certainly put his imprint on Saratoga. Kay created the Saratoga Walk of Fame – basically across the street from the National Museum of Racing and Hall of Fame – which honors legends of New York racing. In 2018, NYRA renovated a section at the end of the grandstand, known as "The Stretch."

Currently, NYRA is building the 1863 Club, a three-story, climate-controlled structure that replaces the "At the Rail" Pavilion and other temporary structures located on the clubhouse turn.

In a July 2018 interview with DRF, Kay expressed a desire to remain at NYRA for at least another five years.

“When you think of all the progress we’ve made over the last five years I am very excited and want to be part of the progress we’re going to have over the next five years,” Kay said.

He will not get that chance.

Source: https://www.drf.com/top-news/kay-out-as-nyra-president-456051

From: The Belmont Park Community Coalition (BPCC)
Sent: Wednesday, January 30, 2019 9:42 AM
To: esd.sm.BelmontOutreach
Subject: Re: Williams Pipeline

January 30, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Below is from the Belmont Park Community Coalition:

With academic articles (not written by tree huggers) discussing the risks of producing, transporting, using fracked gas, and of disposing its radioactive and toxic wastewater, it is disheartening to see some continue to minimize the impact of fracked gas, its pipelines and its compressors.

Just because Cuomo and his buddies have been planning this onslaught for close to a decade alluding to fracked gas as clean and environmentally beneficial, it doesn't make it right or without considerable impact. There are good relevant data, take time to read them, and to peruse a few others listed below.

For toxic contaminants: Williams, "Appendices to Offshore Sampling and Analysis Plan/Quality Assurance Project Plan, July 2016." In FERC's elibrary: "7Vol1NESEResourceReport1Part3. " https://www.ferc.gov/docs-filing/elibrary.asp. The results are in Appendix 1D, which begins on PDF pagination 323.

FERC: Documents & Filing - FERC Online - eLibrary

www.ferc.gov

Can't find what you're looking for in Advanced or General Search Functions? Try Docket or Daily Search functions.

For toxic substances; "Northeast Supply Enhancement Project: Draft Environmental Impact Statement" (2018), Docket #CP17-101. For implication that settling of sediments are equivalent to settling of toxic substances, p. ES:11, 2:37, 4:52-54, 4: 105-109. For assumption that toxic substances would be diluted: p. 4: 114-116. Quote: p. 5 :11.

http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180323-3005

A perceptive critique of the relationship between Williams' proposed construction techniques and the risk of releasing toxic sediments: NY/NY Baykeeper, et al, submission, "Princeton Hydro Report: Intervenors' Additional Comments on FERC's March 2018 DEIS under CP17-101" filed in FERC elibrary as "EELL Exhibit A Princeton Hydro Report." Pages 18-19. https://elibrary.ferc.gov/idmws/file_list.asp?accession_num=20180514-6168 D. Bose, Secretary, FERC, Dec. 28, 2017.

https://elibrary.ferc.gov/IDMWS/file_list.asp FERC accepted Williams's initial plan, describing it as "fully offsetting" the pollution that would be generated by construction of the pipeline: Northeast Supply Enhancement Project: Draft Environmental Impact Statement" (2018), Docket #CP17-101. P. 4:286. http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180323-3005

From: The Belmont Park Community Coalition (BPCC)
Sent: Wednesday, January 30, 2019 9:37 AM
To: esd.sm.BelmontOutreach; Phillips, Marion (ESD)
Subject: Next ESD Board Meeting

January 30, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Coalition members would like to attend the next ESD Board of Directors meeting in regards to the above-mentioned project. Please give ample notice. 24-48 hours before a scheduled meeting is unfair to the community most impacted by any potential development at Belmont Park.

Sincerely yours,

Tammie S. Williams, LMSW

The Belmont Park Community Coalition

From: The Belmont Park Community Coalition (BPCC)
Sent: Thursday, January 31, 2019 9:43 AM
To: esd.sm.BelmontOutreach
Subject: Please add to the State Record

January 31, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Section on National Grid letter to Sterling Equities regarding the need for the pipeline.

See attached.

162 FERC ¶ 61,014
UNITED STATES OF AMERICA
FEDERAL ENERGY REGULATORY COMMISSION

Before Commissioners: Kevin J. McIntyre, Chairman;
Cheryl A. LaFleur, Neil Chatterjee,
Robert F. Powelson, and Richard Glick.

Constitution Pipeline Company, LLC Docket No. CP18-5-000

ORDER ON PETITION FOR DECLARATORY ORDER

(Issued January 11, 2018)

1. On October 11, 2017, Constitution Pipeline Company, LLC (Constitution) filed a petition for declaratory order, pursuant to Rule 207 of the Commission's Rules of Practice and Procedure,[1] asking the Commission to find that, under section 401(a)(1) of the Clean Water Act,[2] the New York State Department of Environmental Conservation (New York DEC) waived its authority to issue a water quality certification for the Constitution Pipeline Project. Constitution asserts that New York DEC failed to act within the statute's time limit.[3] For the reasons discussed below, we deny Constitution's petition.

I. Background

2. On June 13, 2013, Constitution applied for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act (NGA) to construct and operate the Constitution Pipeline Project.[4] The project would consist of approximately 124 miles of 30-inch-diameter pipeline and related facilities extending from Susquehanna County, Pennsylvania, through Broome, Chenango, Delaware, and Schoharie Counties, New

[1] 18 C.F.R. § 385.207 (2017).

[2] 33 U.S.C. § 1341(a)(1) (2012).

[3] Constitution October 11, 2017 Petition for Declaratory Order (Petition).

[4] Constitution June 13, 2013 Application for a Certificate of Public Convenience and Necessity.

York.[5] These facilities would support 650,000 dekatherms per day of firm transportation service. The Commission issued a conditional certificate of public convenience and necessity to Constitution on November 9, 2016.[6]

3. Concurrent with the Commission proceeding, Constitution submitted an application to New York DEC on August 22, 2013 (First Application), for a water quality certification for the Constitution Pipeline Project under section 401 of the Clean Water Act.[7] On May 9, 2014, Constitution withdrew and resubmitted its application (Second Application), at New York DEC's request.[8] On April 27, 2015, Constitution again withdrew and resubmitted its application (Third Application), again at New York DEC's request.[9]

4. On April 22, 2016, New York DEC issued a letter denying Constitution's application. New York DEC stated that Constitution had failed to provide sufficient

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[5] *Constitution Pipeline Co., LLC*, 149 FERC ¶ 61,199, at P 6 (2014) (Certificate Order), *order den. reh'g and approving variance*, 154 FERC ¶ 61,046 (2016).

[6] The Certificate Order is conditioned, in part, on Constitution obtaining all "applicable authorizations required under federal law (or evidence of waiver thereof)". Certificate Order, 149 FERC ¶ 61,199 at Appendix, Environmental Condition 8.

[7] 33 U.S.C. § 1341(a)(1) (2012). Section 401 prohibits a federal licensing or permitting agency from authorizing any construction or operation activity that may result in a discharge into navigable waters unless the applicant for the federal license or permit obtains a certification (or waiver thereof) from the state where the discharge will originate that the discharge will comply with applicable water quality standards. *See also* Petition at 12; *id*. app. at 000134-49 (reproducing Constitution's cover letter and application forms). For a detailed discussion of the communications between Constitution and New York DEC, see *Constitution Pipeline Company, LLC, v. N.Y. State Dep't of Envtl. Conservation*, 868 F.3d 87, 91-98 (2d Cir. 2017).

[8] *Id*. at 12-13, *id*. app. at 000540-41 (reproducing Constitution's letter to New York DEC).

[9] *Id*. at 14; *id*. app. at 002299-0022300 (reproducing Constitution's letter to New York DEC).

information to enable the agency to determine whether the application demonstrated compliance with New York's water quality standards.[10]

5. Constitution sought review of New York DEC's denial before the U.S. Court of Appeals for the Second Circuit, under section 19(d)(1) of the NGA.[11] Constitution claimed that New York DEC had waived its authority under section 401 through delay and that Constitution had submitted sufficient information to New York DEC, making the agency's denial arbitrary and capricious. In an opinion issued August 18, 2017, the court concluded that it lacked jurisdiction to address the question of waiver and upheld New York DEC's denial.[12]

6. On October 11, 2017, Constitution filed with the Commission a petition for declaratory order (Petition) requesting that the Commission find that New York DEC waived its authority under section 401 of the Clean Water Act by failing to act within a "reasonable period of time."[13]

II. Procedural Matters

7. Notice of Constitution's petition was published in the Federal Register on October 19, 2017, with comments, interventions, and protests due on November 9, 2017.[14] Timely, unopposed motions to intervene were filed by Catskill Mountainkeeper, Riverkeeper, Inc., and Sierra Club (jointly); Cynthia Beach; Cabot Oil & Gas Corporation; Timothy Camann; Delaware Riverkeeper Network; Energy Transfer

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[10] *Id*. at 17; *id*. app. at 003181-94 (reproducing New York DEC's Notice of Denial).

[11] 15 U.S.C. § 717r(d)(1) (2012) (providing original and exclusive jurisdiction in the circuit in which a facility is proposed to be constructed for the review of an order or action of a state administrative agency acting pursuant to federal law to issue, condition, or deny any permit, license concurrence, or approval required under federal law, with the exception, not relevant here, of the Coastal Zone Management Act).

[12] *Constitution Pipeline Co., LLC, v. N.Y. State Dep't of Envtl. Conservation*, 868 F.3d 87, 99-100, 102-03 (2d Cir. 2017). The court explained that, under NGA section 19(d)(2), 15 U.S.C. § 717r(d)(2), the Court of Appeals for the District of Columbia Circuit has exclusive jurisdiction over claims regarding an agency's failure to act on a permit required under federal law.

[13] Petition at 1 (citing 33 U.S.C. § 1341(a)(1)).

[14] 82 Fed. Reg. 49,364.

Partners, L.P.; Karen Feridun; Iroquois Gas Transmission System, L.P.; Catherine Holleran; Massachusetts Pipeline Awareness Network; Janet L. Mulroy; New York DEC; Angelo A. Santoro; Marilyn M. Shifflett; Stop the Pipeline; and Waterkeeper Alliance.

8. Comments were filed by the following entities: Cabot Oil & Gas Corporation, Energy Transfer Partners, L.P., International Union of Operating Engineers Local 825, the Business Council of New York State, National Fuel Gas Supply Corporation, Empire Pipeline, Inc., Laborers International Union of North America, and Mary Tuthill. A protest was filed jointly by Catskill Mountainkeeper, Riverkeeper, Inc., and Sierra Club. New York DEC and Stop the Pipeline each filed answers in opposition to the Petition.

9. On November 28, 2017, Constitution filed an answer to New York DEC's answer. Although the Commission's Rules of Practice and Procedure do not permit answers to an answer, the Commission finds good cause to waive its rules and accept the answer because it provides information that has assisted us in our decision making.[15]

10. Intervenors Catskill Mountainkeeper, Riverkeeper, Inc., and Sierra Club request a formal hearing. The Commission has broad discretion to structure its proceedings so as to resolve a controversy in the best way it sees fit.[16] An evidentiary, trial-type hearing is necessary only where there are material issues of fact in dispute that cannot be resolved on the basis of the written record.[17] Catskill Mountainkeeper, Riverkeeper, Inc., and Sierra Club raise no material issue of fact that the Commission cannot resolve on the basis of the written record. Accordingly, the Commission denies the request for a formal hearing.

III. <u>Discussion</u>

11. At issue here is the "waiver" provision in section 401(a)(1) of the Clean Water Act. Section 401(a)(1) limits the time for a state certifying agency, here New York DEC, to act on a request for certification:

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[15] 18 C.F.R. § 385.213(a)(2) (2017).

[16] *See Stowers Oil and Gas Co.*, 27 FERC ¶ 61,001 (1984) (Commission has discretion to manage its own proceedings); *PJM Transmission Owners*, 120 FERC ¶ 61,013 (2007).

[17] *See, e.g., Dominion Transmission, Inc.*, 141 FERC ¶ 61,183, at P 15 (2012); *Southern Union Gas Co. v. FERC*, 840 F.2d 964, 970 (D.C. Cir. 1988).

> If the State, interstate agency, or Administrator, as the case may be, fails or refuses to act on a request for certification, within a reasonable period of time (which shall not exceed one year) after receipt of such request, the certification requirements of this subsection shall be waived with respect to such Federal application.[18]

Constitution asserts that New York DEC failed to act within several possible "reasonable period[s] of time" based on several different starting dates and spanning several different lengths of time.

12. The issue is correctly before the Commission. Constitution, as an NGA section 7(e) certificate-holder, must present evidence directly to the Commission of a state certifying agency's waiver of its section 401 certification authority.[19] Although Congress charged the U.S. Environmental Protection Agency (EPA) with primary federal oversight of the Clean Water Act,[20] the Commission indisputably has a central role in coordinating agency actions and in setting and enforcing deadlines in NGA proceedings.[21] This was confirmed, moreover, in *Millennium Pipeline Co. v. Seggos*[22]

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[18] 33 U.S.C. § 1341(a)(1) (2012).

[19] *Millennium Pipeline Co., L.L.C. v. Seggos*, 860 F.3d 696, 700-701 (D.C. Cir. 2017); *see also Keating v. FERC*, 927 F.2d 616, 622 (D.C. Cir. 1991) ("[T]he question before us focuses on FERC's authority to decide whether the state's purported revocation of its prior [section 401 water quality] certification satisfied the terms of section 401(a)(3) [of the Clean Water Act]. We have no doubt that the question posed is a matter of federal law, and that it is one for FERC to decide in the first instance.").

[20] *See* 33 U.S.C. § 1341(a)(1) (2012) ("Except as otherwise expressly provided in this chapter, the Administrator of the Environmental Protection Agency . . . shall administer this chapter.").

[21] *See Millennium Pipeline Co., L.L.C.*, 161 FERC ¶ 61,186, at P 37 (2017) (noting that Commission's role "as the lead agency for the purposes of coordinating all applicable Federal authorizations," 15 U.S.C. § 717n(b)(1), and, further, the requirement that "[e]ach Federal and State agency considering an aspect of an application for Federal authorization shall cooperate with the Commission and comply with the deadlines established by the Commission . . . ." 15 U.S.C. § 717n(b)(2)).

[22] 860 F.3d 696.

when the D.C. Circuit, after finding that it lacked jurisdiction under 15 U.S.C. § 717r(d)(2) to decide the waiver issue,[23] directed the NGA section 7(e) certificate-holder "to present evidence of waiver directly to FERC to obtain the agency's go-ahead to begin construction."[24]

A. Length of Waiver Period

13. Constitution urges the Commission to interpret the statutory language, "within a reasonable period of time (not to exceed one year)" to allow for a finding that an agency has waived certification, even if it acts within a year, if the agency has not acted within some shorter, "reasonable" time.[25] Constitution asserts that a full one-year period for waiver will allow New York DEC's unreasonable delay to pass without consequence. The company points to federal and state regulations or laws that establish a shorter period of time for a certifying agency to act on a request for a section 401 certification.[26] Constitution notes that state regulations anticipate a decision from the New York DEC on a permit application within 60 days after the agency receives a complete hearing record.[27]

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[23] *Id*. at 700. Specifically, the D.C. Circuit held that it did not have jurisdiction to decide whether New York DEC had waived its section 401 authority because the certificate-holder, Millennium, lacked standing. The court found that Millennium had not suffered "injury in fact" because, if the state had waived certification, Millennium could not be injured by state agency delay even if the agency had gone on to deny the certification outright. *See id* at 700-701 (citing 15 U.S.C. § 717r(d)(2)).

[24] *Id*. at 701.

[25] Petition at 8-12.

[26] Petition at 10-11. Constitution cites a U.S. Army Corps of Engineers (Corps) regulations setting waiver at sixty days after a certifying agency's receipt of the applicant's request unless the district engineer determines that a different period is reasonable, and in a narrower circumstance, a Corps regulation setting a maximum period to act at six months. *See* 33 C.F.R. § 325.2(b)(1)(ii) (2017) (explaining procedural requirements for regulated dredge and fill activities by third parties); 33 U.S.C. § 336.1(b)(8)(iii) (2017) (explaining procedural requirements for dredge and fill activities by the Corps itself).

[27] N.Y. Envtl. Conserv. Law § 70-0109(3)(a)(ii) (2017); N.Y. Comp. Codes R. & Regs. tit. 6, § 621.10(a)(3) (2017).

14. In its answer, New York DEC states that the 60-day period applies to adjudicatory administrative hearings under the state's Administrative Procedures Act and Uniform Procedures Act and so does not apply to Constitution's argument about the section 401 waiver period.[28] Instead, New York DEC argues that the language of section 401, Commission precedent, and judicial precedent "make clear" that the waiver period is no less than one year.[29] Intervenor Waterkeeper Alliance asserts that the Commission and the courts should defer to New York DEC's interpretation of section 401.[30]

15. Congress, in limiting the waiver period to "a reasonable period of time (which shall not exceed one year)" left it to the appropriate federal agency, here the Commission,[31] to determine the reasonable period of time for action by a certifying agency, bounded on the outside at one year.

16. Since 1987 the Commission has consistently determined, both by regulation and in our orders on proposed projects, that the reasonable period of time for action under section 401 is one year after the date the certifying agency receives a request for certification.[32] We see no reason to alter that determination. The substantial benefits

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[28] New York DEC Answer at 10.

[29] New York DEC Answer at 7-10

[30] Waterkeeper Alliance November 9, 2017 Motion to Intervene at 3-4.

[31] Neither Constitution nor New York DEC challenges here the Commission's authority to interpret section 401 in this instance. Rather, each would have the Commission concur with its view of the provision.

[32] *See Millennium Pipeline Co., LLC*, 160 FERC ¶ 61,065, at P 13, *order denying reh'g* 161 FERC ¶ 61,186, at PP 1, 9, 40-41 (2017); *Georgia Strait Crossing Pipeline LP*, 107 FERC ¶ 61,065, at P 7 (2004) (holding that the certifying state agency was required to act "*within one year*" of receiving the 401 application); *AES Sparrows Point LNG*, 129 FERC ¶ 61,245, at P 63 (2009) (holding that state agency had one year to act on a section 401 application); *see also* 18 C.F.R. § 4.34(b)(5)(iii) (2017) (regulation governing section 401 certification requirements for hydropower license applicants). There is no corresponding Commission regulation under the NGA.

from this interpretation, which we have primarily discussed in the hydroelectric context,[33] apply equally to natural gas transportation projects. First, our interpretation avoids the difficulty of having to ascertain and construe the requirements of numerous divergent state statutes and regulations (i.e., regarding what is a triggering request for certification) and provides clarity and certainty to all parties.[34] Second, the Commission's reading of section 401 does not infringe on states' authority to fashion procedural regulations they deem appropriate or, if necessary, to deny applications for failure to meet such regulations.[35] Rather, it provides the maximum allowable time prescribed by the Clean

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[33] *Waiver of the Water Quality Certification Requirements of Section 401(a)(1) of the Clean Water Act*, Order No. 464, 52 Fed. Reg. 5446, 5447-48 (Feb. 23, 1987), FERC Stats. & Regs. ¶ 30,730 (1987) (initially proposing that certification would be deemed waived if no action is taken on a certification request by 90 days after the public notice of the acceptance of the license application or one year from the date the certifying agency receives the certification request, whichever came first, but ultimately retained the full one-year waiver period because it best served competing interests). See also discussions of waiver in the following rulemakings: *Hydroelectric Licensing Under the Federal Power Act*, Order No. 2002, 68 Fed. Reg. 51,070, 51,095-97 (Aug. 25, 2003), FERC Stats. & Regs. ¶ 31,150, at P 265 (2003) (cross-referenced at 104 FERC ¶ 61,109; *Regulations Governing Submittal of Proposed Hydropower License Conditions and other Matters*, Order No. 533, 56 Fed. Reg. 23,108, 23,126-28 (May 20, 1991), FERC Stats. & Regs. ¶ 30,921 (1991) (cross-referenced at 55 FERC ¶ 61,193), *order on reh'g*, 56 Fed. Reg. 61,137, 61,148-50 (Dec. 2, 1991), FERC Stats. & Regs. ¶ 30,932, at 30,343-47 (1991).

[34] *See* Order No. 533, FERC Stats. & Regs. ¶ 30,932 at 30,345 ("The Commission's experience has been that it is sometimes far from clear what the applicable law governing filings is. It is much easier and more predictable for the Commission and all parties concerned to determine when an application for water quality certification is actually filed with a state agency and commence the running of the one-year waiver period from that date, instead of the date when an application is accepted for filing in accordance with state law."). *See also* Order No. 2002, FERC Stats. & Regs. ¶ 31,150 at P 265.

[35] *See* Order No. 533, FERC Stats. & Regs. ¶ 30,932 at 30,345-46.

Water Act. Finally, the Commission has concluded that the public interest is best served by avoiding uncertainty associated with open-ended certification deadlines.[36]

17. The Commission's interpretation also strikes the appropriate balance between the interests of the applicant and the certifying agency. An applicant is guaranteed an avenue for recourse after one year, if it chooses, for adverse treatment by the certifying agency through delay (petition for a waiver determination before the Commission) or through denial (petition for review in the appropriate federal appellate court[37]). A certifying agency remains free to deny the request for certification with or without prejudice within one year if the certifying agency determines that an applicant fails to fully comply with the state's filing requirements or fails to provide timely and adequate information necessary to support granting a water quality certification.[38]

18. Constitution argues that three shorter periods for waiver are justified based on "coercive state action"[39] and "gaming"[40] by New York DEC. The first period ran from Constitution's First Application on August 22, 2013, to Constitution's withdrawal on May 9, 2014. Constitution asserts that New York DEC threatened to deny the application, coercing Constitution to withdraw and resubmit it. The resulting delay to the federal permitting process was unreasonable, Constitution continues, because New York DEC's basis for the contemplated denial—a disagreement over the proposed pipeline route and Constitution's use of remote sensed surveys for properties—exceeded

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[36] *See, e.g.*, Order No. 464, FERC Stats. & Regs. ¶ 30,730 at 30,540 ("This decision is based on the Commission's conclusion that giving the certifying agencies the maximum period allowed by the CWA will not unduly delay Commission processing of license applications and that a major objective of the rule – obtaining early certainty as to when certification would be deemed waived and avoiding open-ended certification deadlines – has been achieved by revising the date from which the waiver period is calculated.").

[37] *E.g.*, *Berkshire Envtl. Action Team, Inc. v. Tenn. Gas Pipeline Co., LLC*, 851 F.3d 105, 108 (1st Cir. 2017) (acknowledging exclusive federal jurisdiction under NGA section 19(d)(1), 15 U.S.C. § 717r(d)(1), to review a state agency's ruling on an application for a water quality certification).

[38] Order No. 533, FERC Stats. & Regs. ¶ 30,921 at 30,135, *order on reh'g*, FERC Stats. & Regs. ¶ 30,932 at 30,345; Order No. 464, FERC Stats. & Regs. ¶ 30,730 at 30,544.

[39] Petition at 22

[40] *Id.* at 21.

the state's authority under section 401. The second period ran from Constitution's Second Application on May 9, 2014, to New York DEC's request on April 21, 2015, that Constitution again withdraw and resubmit its application. Constitution asserts that agency staff made deceptive statements that their review would be complete within a few months of the resubmission. The third period ran from Constitution's Third Application on April 27, 2015, to New York DEC's denial of the application 361 days later on April 22, 2016. Constitution alleges that New York DEC stopped communicating with Constitution for the final eight months preceding the denial despite earlier communications from agency staff that Constitution's application and supplements were sufficient for review and that the section 401 certification had been prepared and was pending issuance.[41]

19. New York DEC responds that it did not insist or in any way force or induce Constitution to withdraw and resubmit its applications.[42] New York DEC also refutes the eight-month hiatus in communication. New York DEC states that communications with Constitution continued in late 2015 and early 2016 regarding a plan for a third party to monitor project construction, permits for geotechnical investigations to evaluate the feasibility of trenchless stream-crossing methods, and a supplement to Constitution's application.[43]

20. Constitution requests that we determine a reasonable period of time to be less than one year based on a state agency's actions and statements (both verbal and written).[44] We decline to do so because entertaining, on a case-by-case basis, challenges to a certifying agency's processing of a water quality certification would create uncertainty for both state certifying agencies and applicants, and is contrary to Commission precedent in both hydroelectric and natural gas proceedings.[45] Accordingly, we affirm

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[41] Constitution also argues that the eight months of inaction are made less reasonable because the second resubmission did not change the content of the first resubmission that had already been under review for 11 months. We reject this characterization of the second resubmission below.

[42] New York DEC Answer at 11-12.

[43] New York DEC Answer at 12-13.

[44] To support its position, Constitution offers declarations from company personnel about conversations by telephone or in person with agency staff. *See* Petition at 12-18.

[45] *See supra* notes 31, 32.

that the length of the section 401 waiver period is one year and remind all participants that the deadlines prescribed by federal law, including those applicable to states, are binding.

21. In the alternative, we conclude that Congress intended to give state agencies up to one year to act on water quality certification applications, and that the reference to a reasonable period was meant to be suggestive, rather than prescriptive. The legislative history indeed demonstrates that Congress intended for states to act expeditiously, but neither it nor the statutory language reveal a intent that federal agencies review the reasonableness of the timing of state action on a case-by-case basis. Doing so would not only be difficult, as we have discussed, but it would severely undercut the authority that Congress gave the states if that authority were subject to reversal any time that a federal licensing or permitting agency felt that a state had taken too long to act. Had Congress wanted to establish such a regime, it could have made clear that federal agencies were to be the arbiters of reasonableness. It did not.

B. Voluntary Withdrawal and Resubmission

22. Constitution also asserts that waiver occurred when New York DEC failed to act within one year of Constitution's Second Application dated May 9, 2014, because the Third Application dated April 27, 2015, was identical to the Second Application.[46] New York DEC publicly acknowledged that it had requested the second withdrawal and resubmission with no changes to "application materials previously provided."[47] For this reason, coupled with the fact that New York DEC issued a notice of complete application on the same day Constitution submitted the Third Application, Constitution characterizes the Third Application as merely a continuation of New York DEC's review of Constitution's Second Application, such that the waiver period did not restart on April 27, 2015.

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[46] Although Constitution claims that its first withdrawal and resubmission on May 9, 2014, was coerced (*see supra* at paragraph 18), Constitution does not appear to make this same argument with respect to its second withdrawal and resubmission.

[47] New York DEC, "DEC Announces Public Comment Period on Proposed Constitution Pipeline Until May 14" (Apr. 29, 2015), http://www.dec.ny.gov/press/101519.html; *see also* New York DEC, Environmental Notice Bulletin, *Notice of Complete Application* (Apr. 27, 2015), http://www.dec.ny.gov/enb/20150429_reg0.html.

23. Constitution's argument implies that New York DEC reviewed a static collection of information from the time Constitution filed the Third Application on April 27, 2015. This is not accurate.[48] Regardless, the content of Constitution's Third Application is not material to our legal analysis. Section 401 states that the reasonable period of time starts to run "after receipt of such request [for certification]." The Commission has consistently interpreted the triggering date for the waiver provision to be the date an application is filed with the certifying agency.[49] Constitution emphasizes that the second cycle of withdrawal and resubmission did not change the application materials before New York DEC. We reiterate that once an application is withdrawn, no matter how formulaic or perfunctory the process of withdrawal and resubmission is, the refiling of an application restarts the one-year waiver period under section 401(a)(1). We continue to be concerned, however, that states and project sponsors that engage in repeated withdrawal and refiling of applications for water quality certifications are acting, in many cases, contrary to the public interest and to the spirit of the Clean Water Act by failing to provide reasonably expeditious state decisions.[50] Even so, we do not conclude that the practice violates the letter of the statute. Section 401 provides that a state waives certification when it does not act on an application within one year. The statute speaks solely to a state's action or inaction, not to the repeated withdrawal and resubmission of applications. By withdrawing its applications before a year had passed, and by presenting New York DEC with new applications, Constitution gave New York DEC new deadlines. The record does not show that New York DEC in any instance failed

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[48] For example, after the Third Application, Constitution submitted a response on June 2, 2015, to the 15,000 public comments on its application, including about stream-crossing methods. Petition at 15. Later that month Constitution submitted an updated Stream Crossing Feasibility Analysis. *Id*. at 15.

[49] *Millennium Pipeline Co., L.L.C.*, 160 FERC ¶ 61,065 at PP 13-16, *order den. reh'gs and motions to stay*, 161 FERC ¶ 61,186 at PP 38-42.

[50] *See PacifiCorp*, 149 FERC ¶ 61,038, at PP 18-20 (2014); *see also Central Vermont Public Service Corporation*, 113 FERC ¶ 61,167, at P 16 (2005) (noting that the process of repeatedly filing and withdrawing water quality certification applications is a "scheme developed by [the state agency] and other parties, and [is] neither suggested, nor approved of, by the Commission").

to act on an application that was before it for more than the outer time limit of one year.

The Commission orders:

Constitution's petition for declaratory order is denied as discussed in the body of this order.

By the Commission.

(S E A L)

Kimberly D. Bose,
Secretary.

From: The Belmont Park Community Coalition (BPCC)
Sent: Thursday, January 31, 2019 10:04 AM
To: esd.sm.BelmontOutreach
Subject: Result of fracking (Please add to state record)

January 31, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

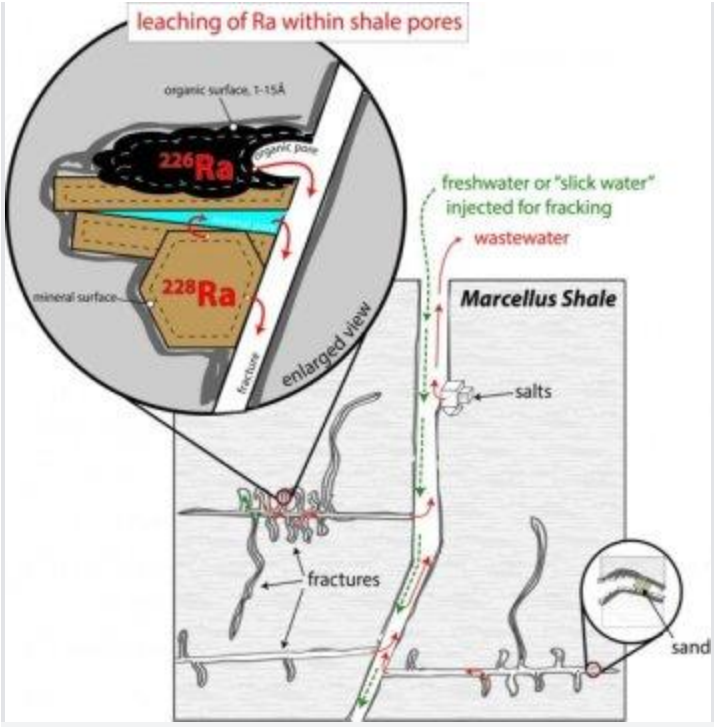
Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Section on National Grid letter to Sterling Equities regarding the need for the pipeline.

See attached.



Radium from within rock leaches from clay minerals that transfer highly radioactive radium-228 and an organic phase that serves as the source of radium-226.
Credit: Joshua D. Landis

Radioactivity in fracking wastewater comes from the interaction between a chemical slurry and ancient shale during the hydraulic fracturing process, according to Dartmouth College research.

The study, detailed in twin papers appearing in *Chemical Geology*, is the first research that characterizes the phenomenon of radium transfer in the widely-used method to extract oil and gas. The findings add to what is already generally known about the mechanisms of radium release and could help the search for solutions to challenges in the fracking industry.

As a result of fracking, the U.S. is already a net exporter of gas and is poised to become a net exporter of oil in the next few years. But the wastewater that is produced contains toxins like barium and radioactive radium. Upon decay, radium releases a cascade of other elements, such as radon, that collectively generate high radioactivity.

"The stuff that comes out when you frack is extremely salty and full of nasties," said Mukul Sharma, a professor of earth sciences at Dartmouth and head of the research project. "The question is how did the waste become radioactive? This study gives a detailed description of that process."

During fracking, millions of gallons of water combined with sand and a mixture of chemicals are pumped deep underground at high pressure. The pressurized water breaks apart the shale and forces out natural gas and oil. While the sand prevents the fractures from resealing, a large proportion of the so-called "slick water" that is injected into the ground returns to the surface as highly toxic waste.

In seeking to discover how radium is released at fracking sites, the research team combined sequential and serial extraction experiments to leach radium isotopes from shale drill core samples. For the study, the research team focused on rocks taken from Pennsylvania and New York locations of the Marcellus

Shale. The geological feature is one of the major rock formations in the U.S. where fracking is being carried out to extract natural gas.

The first research paper found that radium present in the Marcellus Shale is leached into saline water in just hours to days after contact between rock and water are made. The leachable radium within the rock comes from two distinct sources, clay minerals that transfer highly radioactive radium-228, and an organic phase that serves as the source of the more abundant isotope radium-226.

The second study describes the radium transfer mechanics by combining experimental results and isotope mixing models with direct observations of radium present in wastewaters that have resulted from fracking in the Marcellus Shale.

Taken together, the two papers show that the increasing salinity in water produced during fracking draws radium from the fractured rock. Prior to the Dartmouth study, researchers were uncertain if the radioactive radium came directly from the shale or from naturally-occurring brines present at depth in parts of the Marcellus Shale in Pennsylvania.

"Interaction between water and rock that occurs kilometers below the land surface is very difficult to investigate," said Joshua Landis, a senior research scientist at Dartmouth and lead author for the research papers. "Our measurements of radium isotopes provide new insights into this problem."

The research confirms that as wastewater travels through the fracture network and returns to the fracking drill hole, it becomes progressively enriched in salts. The highly-saline composition of the wastewater is responsible for extracting radium from the shale and for bringing it to the surface.

"Radium is sitting on mineral and organic surfaces within the fracking site waiting to be dislodged. When water with the right salinity comes by, it takes it on the radioactivity and transports it," said Sharma.

The Dartmouth findings come as oil and natural gas production in the U.S. have increased dramatically over the past decade due to fracking. Understanding the mechanics of radium transfer during fracking could help researchers develop strategies to mitigate wastewater production.

"The science is being left behind by the gold rush," said Sharma. "Getting the science is the first step to fixing the problem."

An earlier Dartmouth study, found that the metal barium reacts to fracking processes in similar ways. Radium and barium are both part of the same group of alkaline earth metals.

Story Source:

Materials provided by **Dartmouth College**. *Note: Content may be edited for style and length.*

Journal References:

1. Joshua D. Landis, Mukul Sharma, Devon Renock, Danielle Niu. **Rapid desorption of radium isotopes from black shale during hydraulic fracturing. 1. Source phases that control the release of Ra from Marcellus Shale**. *Chemical Geology*, 2018; 496: 1 DOI: 10.1016/j.chemgeo.2018.06.013

2. Joshua D. Landis, Mukul Sharma, Devon Renock. **Rapid desorption of radium isotopes from black shale during hydraulic fracturing. 2. A model reconciling radium extraction with Marcellus wastewater production**. *Chemical Geology*, 2018; DOI: 10.1016/j.chemgeo.2018.08.001
Source:

Dartmouth College. "How slick water and black shale in fracking combine to produce radioactive waste: Research papers explain the transfer of radium during hydraulic fracturing for oil and gas." ScienceDaily. ScienceDaily, 18 September 2018. <www.sciencedaily.com/releases/2018/09/180918154831.htm>.

From: The Belmont Park Community Coalition (BPCC)
Sent: Tuesday, February 05, 2019 8:54 AM
To: esd.sm.BelmontOutreach
Subject: In response to Chapter 7: Socioeconomic Conditions page 37 Arenas and Entertainment Venues please enter the attached documents into the state record.

February 5, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

In response to Chapter 7: Socioeconomic Conditions page 37 Arenas and Entertainment Venues please enter the attached documents into the state record.

https://www.brookings.edu/research/why-the-federal-government-should-stop-spending-billions-on-private-sports-stadiums/

“It feels similar. That building’s always been really loud,” he said. “I don’t think you really notice that there’s less seats. It’s got a little bit of a makeover on it. It always felt like the fans were right on top of you. That’s the great thing about old buildings.

“Everything’s being built bigger and wide and deeper and more expensive and for multi-purpose. To me, those old buildings, just that on-top-of-you feeling, you’ve got people right in your face all game and you hear the crowd and you feed off the crowd. It’s just a great environment for us to play.”

Barry Trotz knows all about the fans being on top of the opposition. The Islanders head coach was with the Washington Capitals when the two teams met in the first-round of the 2015 Stanley Cup Playoffs. The Capitals would win the series in seven games, closing the door on the Coliseum the first time around.

He’s happy to be on the other side of things this time around.

“You have a great tradition there. The fans are on top of you,” he said. “Trust me, you can hear them. They can hit you with the odd beer or two as you’re going off, get in your face, all those things. It’s a quaint building in a sense that it’s not overly big. The new buildings everybody’s so far away. They don’t feel like they’re on top of you. Some of the smaller buildings, like Winnipeg’s building, is designed where they’re on top of you a little bit."

“Trust me, you feel it. You feel the energy from the other team and we get energy off our crowd. It’s a fun place to play.”

https://sports.yahoo.com/islanders-enjoying-success-nassau-coliseum-160035898.html

"The Coliseum’s electricity makes the Islanders an attractive destination now."

https://www.newsday.com/sports/columnists/mark-herrmann/islanders-playoffs-nassau-coliseum-1.26785017

Sincerely yours,

Tammie S. Williams, LMSW

LAURA CURRAN
NASSAU COUNTY EXECUTIVE

OFFICE OF THE COUNTY EXECUTIVE
THEODORE ROOSEVELT EXECUTIVE & LEGISLATIVE BUILDING

VIA ELECTRONIC MAIL

February 4, 2019

Mr. Gary Bettman
Commissioner
National Hockey League
1185 Avenue of the Americas
New York, NY 10036

Commissioner Bettman:

As you consider where the New York Islanders, our New York Islanders, would lace up their skates for the potential National Hockey League playoffs games, there really is only one choice: "The Barn."

It is no coincidence that the Islanders are putting up one of their best regular seasons in team history after coming back and playing some home games at the Nassau Coliseum. Recent Coliseum renovations have improved a venue with an already vibrant and colorful history, and helped energize the team's loyal fan base.

On behalf of the thousands of Nassau County residents and Long Islanders who bleed orange and blue, I urge you to give our team the chance to make a bid for the Stanley Cup at the Nassau Coliseum.

Many thanks and go Islanders!

Sincerely,

Laura Curran
Nassau County Executive

cc: Jon Ledecky
Scott Malkin

1550 FRANKLIN AVENUE - MINEOLA, NEW YORK 11501 - 516-571-3131
lcurran@nassaucountyny.gov

From: The Belmont Park Community Coalition (BPCC)
Sent: Tuesday, February 05, 2019 9:20 AM
To: esd.sm.BelmontOutreach
Subject: Response to Chapter 2: Land Use, Zoning, and Community Character page 38 Transportation/Chapter 11: Transportation

February 5, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Response to Chapter 2: Land Use, Zoning, and Community Character page 38 *Transportation*

"The increase in traffic on the Cross Island Parkway, Hempstead Turnpike, and Jericho Turnpike would affect the character of the study area". -AKRF

Response to Chapter 11: Transportation

See letter attached. Please enter into the state record.

NASSAU COUNTY VILLAGE OFFICIALS ASSOCIATION

PO Box 231239, Great Neck, NY 11023
Tele: 516-437-1455 Email: exec@ncvoa.org

Executive Board

Officers 2018-2019:
President:
Hon. Ralph Ekstrand
Mayor, Village of Farmingdale

1st Vice President:
Hon. Jean Celender
Mayor, Village Great Neck Plaza

2nd Vice President:
Hon. Edward Lieberman
Mayor, Village of Sea Cliff

Treasurer:
Hon. Daniel Serota
Mayor, Village of Brookville

Past President Members:
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Hon. Bernard Ryba
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Hon. Barbara Donno
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Hon. David E. Tanner
Mayor, Village of East Williston

Hon. Peter Cavallaro
Mayor, Village of Westbury

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Deputy Mayor, Village of Lynbrook

Hon. Charles Renfroe
Deputy Mayor, Village of Hempstead

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Hon. Ralph Kreitzman
Executive Director
Former Mayor, Village of Great Neck

Hon. Warren Tackenberg
Executive Director Emeritus
Former Mayor, Village of New Hyde Park

Gary Fishberg, Esq.
Counsel

Eric Ricioppo
Public Information Officer

February1, 2019

To whom it may concern:

Please be informed that the Executive Board of the Nassau County Village Officials Association yesterday passed the following resolution by unanimous vote of all present at the meeting:

"While the Association takes no position regarding the advisability of the approval of the development plan (or any aspect thereof) at Belmont Racetrack, we hereby resolve that the Association is in agreement that if the development project is approved, such approval be conditioned on and require that the current rail station be transformed into a full-service train station, and that the developer be required to bear and pay all costs associated with the upgrade of the station, without the expenditure of public resources (tax revenue, bond proceeds or otherwise) to rebuild said station."

Very truly yours,

Ralph J. Kreitzman
Executive Director

From: The Belmont Park Community Coalition (BPCC)
Sent: Tuesday, February 05, 2019 11:17 AM
To: esd.sm.BelmontOutreach
Subject: In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

February 5, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

Regarding National Grid, DEIS concludes that there "would be no significant adverse impact to the natural gas supply" (pg. 25). However, deep into the appendix A, there is a letter from National Grid dated November 9, 2018 which states the following:

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), which is currently scheduled to be in service December 2020. The NESE project is designed to deliver additional gas supply to National Grid's system and is ***required*** *to support this Project; these gas supply requirements should not be confused with references to distribution capacity on National Grid's system in this letter.*

Why did AKRF and the proposed developers fail to mention the above issue in the DEIS?

Sincerely yours,

Tammie S. Williams, LMSW

The Belmont Park Community Coalition

February 5, 2019

Michael Avolio
Empire State Development
633 Third Avenue New York, NY 10017
Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

<u>In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service</u>

Regarding National Grid, DEIS concludes that there "would be no significant adverse impact to the natural gas supply" (pg. 25). However, deep into the appendix A, there is a letter from National Grid dated November 9, 2018 which states the following:

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Why did AKRF and the proposed developers fail to mention the above issue in the DEIS?

BELMONT PARK COMMUNITY COALITION

January 16, 2018

Hon. Howard Zemsky, President & Chief Operating Officer
Empire State Development
633 Third Avenue—Floor 37
New York, NY 10017

Dear Mr. Zemsky:

The Belmont Park Community Coalition a group of civic leaders representing a number of different community organizations in Elmont is deeply concerned that we are learning details of the planned development at Belmont Park exclusively from media reports rather than from Empire State Development. Moreover, we are concerned by what we are learning from these press reports. We, therefore, request a meeting with ESD in the interest of greater transparency, better communication and better understanding between the community that will be directly affected by the development of Belmont Park and ESD.

First, Newsday has reported that AKRF has been chosen to conduct the environmental review of the project because of AKRF's involvement in the reviews for Barclays Center, Citi Field and Yankee Stadium. We are concerned by the frequency with which AKRF is chosen by ESD to conduct environmental reviews. We note that AKRF has repeatedly been chosen to review ESD projects, including Atlantic Yards, Brooklyn Bridge Park and the Victoria Theater redevelopment as well as the projects identified by Newsday.

Second, the fact that AKRF will be paid by New York Arena Partners appears to create a conflict of interest. Regardless of whether this arrangement complies with the State Environmental Quality Review regulations, 6 CRR-NY 617.9(a), we believe such an arrangement precludes a truly independent assessment of the environmental impacts of the project.

Lastly, Newsday has reported that "New York Arena Partners…will finance the entire $1 billion project. The group will sign a 49-year lease with the state and pay a total of $40 million in rent." We believe this planned lease arrangement is tantamount to a giveaway of lucrative and valuable real estate at the expense of the state's taxpayers and that it will deprive the surrounding communities of Elmont and Floral Park of vital revenue that could be used in and for the community.

We look forward to the opportunity to discuss these concerns with you personally and to learning more about how AKRF was selected and the nature of the terms for the ground lease to New York Arena Partners.

P.O. Box 30285, Elmont, NY 11003
Email: belmontparkcoalition@gmail.com

Sincerely yours,

Tammie S. Williams, MSW
Elmont Civic Leader

Aubrey Phillips
Elmont Civic Leader

Lori Halop
Elmont Civic Leader

Sheila Moriarty
Bellerose Terrace Civic Leader

Nadia Holubnyczyi-Ortiz
Floral Park Civic Leader

Matthew Sexton, LMSW
Floral Park Civic Leader

Sabine French
NYS Haitian Coalition

Mimi Pierre-Johnson
NYS Haitian Coalition

Cc:

Attorney General Eric T. Schneiderman
The Capitol
Albany, NY 12224-0341

New York State Authorities Budget Office
Jeffrey Pearlman, Director
P.O. Box 2076
Albany, NY 12220-0076

New York State Public Authorities Control Board
Office of the State Comptroller
110 State Street
Albany, NY 12236

Nassau County Comptroller
Jack Schniman
240 Old Country Road #211
Mineola, NY 11501

NYS Comptroller Thomas P. DiNapoli
Office of the State Comptroller
110 State Street
Albany, NY 12236

P.O. Box 30285, Elmont, NY 11003
Email: belmontparkcoalition@gmail.com

From: The Belmont Park Community Coalition (BPCC) [mailto]
Sent: Wednesday, February 06, 2019 6:43 AM
To: esd.sm.BelmontOutreach
Subject: Please add to the state record

This further confirms how NYRA treats their workers and host communities like 2nd class citizens.

There's never a good time for a company to abruptly lose its top management official.

For the New York Racing Association, the Jan. 23 announcement that Chris Kay had unexpectedly submitted his resignation as president and CEO came at an especially crucial time for the organization.

With Kay's exit, David O'Rourke, NYRA's senior vice president and chief revenue officer, was named interim CEO by the board of directors, putting him in charge of the nation's premier racing circuit that realized $2.1 billion in all-sources handle in 2018, and making him the central figure in the implementation of plans that will shape NYRA's future.

The 2019 racing dates and stakes schedules for **Belmont Park**'s spring meet and **Saratoga Race Course**, as well as the Belmont and **Aqueduct Racetrack** fall meets, have not been finalized. The timetable for construction at Belmont, which includes renovation of the facility and racing surfaces, has yet to be announced. And, the clock is ticking if NYRA hopes work is completed on the New York Islanders' arena by the 2021 opening.

"It's a rough time to have a new president," said Pat Kelly, a longtime board member of the New York Thoroughbred Horsemen's Association and a New York-based trainer for about 40 years. "Nobody has seen any of the construction plans. It's all general. The only thing we know for sure is that the hockey arena has to be finished by 2021 and they are putting in a third railroad line to Floral Park so neighborhood people there are upset.

"It's an interesting situation. They have to get all that construction done in two years and it's no small order. We also don't know about other things—like is Aqueduct going to close? Everyone got blindsided by this and we'll see what happens next."

Although there was no official announcement from NYRA detailing reasons for Kay's departure after 5 1/2 years at the helm, published reports claim Kay violated company policy by using NYRA employees to work on his home in Saratoga Springs, N.Y. One source with knowledge of the situation said that was "on the right track."

Going forward, some changes already seem to be locked in. NYRA's board of directors favors expanding the length of the upcoming Saratoga meet, moving the starting date to July 11 and cutting the bulk of the meet from six days a week to five, with Monday and Tuesday dark days. NYRA officials say the Saratoga dates have yet to receive final approval from outside groups and agencies, such as the New York State Gaming Commission, but they did not dispute the report or voice any complaints about the new format.

Sources also say Belmont Park is expected to open for its fall meet in its traditional spot, less than a week after the close of the Saratoga meet, though the latter part of the meet could be shifted to Aqueduct and there might be later post times to accommodate construction.

Yet even with Saratoga removed from the to-do list, there are still important decisions to be made and horsemen are eager to see how everything will play out in the coming months.

"It will be interesting to see what direction they go in," said trainer Todd Pletcher, the sport's all-time

earnings leader and winner of more than 35 NYRA training titles. "It's a difficult and often thankless job to be the president, but there are some important issues—like how long are they going to race at Saratoga? And how long will they not race at Belmont?

"The one thing to me, is that the priorities for anyone operating NYRA is satisfying owners and customers. Ultimately if you can succeed in those areas, everything else will fall into place."

Kelly said maintaining a first-class racing product needs to be job No. 1 for a new leader.

"We have to keep the racing top-notch because as NYRA goes, the industry goes," he said. "They can have restaurants and whatever buildings they bring in, but racing is the important engine for everything."

Rudy Rodriguez, the leading trainer at the current Aqueduct meet, believes field size especially in winter, is a key issue.

"There's a lot of priorities, but they have to try to keep more horses around. Otherwise, they are doing an excellent job with the tracks, especially with the cold weather they are getting," Rodriguez said. "They are doing a lot of good things for the backstretch people and that's a good cause. They are approaching things the right way and they are doing an excellent job in some areas. I hope they keep it up."

When Kay arrived at NYRA in 2013, it was mired in a political mess. The organization was under state control since 2012 and operating at a deficit. Kay lacked experience in horse racing, but during his tenure NYRA became profitable and again became a private entity.

Now in a different climate, some horsemen would like to see a NYRA boss with a better understanding of issues critical to owners and trainers, such as workers' compensation.

"I think the owners and trainers would appreciate it if it's a horse guy running NYRA," said Sol Kumin, a partner in Triple Crown winner **Justify** who had shares of horses that won 24 grade 1 stakes in 2018. "It's not a necessity, but it gives us someone you can relate to and who knows all the ins and outs of the sport. We need someone who is not afraid to make changes. There's been a lot of status quo and they can use someone who would not be afraid to mix it up."

Pletcher sees the value in a well-rounded leader.

"It's a multi-faceted business. Running NYRA means you have to know a lot about customer service, racing, government, politics. It's a difficult position because you are responsible for so many areas of expertise," Pletcher said. "There's also various departments underneath the president where there should be people who are experts in that area. I'm not sure the president has to be someone who necessarily has to know how to write a condition book. You have people to do that for you. Any good manager has to delegate some authority to people that specialize in their areas."

As for O'Rourke, how NYRA navigates some choppy waters in the months ahead should go a long way toward determining if "interim" is removed from his title.

He has valuable experience in racing operations, having joined NYRA in 2008 as the director of financial planning. He was promoted to chief revenue officer in 2011 and has played a key role in the creation of NYRABets, NYRA's expanded television presence, and capital projects.

"I've heard a lot of good things about Dave and that he knows a lot about racing," Kumin said. "Whether he's the guy or they get someone like him, it would be great."

Kelly voiced support for O'Rourke, stressing that NYRA desperately needs continuity at this point.

"Let's hope they give Dave a chance to run the show," Kelly said. "Who knows, maybe he's exactly what we need. Right now, we need some continuity because the timing is so tight. There's so much going on. Dave should get a chance to captain the ship and we'll get to see what type of course he can chart."

Given the surprising turn of events in recent weeks, there's no doubt a straight course would be most welcomed.

From: The Belmont Park Community Coalition (BPCC)
Sent: Thursday, February 7, 2019 7:57 AM
To: esd.sm.BelmontOutreach
Subject: Chapter 7: Socioeconomic Conditions. Page 31. Section: Hotel

February 7, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Chapter 7: Socioeconomic Conditions. Page 31. Section: Hotel

Whom will be the tenant for the proposed full-service hotel with up to 250 keys?

Sincerely yours,

Tammie S. Williams, LMSW

The Belmont Park Community Coalition

From: The Belmont Park Community Coalition (BPCC)
Sent: Thursday, February 7, 2019 3:41 PM
To: esd.sm.BelmontOutreach
Cc: Norman Siegel
Subject: Chapter 7: Socioeconomic. Page 15. Section: Job Creation.

February 7, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Chapter 7: Socioeconomic. Page 15. Section: Job Creation.

New York State Urban Development Corporation Act (the "UDC Act")

Purpose of the UDC Act 174/68 section 2 : **to decrease the need for public assistance** burdens of the state and municipalities. To prevent economic stagnation and to encourage the creation of new job opportunities in order to **protect against the hazards of unemployment**, reduce the level of public assistance to now indigent individuals and families, **increase revenues to the state** and to its municipalities and to **achieve stable and diversified local economics**.

During the scoping process BPCC asked the following:

On page 7 *of the Belmont Park Redevelopment Project Draft Scope for preparation of Draft Environmental Impact Statement (DEIS) section titled "Purpose and Need", please expand and provide details about* ***job titles/positions and salaries/wages*** *for each 3,100 permanent jobs and 12,300 temporary construction jobs (new direct and indirect part-time, seasonal, full-time) building trade union, non-union jobs that will be created. How will the proposed developers report to the state comptroller about job creation? How often will proposed developers file job creation and retention report to the state comptroller's office?*

Concerns:

Chapter 7 page 15:

Job Creation- "One of the most critical benefits of the Proposed Project, given its size and scope, is job creation. Overall, the Proposed Project is expected to generate a total of **2,972 FTE permanent jobs** and **10,227 FTE temporary construction jobs** , including direct, indirect and induced jobs. **Direct permanent jobs total 2,349,** while total **direct temporary construction jobs** total **7,046 jobs** (in person-years). If direct permanent jobs are considered, the two uses that would generate the most jobs within the Proposed Project are **"Dining and Entertainment" and "Luxury Outlet Retail",** with 796 and 638 jobs, respectively."

Please explain why "***job titles/positions and salaries/wages"*** were left out of this section? How is this Proposed Project fulfilling the UDC Act (see reference above)?

The jobs that will be produced under this proposal are low wage jobs, many of which will be minimum wage. Retail clerks, hospitality workers, ticket takers parking attendants, hot-dog sales, waiters and waitresses, cooks, maintenance work, repair work, and custodians are not the types of high skilled, high paying jobs, the State should be promoting on its very scarce property. They are also not the jobs our communities are looking to have our children aspire to.

I see far fewer jobs than Gov. Cuomo initially promised, and I see nothing about percentages for locals. Nothing I've seen so far leads me to think he will be honoring the promise he made of one third of the construction jobs being reserved for local residents, minorities, disabled, vets, etc. None of the permanent jobs will be set aside either. And I saw no discussion about the kind of jobs that were likely to be available.

Page 7-17: G. Assessment of Potential Adverse Impacts

"The assessment of indirect business displacement, however, concluded that a more detailed analysis was required to determine whether significant adverse impacts would result due to competition."

BPCC Concerns:

Competition: DEIS fails to analyze **substitution effects** (disposable income) and leakage (measure the dollar recirculated) in the community as oppose to sports "destination" facilities. Towers of studies are available to analyze. Pick out of the 48 host communities in America.

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW

Co-Organizer

The Belmont Park Community Coalition (BPCC)

P.O. Box 30285, Elmont, NY 11003

(516) 945-5230

February 7, 2019

Michael Avolio
Empire State Development
633 Third Avenue New York, NY 10017
Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Chapter 7: Socioeconomic. Page 15. Section: Job Creation.

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Page 7-17: G. Assessment of Potential Adverse Impacts

"The assessment of indirect business displacement, however, concluded that a more detailed analysis was required to determine whether significant adverse impacts would result due to competition."

BPCC Concerns:

Competition: DEIS fails to analyze **substitution effects** (disposable income) and leakage (measure the dollar recirculated) in the community as oppose to sports "destination" facilities.

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW
Co-Organizer
The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
(516) 945-5230

From: The Belmont Park Community Coalition (BPCC)
Sent: Friday, February 08, 2019 1:45 PM
To: esd.sm.BelmontOutreach
Subject: Is sports gambling a key to Belmont arena project success?

February 8, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

See attached for the state record.

Please add to state record:

February 07, 2019

Note this glancing mention in Long Island Business News column 2/5/19 by Kevin Law, president & CEO of the Long Island Association, Law: Proposed state budget is a good start; Long Island needs more:

In addition, the [governor's proposed] budget impacts local governments by cutting Aid and Incentives to Municipalities. Finally, it restricts sports gambling to the upstate casinos only. Why shouldn't Long Islanders have the ability to go to Aqueduct, Belmont Park or Jake's 58 to place a bet on sporting events beyond horse racing?

This makes me wonder about the business plan for the Belmont arena, an expensive building with one anchor tenant, the New York Islanders, and a retail and entertainment complex coupled with it. Sports gambling could add key profits.

And, as a New York Times Magazine article

recently explained, sports gambling is poised to explode nationally, adding to the experience of a game, bringing in new revenue and likely new customers.

Reasons for doubt

Yes, there's a good chance that Belmont would seriously wound the Nassau Coliseum, as I've written.

But the Belmont arena will not necessarily thrive as well as boosters project.

For one thing, there's a pattern of overestimating profits even from a busy arena, as with the Barclays Center projections.

For another, the availability of Long Island Rail Road access to the Belmont arena remains up in the air; for now, those

going westbound--all of Long Island--would have to ride to Jamaica and then transfer to travel east on a new train. That's not tenable for many people, and the upgrade would have huge costs; it's unclear who would pay.

What about the parking?

Then there's the question of the Belmont project design. According to the General Project Plan, Site A, closest to the railroad station, would include the Arena, experiential retail, dining, and entertainment uses, the Hotel, the Commercial Office Facilities and community facilities space, and open space, while Site B would include the Retail Village and open space. There will be both pedestrian and vehicle connections between those sites.

The Retail Village will have approximately 1,500 parking spaces in a below-ground structure, while Site A will have

approximately 400 spaces primarily serving the hotel, and the arena will have approximately 40 spaces, primarily serving Islanders' team members and Arena employees.

Figure A

That's not enough for the fans. It's also expected that the existing parking on the North, South, and East Lots, which contain up to approximately 6,312 surface parking spaces, also will serve the arena.

Fans will have to take shuttle transportation, at least from the large East and North lots. While that might be easier before an event, as long as attendees arrive at staggered hours, that portends a post-show rush as people leave as a group. That could get very tiresome. At least for those who aren't sticking around to gamble or otherwise take advantage of the entertainment complex.

https://atlanticyardsreport.blogspot.com/2019/02/is-sports-gambling-key-to-belmont-arena.html

From: The Belmont Park Community Coalition (BPCC) [mailto]
Sent: Tuesday, February 12, 2019 9:43 AM
To: esd.sm.BelmontOutreach
Subject: In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

February 12, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

Regarding National Grid, DEIS concludes that there "would be no significant adverse impact to the natural gas supply" (pg. 25). However, deep into the appendix A, there is a letter from National Grid dated November 9, 2018 which states the following:

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), which is currently scheduled to be in service December 2020. The NESE project is designed to deliver additional gas supply to National Grid's system and is ***required*** *to support this Project;* ***these gas supply requirements should not be confused with references to distribution capacity*** *on National Grid's system in this letter.*

Why did AKRF and the proposed developers fail to mention the above issue in the DEIS?

Background

Under the Federal Water Quality Act, states have the right and the duty to protect the quality of their local waters. Under New York State law, it is the Department of Environmental Conservation that carries out this responsibility, providing "for the propagation, protection, and management of fish and other aquatic life and wildlife and the preservation of endangered species." A company like Williams that seeks to undertake a project like constructing the Northeast Supply Enhancement pipeline in New York State waters must persuade the DEC that its work poses no threat to water quality in general nor to the marine life that lives in that water. The effects of climate change, exacerbated by the pipeline's construction and operation, would be among the many threats introduced to New York waters by this project.

The Williams NESE Pipeline would contribute to climate change, which will adversely affect area ecosystems.

- The pipeline would carry fracked gas, which is largely methane, a greenhouse gas 86 times more powerful in the short term than Co2. When just 3.2% of methane leaks—and gas infrastructure is known to leak as much as 11%—methane is as bad for the climate as burning coal.
- The Department of Environmental Conservation estimates 99,781 tons of carbon dioxide equivalent (CO2e) emissions (the equivalent of burning 50,000 tons of coal) resulting from the construction of the NESE project alone.

Climate change is harming and will continue to harm New York waters.

The NY/NJ Harbor Estuary Program (HEP), established under the Clean Water Act, recently issued a report noting that climate change will "limit the ability of the NY-NJ Harbor & Estuary Program to reach its goals for reducing pollution, improving and increasing habitat and public access, supporting maritime uses, and engaging communities."

The HEP report found 17 risks to the NY estuary related to climate change, including damaged wastewater infrastructure, reduced coastal habitats, exacerbated dissolved oxygen problems, shifts in species ranges and habitat conditions, increased coastal erosion, and increased disease prevalence. These will be caused by climate change-related sea level rise, increased precipitation, extreme weather events, temperature increases, increased drought, and increased acidification of the water.

Kate Boicourt, co-author of the HEP report and director of resilience at Waterfront Alliance, stated: "We're already having trouble meeting water quality standards. Climate change will only exacerbate this challenge, with increasing annual precipitation and record-setting storms adding stress to our aging infrastructure, putting both people and habitat at risk."

Climate change would threaten the existence of several fragile species already singled out by the DEC as possibly endangered by the Williams project.

- **Atlantic Sturgeon:** Warming waters have made difficult to determine migration windows for the sturgeon, adding to the concerns voiced by the DEC in its comments to FERC. In addition, a 2013 study noted that "increased salt-water intrusion from the marine environment [into freshwater spawning territory] is likely to occur under predicted scenarios of climate change and sea level rise, markedly constrain[ing] areas of suitable habitat for Atlantic sturgeon."
- **Winter Flounder:** HEP noted that populations of Winter flounder off the Atlantic coast had declined by as much as 90% due to warming waters. "An increase in winter water temperatures in estuaries supporting winter flounder populations is potentially a critical threat to recruitment, because of increased susceptibility to predation."
- **Eelgrass:** HEP noted that increased temperatures and frequency of extreme events may inhibit eelgrass restoration, which provides an essential nursery and forage habitat for a variety of area species, including horseshoe crab and summer flounder. The New York DEP is currently in the middle of an extensive eelgrass restoration project in Jamaica Bay and elsewhere in the region.
- **Clams:** HEP noted that ocean acidification may make it more difficult for clams and other calcifying species to make their shells and exoskeletons and is a threat to the development of sensitive fish and oyster larvae.

The Williams NESE Pipeline will make it nearly impossible for New York City and New York State to meet their goals for fighting climate change.

- NYC plans to reduce greenhouse gas emissions by 35% by 2025 and 80% by 2050. NYS plans to reduce emissions by 80% by 2050. These are conservative estimates. New state and city legislation, such as the Climate and Community Protection Act and the “dirty buildings bill,” will raise these goals considerably.
- The DEC notes that “the amount of greenhouse gas emissions from construction and operation [of the pipeline would be] significant when compared to State and regional GHG emission reduction targets, even before taking into account upstream or downstream emissions.”
- Additional studies show that if the Williams NESE pipeline were built along with the state’s other proposed natural gas pipelines, the only way to achieve New York's 2030 emission reduction target would be to cut oil use in the range of 70-100%, which is impossible.
- The recent Annual Energy Outlook report from the U.S. Energy Information Administration suggested that, based on current trends, national emissions would decline by only 2.5% by 2050 largely because of the increased reliance on natural gas.

Conclusion

New York is already at risk from climate change, and the construction of the Williams NESE pipeline would only accelerate that risk. Along with the threats posed to coastal and other communities, climate change is threatening already fragile species such as the Atlantic sturgeon and Winter flounder and will affect water quality in general in ways that are largely irreversible. The Department of Environmental Conservation should protect New Yorkers and New York waters by denying the Williams NESE project a Water Quality Certificate.

The Belmont Park Community Coalition (BPCC)

February 12, 2019

Michael Avolio
Empire State Development
633 Third Avenue New York, NY 10017
Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

<u>In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service</u>

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From: The Belmont Park Community Coalition (BPCC)
Sent: Tuesday, February 12, 2019 9:51 AM
To: esd.sm.BelmontOutreach
Subject: Please add to the state record

February 12, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

In response to Chapter 7 Socioeconomic Conditions page 37*Arena and Entertainment Venues:*

Good day Michael,

"The Nassau Hub is exactly the state of the art [project] that we are talking about" in terms of developments that combine work, home and entertainment, Cuomo told about 500 people gathered in Woodbury by the Long Island Association business group.

https://www.newsday.com/business/nassau-hub-cuomo-1.27073023?fbclid=IwAR1duT6wSO8jz48j5CRllCz2Bd9yWuUFNhyPttopHyWpoL3qBZzwgxW4mUI

The Belmont Park Community Coalition (BPCC)

From: The Belmont Park Community Coalition (BPCC)
Sent: Wednesday, February 13, 2019 8:21 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Cumulative Impacts: Generic Environmental Impact Statement (GEIS) Request

February 13, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Please provide the Generic Environmental Impact Statement GEIS in respect to the cumulative impacts surrounding the proposed arena and outlet mall project and NYRA's proposed construction project at Belmont.

According to SEQR, a lead agency may use a Generic Environmental Impact Statement to address impacts of multiple actions within a defined geographic area. (See 617.10).

Note that in all such cases, the lead agency must clearly articulate the functional connections of potential impacts to resources, as courts have generally not accepted proximity alone as a basis for requiring cumulative impact analysis (SEQR Handbook).

Tuesday, February 12, 2019

By Mark Berner

The New York Racing Association on Thursday confirmed an HRI November story that it indeed will extend the 2019 Saratoga race meet.

Last week's announcement also confirmed the yet to be stated final decision from New York's Empire State Development Corporation that the New York Islanders will get final approval to build its new hockey arena at Belmont Park.

NYRA denied the story at first because the New York State Gaming Commission had not approved the change in schedule.

Similarly, the Islanders have yet to confirm its new arena will be in Elmont because the ESD has thus far only given provisional approval.

The NYSGC could have approved the dates last November but the ESD still had a few dog and pony shows scheduled at the Elmont Library.

The deadline for written comments, extended to March 1, is a signal that the ESD's announcement of final approval for the Isles is imminent.

The Belmont Park spring/summer meeting will run 48 days beginning Friday, April 26 through Sunday, July 7; Saratoga will begin Thursday, July 11 and run through Labor Day, September 2. Per usual since 2010, Saratoga will host 40 days of live racing.

Following the opening weekend, July 11 through July 14, racing at the Spa will be conducted five days a week, Wednesday through Sunday. Closing week will run Wednesday, August 28 through Labor Day.

On page seven of the ESD's 28-page Request for Proposal it states, "The Designated Developer(s) will be expected to coordinate construction activities with NYRA."

Though the all the i's have not been dotted nor the t's crossed, the arena is a done deal, confirmed by NYRA's capitulation with wording in the RFP.

Rife with photo opportunities, local politicians, lawyers and activists took the opportunity at the Elmont Library to get some ink, a.k.a. electrons. In sum, the show was ineffective and without substance.

NYRA interim CEO David O'Rourke still equivocated in last week's press release to avoid stepping on any toes. However, this cat has left the bag because NYRA would not make such an important schedule shift without benefit of inside information.

"Given the initial and proposed timelines for the potential construction of a new arena at Belmont Park, we believe it is the responsible action to move our racing operations to Saratoga Race Course slightly earlier than usual this summer."

Continued O'Rourke: "We appreciate the patience of our horsemen, fans and the community in awaiting this announcement. We are working diligently with our stakeholders to ensure a smooth transition to this new calendar."

National Hockey League President Gary Bettman is a lawyer, perceptive negotiator, and he never leaves himself without a Plan B. Absent that scenario, the construction of the Belmont arena is a mortal lock.

Barclays, developed by Brooklyn-based real estate developer Forest City Ratner, was the same company that put lipstick on a pig a “refurbished Nassau Coliseum.”

Ratner and Brooklyn Sports & Entertainment Global, operators of both Barclays Center and Nassau Coliseum, failed to maintain the ice-making equipment at the Coliseum, the former and now sporatic, part-time home of the hockey team.

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The plan, seemingly criminal in nature and most definitely a conflict of interest, did not work.

Ratner made sure the Coliseum would be suitable for minor league sports only, turning an aging facility into a barn with the charm of a subway car. The Coliseum still lacks sufficient bathrooms, offers subpar food, and very few amenities, e.g. wait service in the business suites.

New York State last year invested $6 million to bring the Coliseum up to NHL standards, specifically investing in ice plant redundancy and dehumidification and media and broadcast cabling infrastructure.

Saturday’s Islanders vs. Edmonton game is the last regular season game at Barclays this season and, hopefully, forever. The home games this season were split equally between the Brooklyn and Nassau arenas.

Non hockey fans should note that the Islanders are in first place by three points over last year's Stanley Cup champion Washington Capitals in the Metropolitan Division and second in the Eastern Conference behind the league-leading Tampa Bay Lightning.

It is highly likely the Isles will make the Stanley Cup playoffs. The rumor inside the league office is that the team will play at least the first playoff round at the Coliseum.

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Islanders' management is committed to go 24/7/365, including all union overtime pay, to complete the arena in time for 2021-2022 NHL season. Shopping, dining and entertainment and a hotel comes later.

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Source: https://protect2.fireeye.com/url?k=3e486fa2-6270c8c0-3e4a9697-000babd9f75c-e9e88610e63f657d&u=http://www.horseraceinsider.com/Inside-New-York/comments/02112019-drama-surrounding-saratoga-belmont-and-islanders-ending/?fbclid=IwAR1HlbzO2nYXPtYrpDd48-z5DL3NvMInBxOnGOLLTKwS14r_jth0PATPD0k

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Drama Surrounding Saratoga, Belmont and Islanders Ending

Tuesday, February 12, 2019

By Mark Berner

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Source: http://www.horseraceinsider.com/Inside-New-York/comments/02112019-drama-surrounding-saratoga-belmont-and-islanders-ending/?fbclid=IwAR1HlbzO2nYXPtYrpDd48-z5DL3NvMInBxOnGOLLTKwS14r_jth0PATPD0k

The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
Phone: (516) 325-1599
E-mail: info@belmontparkcoalition.com
Website: www.elmont.org

Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.-Margaret Mead

From: The Belmont Park Community Coalition (BPCC) <>
Sent: Wednesday, February 13, 2019 9:24 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Re: "Feature meaningful participation of Minority-and Women-Owned Business Enterprises, and Service-Disabled Veteran-Owned Businesses"

February 13, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Reference: 2017 Request for Proposal page 8 IV. Development Objectives bullet-point 6 "Feature meaningful participation of Minority-and Women-Owned Business Enterprises, and Service-Disabled Veteran-Owned Businesses".

Reference: Norman Siegel's testimony on March 22, 2018. Draft Scope for Preparation of a Draft Environmental Impact Statement (the "Draft"). "On page 7, you also state a purpose is "meaningful participation of Minority and Women-Owned Business Enterprise (MWBE) and Service-Disabled Veteran-Owned Business." Yet, the Draft Scope does not detail what that means. What are the goals and timetables on inclusionary hiring? On equal opportunity employment? Is the goal 10% 25%, 50% or what? This needs to be spelled out."

Reference: Belmont Park Redevelopment Civic and Land Use Improvement Project DEIS. Executive Summary. S-9. Purpose and Need. Bullet-point 6. "Feature meaningful participation of Minority-and Women-Owned Business Enterprises, and Service-Disabled Veteran-Owned Businesses". Paragraph 2, "NYAP is committed to paying a living wage, hiring locally, and encouraging MWBE and SDVOB participation, with apprenticeship programs and diversity initiatives and commitments anticipated during both construction and operations."

Concerns: DEIS does not answer:

What are the goals and timetables on inclusionary hiring? On equal opportunity employment? Is the goal 10% 25%, 50% or what? This needs to be spelled out."

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BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW

Co-Organizer

The Belmont Park Community Coalition (BPCC)

February 13, 2019

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---------- Forwarded message ----------
From: "The Belmont Park Community Coalition (BPCC)"
To: "esd.sm.BelmontOutreach" <belmontoutreach@esd.ny.gov>
Cc:
Bcc:
Date: Wed, 13 Feb 2019 13:45:34 +0000
Subject: Add to the state record

February 11, 2019

This policy brief updates the Citizens Budget Commission's two previous analyses of the cost of New York's state and local economic development programs. This brief finds that between 2016 and 2018 state and local economic development costs continued to increase, state spending shifted toward discretionary grants and away from as-of-right tax breaks, and transparency has not meaningfully improved. These continue the trends found in the September 2016 policy brief Increasing Without Evidence that examined changes between 2014 and 2016.

A positive development is a gubernatorial proposal to improve transparency through a "database of deals" and procurement reform. It would be best to codify these commitments in law. Other reforms are still needed, including establishment of a forward-looking unified economic development budget, standardized metrics across programs, and improved program design.

Highlights:

- New York spent $9.9 billion on state and local economic development efforts in 2018, up $1.4 billion and 17 percent from $8.5 billion in 2016. (See Table 1.)
- State costs were $4.4 billion in 2018, an increase of $965 million over the 2016 total. State tax expenditures grew $322 million to $2.5 billion, while discretionary state spending grew $644 million to $1.8 billion. (See Table 2.)
- Local costs, including tax expenditures and other spending, were $5.6 billion and 56

percent of the total 2018 cost. Local tax expenditures increased $458 million to $3.7 billion and local spending stayed flat at $1.9 billion. (See Table 3.)

Table 1: Summary of Annual New York State and Local Economic Development Costs
(dollars in millions)

	2016	2018	Change ($)	Change (%)
State Tax Breaks[a]	$2,218	$2,540	$322	15%
State Spending[b]	$1,181	$1,825	$644	54%
Subtotal State Costs	**$3,399**	**$4,365**	**$965**	**28%**
Local Tax Breaks[c]	$3,237	$3,695	$458	14%
Local Spending[d]	$1,857	$1,857	$0	0%
Subtotal Local Costs	**$5,094**	**$5,552**	**$458**	**9%**
Total Economic Development Cost	**$8,493**	**$9,917**	**$1,423**	**17%**

Notes are provided on page 6. Sources are provided on page 8.

Programs Growing Considerably During this Period

Sales Tax Benefits for Production and Research and Development

These tax expenditures increased 47 percent from $547 million in 2016 to $802 million in 2018.[1] The growth was driven by an increase in the projected value of the sales tax benefit for machinery and equipment used in production, which rose from $330 million in 2016 to $607 million in 2018.

Empire State Development Spending

Spending by the State's main economic development agency, the Empire State Development Corporation (ESD), grew 63 percent from $739 million in 2016 to $1.2 billion in 2018. During this period, the legislature made several large appropriations for major new projects under ESD's jurisdiction, including the construction of Moynihan Station in Manhattan ($700 million), a second phase of investment in the Buffalo Billion ($400 million), and a Life Sciences Initiative and new laboratory ($1.1 billion). In addition, appropriations were made creating two new sources of funds without specified projects: the Strategic Projects Program ($208 million) and High Technology Innovation and Economic Development Infrastructure Program ($300 million). Spending under these appropriations will occur over several years. ESD also continued spending on existing programs such as the Regional Economic Development Council initiative.

Other State Capital Spending

This category includes several different sources of capital funding for economic development: the Special Infrastructure Account, the Economic Development Capital Program, the Strategic Investment Program, the Regional Economic Development Program, the High Technology and Development Program, and the Economic

Development Program – New York State. The Special Infrastructure Account (SIA) is funded by settlements paid to the State by large financial institutions. Economic development spending through the SIA grew significantly in 2018, with $164 million disbursed for the expansion of the Javits Center and $28 million to expand the availability and capacity of the state's broadband networks.

Table 2: Annual New York State Economic Development Costs
(dollars in millions)

State Tax Breaks	CY 2016 Projection	CY 2018 Projection	Change ($)	Change (%)
Sales Tax Benefits for Production and R&D[e]	$547	$802	$255	47%
Empire Zone Tax Credits	172	220	$48	28%
Excelsior Tax Credits	145	161	$16	11%
Investment Tax Credits[f]	135	146	$11	8%
Exemptions for Commercial Airlines[g]	115	118	$3	3%
Brownfields Tax Credit	130	130	$0	0%
Film & Commercial Tax Credits	428	427	-$1	0%
Manufacturer Tax Breaks[h]	100	60	-$40	-40%
START-UP New York	105	7	-$98	-93%
Other[i]	341	469	$128	38%
Subtotal State Tax Breaks	**$2,218**	**$2,540**	**$322**	**15%**

State Spending	SFY 2016 Actual	SFY 2018 Actual	Change ($)	Change (%)
Empire State Development	$739	$1,208	$469	63%
Other State Capital[j]	48	241	$193	406%
NYSERDA Economic Development[k] (2015-2017)	59	126	$67	115%
Other Public Authorities[l] (2015-2017)	117	135	$18	15%
Department of Economic Development	92	89	-$3	-4%
New York Power Authority[m] (2015-2017)	127	27	-$100	-79%
Subtotal State Spending	**$1,181**	**$1,825**	**$644**	**54%**
Total State Economic Development Costs	**$3,399**	**$4,365**	**$965**	**28%**

Notes are provided on page 6. Sources are provided on page 8.

Table 3: Annual Local Economic Development Costs in New York State
(dollars in millions)

Local Tax Breaks	2016 Projection	2018 Projection	Change ($)	Change (%)
Local Sales Tax Exemptions[n]	$835	$1,098	$263	31%
New York City Tax Breaks[o]	1,793	1,893	$100	6%
Industrial Development Agencies[p] (2015-2017)	609	704	$94	16%
Subtotal Local Tax Breaks	**$3,237**	**$3,695**	**$458**	**14%**

Local Spending	2015 Actual	2017 Actual	Change ($)	Change (%)
Other NYC LDCs[q]	$327	$431	$105	32%
NYC Department of Small Business Services[r]	165	177	$12	7%
Land Banks	10	15	$5	53%
Local Development Corporations (except NYC)[s]	93	73	-$19	-21%
Other Local Government Spending[t]	517	483	-$33	-6%
New York City EDC[u]	746	678	-$68	-9%
Subtotal Local Spending	**$1,857**	**$1,857**	**$0**	**0%**
Total State Economic Development Costs	**$5,094**	**$5,552**	**$458**	**9%**

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Programs Shrinking During this Period

START-UP NY

This program, which allows for ten years of tax-free operation for new and expanding businesses that locate in designated areas on or near college campuses, has been smaller than anticipated. The decrease in the projected value from $105 million in 2016 to $7 million in 2018 reflects this gap.

New York Power Authority (NYPA)

Market rates for electricity have fallen faster than the rates NYPA offers through its ReCharge NY program, so there has been no effective cost of selling power through this program in 2015 and 2017 (the years for which data are available). Other aspects of NYPA's economic development costs decreased over this period. The value of NYPA's hydropower programs, which also offer power at a discounted rate, have fallen due to the decrease in market prices. In 2015, NYPA made a $67 transfer to ESD, which was not listed as revenue in ESD's financial statements. A similar payment was not made in 2017.

Of $5.6 billion in local economic development costs in 2018, $3.2 billion was for New York City

Continued Growth in New York State 2020 Executive Budget with Some Reforms

The Fiscal Year 2020 Executive Budget Financial Plan projects continued growth in state economic development spending, including 52 percent growth in ESD spending and 106 percent growth in Other State Capital, predominantly due to increased spending on the Javits Center expansion, broadband initiative, and economic development projects on Long Island. (See Table 4.)

Table 4: Projected Growth in State Economic Development in Fiscal Year 2020
(dollars in millions)

	FY 2018 Actuals	FY 2019 Current	FY 2020 Proposed	Growth, FY 2018 to FY 2020
Empire State Development Corporation	$1,208	$1,543	$1,836	52%
Department of Economic Development	$89	$89	$73	-17%
Other State Capital	$241	$568	$496	106%
Total	**$1,537**	**$2,200**	**$2,406**	**56%**

Notes: Empire State Development and Department of Economic Development figures include all governmental funds. Other State Capital includes Economic Development Capital Programs; Strategic Investment Program; Regional Economic Development Program; Economic Development Program, New York State; High Technology and Development Program; as well as Special Infrastructure Account funds except those for emergency preparedness, counterterrorism, hospital projects, and Thruway stabilization.

Sources: New York State, Division of Budget, "FY 2020 Executive Budget Financial Plan"; "FY 2020 Capital Program and Financing Plan"; and "FY 2019 Enacted Budget Capital Program and Financing Plan."

Although spending growth continues, important reforms to improve transparency and accountability have not been made.[2] In the 2018 session, the State Senate passed three bills to create a database of economic development deals, establish a unified economic development budget, and reform procurement by restoring the State Comptroller's oversight of contracts made by the State University of New York, City University of New York, or the state's Office of General Services, which previously had been eliminated.

Both a database of deals and procurement reform were included in the Governor's book of proposals released with the State of the State, and the Executive Budget includes an appropriation to fund the creation of a database.[3] However, these proposals are not included in the Article VII bills accompanying the Executive Budget, so they would not have the strength of law. These reforms should be codified in statute and passed by the legislature in this session. In addition, further reforms are needed: a unified economic development budget that includes information on the costs of all economic development programs for the coming fiscal year; standardization of metrics across programs to allow for comparability of results; and program design improvements so that benefits follow private sector investment, eligibility is standardized, and results are evaluated regularly.[4]

By Riley Edwards

Download Report

10 Billion Reasons to Rethink Economic Development in New York

Notes to Tables

Totals may not add due to rounding.

Some figures for tax expenditures are projections or estimates rather than actuals. These are calculated by the New York State Department of Taxation and Finance, New York State Division of the Budget, and New York City Department of Finance based on available data.

[a] Data are projections for calendar years 2016 and 2018.

[b] Data are actuals for state fiscal years 2015-2016 and 2017-2018, except where actuals for 2018 are not available. For New York Power Authority (NYPA), New York State Energy Research and Development Authority (NYSERDA), and other state authorities, data are actuals for fiscal years ending in 2015 and 2017.

[c] Includes data for local sales tax exemptions estimated using projections for calendar years 2016 and 2018; data for New York City tax expenditures for fiscal years 2016 and 2018 where available, and most recent data otherwise; and data for actual net tax exemptions granted by Industrial Development Agencies for fiscal years ending in 2015 and 2017.

[d] Data are actuals for fiscal years ending in 2015 and 2017, except for data for the Department of Small Business Services, which are for fiscal years 2016 and 2018.

[e] Includes tax breaks for research and development property; services to machinery and equipment used in production; machinery and equipment used in production; fuel, gas, electricity, refrigeration and steam used in research and development and production.

[f] Includes investment credit and investment credit for financial services industry.

[g] Includes tax breaks for Commercial Aircraft, Food Sold to Airlines, and Fuel Sold to Airlines.

[h] Includes real property tax relief credit for manufacturing. Does not include the $193 million value of the elimination of net income tax on corporate manufacturers in 2016, because the impact of this change is not reported for subsequent years.

[i] Includes alcoholic beverage production credit; biofuel production credit; clean heating fuel credit; commercial buses; computer systems hardware; economic transformation and facility redevelopment program tax credit; Empire State apprenticeship tax credit; farm production and commercial horse breeding; farmers' school property tax credit; fuel, gas, electricity, refrigeration and steam used in farming and commercial horse breeding; green building credit; industrial development agencies sales tax exemption; Lower Manhattan commercial office space; NY Works youth job credit; musical and theatrical

production credit; qualified emerging technology company credits; rehabilitation of historic properties; tractor-trailer combinations; and training and maintaining race horses.

[j] Includes Economic Development Capital Programs; Strategic Investment Program; Regional Economic Development Program; Economic Development Program--New York State; High Technology and Development Program; as well as Special Infrastructure Account funds except those for emergency preparedness, counterterrorism, hospital projects, and Thruway stabilization.

[k] Includes expenditures on NYSERDA's Technology and Market Development Program, Saratoga Technology and Energy Park, Energy Research & Development, and Market Development/Innovation & Research. The Technology and Market Development Program expired in 2016 and is included in "Other" in the 2017-2018 financial statements, so it is not included in the 2018 total.

[l] Total expenses, excluding depreciation costs and transfer of excess revenues; includes Agriculture & New York State Horse Breeding Development Fund, Development Authority of the North Country, Hudson River Park Trust, Olympic Regional Development Authority, and New York State Thoroughbred Breeding and Development Fund.

[m] Data are for calendar years 2015 and 2017. Includes estimated benefit to ReCharge NY participants; Industrial Incentive Awards paid; deposits to Western New York Economic Development Fund; deposits to Northern New York Economic Development Fund (established in 2014); legacy rebate payments made to Power For Jobs program participants; payments to Transitional Electricity Discount recipients; and transfers to Empire State Development (ESD). ESD's financial reports do not list this transfer as revenue.

[n] Estimated as equal to statewide sales tax expenditures on economic development-related items.

[o] Includes NYC Industrial and Commercial Incentive Program, Industrial and Commercial Abatement Program, Commercial Expansion Program, Trust for Cultural Resources, Insurance Company Non- Taxation, Commercial Revitalization Program, Relocation and Employment Assistance Program, Energy Cost Savings Program, Biotechnology Credit, Economic Development Corporation exemptions net of PILOTs, and Industrial Development Agency exemptions net of PILOTS .

[p] Net exemptions. Does not include New York City Industrial Development Agency.

[q] Total expenses; includes Apple Industrial Development Corporation, Brooklyn Bridge Park Corporation, Brooklyn Navy Yard Development Corporation, Build NYC Resource Corporation, Community Fund for Manhattan, Governors Island Corporation, Hudson Yards Development Corporation, Hudson Yards Infrastructure Corporation, NYC Business Assistance Corporation, NYC Capital Resource Corporation, NYC Energy Efficiency

Corporation, NYC Land Development Corporation, NYC Neighborhood Capital Corporation, Queens Economic Development Council, The Mayor's Fund to Advance New York City, Theater Subdistrict Council Local Development Corporation, and West Brighton Community Local Development Corporation.

[r] Actual Expenditures and Transfers for City Fiscal Years 2016 and 2018, net of Economic Development Corporation.

[s] Total expenses; excludes tobacco asset securitization corporations, STARC, and others with non- economic development purposes.

[t] Expenditures; Includes cities, counties, towns, villages, and special purpose units.

[u] Total expenses.

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Footnotes

1. This category includes tax breaks for research and development property; services to machinery and equipment used in production; machinery and equipment used in production; fuel, gas, electricity, refrigeration and steam used in research and development and production.
2. New York State Senate, S6613B, S3354, S3984A.
3. New York State, Office of the Governor, "2019 Justice Agenda" (January 15, 2019), pp. 249-251, www.governor.ny.gov/sites/governor.ny.gov/files/atoms/files/2019StateoftheStateBook.pdf.
4. Riley Edwards, *A Blueprint for Economic Development Reform* (March 13, 2017), Citizens Budget Commission, https://protect2.fireeye.com/url?k=add89515-f1e033a8-adda6c20-000babd9fa3f-989d6f0a06a9a0a9&u=https://cbcny.org/research/blueprint-economic-development-reform.

Policy Brief ■ February 2019

10 Billion Reasons to Rethink Economic Development in New York

By Riley Edwards

This policy brief updates the Citizens Budget Commission's two previous analyses of the cost of New York's state and local economic development programs. This brief finds that between 2016 and 2018 state and local economic development costs continued to increase, state spending shifted toward discretionary grants and away from as-of-right tax breaks, and transparency has not meaningfully improved. These continue the trends found in the September 2016 policy brief *Increasing Without Evidence* that examined changes between 2014 and 2016.

A positive development is a gubernatorial proposal to improve transparency through a "database of deals" and procurement reform. It would be best to codify these commitments in law. Other reforms are still needed, including establishment of a forward-looking unified economic development budget, standardized metrics across programs, and improved program design.

Highlights:

- New York spent $9.9 billion on state and local economic development efforts in 2018, up $1.4 billion and 17 percent from $8.5 billion in 2016. (See Table 1.)
- State costs were $4.4 billion in 2018, an increase of $965 million over the 2016 total. State tax expenditures grew $322 million to $2.5 billion, while discretionary state spending grew $644 million to $1.8 billion. (See Table 2.)
- Local costs, including tax expenditures and other spending, were $5.6 billion and 56 percent of the total 2018 cost. Local tax expenditures increased $458 million to $3.7 billion and local spending stayed flat at $1.9 billion. (See Table 3.)

Table 1: Summary of Annual New York State and Local Economic Development Costs
(dollars in millions)

	2016	2018	Change ($)	Change (%)
State Tax Breaks[a]	$2,218	$2,540	$322	15%
State Spending[b]	$1,181	$1,825	$644	54%
Subtotal State Costs	**$3,399**	**$4,365**	**$965**	**28%**
Local Tax Breaks[c]	$3,237	$3,695	$458	14%
Local Spending[d]	$1,857	$1,857	$0	0%
Subtotal Local Costs	**$5,094**	**$5,552**	**$458**	**9%**
Total Economic Development Cost	**$8,493**	**$9,917**	**$1,423**	**17%**

Notes are provided on page 6. Sources are provided on page 8.

Programs Growing Considerably During this Period

Sales Tax Benefits for Production and Research and Development

These tax expenditures increased 47 percent from $547 million in 2016 to $802 million in 2018.[1] The growth was driven by an increase in the projected value of the sales tax benefit for machinery and equipment used in production, which rose from $330 million in 2016 to $607 million in 2018.

Empire State Development Spending

Spending by the State's main economic development agency, the Empire State Development Corporation (ESD), grew 63 percent from $739 million in 2016 to $1.2 billion in 2018. During this period, the legislature made several large appropriations for major new projects under ESD's jurisdiction, including the construction of Moynihan Station in Manhattan ($700 million), a second phase of investment in the Buffalo Billion ($400 million), and a Life Sciences Initiative and new laboratory ($1.1 billion). In addition, appropriations were made creating two new sources of funds

Table 2: Annual New York State Economic Development Costs
(dollars in millions)

State Tax Breaks	CY 2016 Projection	CY 2018 Projection	Change ($)	Change (%)
Sales Tax Benefits for Production and R&D[e]	$547	$802	$255	47%
Empire Zone Tax Credits	172	220	$48	28%
Excelsior Tax Credits	145	161	$16	11%
Investment Tax Credits[f]	135	146	$11	8%
Exemptions for Commercial Airlines[g]	115	118	$3	3%
Brownfields Tax Credit	130	130	$0	0%
Film & Commercial Tax Credits	428	427	-$1	0%
Manufacturer Tax Breaks[h]	100	60	-$40	-40%
START-UP New York	105	7	-$98	-93%
Other[i]	341	469	$128	38%
Subtotal State Tax Breaks	**$2,218**	**$2,540**	**$322**	**15%**
State Spending	**SFY 2016 Actual**	**SFY 2018 Actual**	**Change ($)**	**Change (%)**
Empire State Development	$739	$1,208	$469	63%
Other State Capital[j]	48	241	$193	406%
NYSERDA Economic Development[k] (2015-2017)	59	126	$67	115%
Other Public Authorities[l] (2015-2017)	117	135	$18	15%
Department of Economic Development	92	89	-$3	-4%
New York Power Authority[m] (2015-2017)	127	27	-$100	-79%
Subtotal State Spending	**$1,181**	**$1,825**	**$644**	**54%**
Total State Economic Development Costs	**$3,399**	**$4,365**	**$965**	**28%**

Notes are provided on page 6. Sources are provided on page 8.

without specified projects: the Strategic Projects Program ($208 million) and High Technology Innovation and Economic Development Infrastructure Program ($300 million). Spending under these appropriations will occur over several years. ESD also continued spending on existing programs such as the Regional Economic Development Council initiative.

Other State Capital Spending

This category includes several different sources of capital funding for economic development: the Special Infrastructure Account, the Economic Development Capital Program, the Strategic Investment Program, the Regional Economic Development Program, the High Technology and Development Program, and the Economic Development Program – New York State. The Special Infrastructure Account (SIA) is funded by settlements paid to the State by large financial institutions. Economic development spending through the SIA grew significantly in 2018, with $164 million disbursed for the expansion of the Javits Center and $28 million to expand the availability and capacity of the state's broadband networks.

Table 3: Annual Local Economic Development Costs in New York State
(dollars in millions)

Local Tax Breaks	2016 Projection	2018 Projection	Change ($)	Change (%)
Local Sales Tax Exemptions[n]	$835	$1,098	$263	31%
New York City Tax Breaks[o]	1,793	1,893	$100	6%
Industrial Development Agencies[p] (2015-2017)	609	704	$94	16%
Subtotal Local Tax Breaks	**$3,237**	**$3,695**	**$458**	**14%**

Local Spending	2015 Actual	2017 Actual	Change ($)	Change (%)
Other NYC LDCs[q]	$327	$431	$105	32%
NYC Department of Small Business Services[r]	165	177	$12	7%
Land Banks	10	15	$5	53%
Local Development Corporations (except NYC)[s]	93	73	-$19	-21%
Other Local Government Spending[t]	517	483	-$33	-6%
New York City EDC[u]	746	678	-$68	-9%
Subtotal Local Spending	**$1,857**	**$1,857**	**$0**	**0%**
Total State Economic Development Costs	**$5,094**	**$5,552**	**$458**	**9%**

Notes are provided on page 6. Sources are provided on page 8.

Programs Shrinking During this Period

START-UP NY

This program, which allows for ten years of tax-free operation for new and expanding businesses that locate in designated areas on or near college campuses, has been smaller than anticipated. The decrease in the projected value from $105 million in 2016 to $7 million in 2018 reflects this gap.

New York Power Authority (NYPA)

Market rates for electricity have fallen faster than the rates NYPA offers through its ReCharge NY program, so there has been no effective cost of selling power through this program in 2015 and 2017 (the years for which data are available). Other aspects of NYPA's economic development costs decreased over this period. The value of NYPA's hydropower programs, which also offer power at a discounted rate, have fallen due to the decrease in market prices. In 2015, NYPA made a $67 transfer to ESD, which was not listed as revenue in ESD's financial statements. A similar payment was not made in 2017.

Of $5.6 billion in local economic development costs in 2018, $3.2 billion was for New York City

Continued Growth in New York State 2020 Executive Budget with Some Reforms

The Fiscal Year 2020 Executive Budget Financial Plan projects continued growth in state economic development spending, including 52 percent growth in ESD spending and 106 percent growth in Other State Capital, predominantly due to increased spending on the Javits Center expansion, broadband initiative, and economic development projects on Long Island. (See Table 4.)

Table 4: Projected Growth in State Economic Development in Fiscal Year 2020
(dollars in millions)

	FY 2018 Actuals	FY 2019 Current	FY 2020 Proposed	Growth, FY 2018 to FY 2020
Empire State Development Corporation	$1,208	$1,543	$1,836	52%
Department of Economic Development	$89	$89	$73	-17%
Other State Capital	$241	$568	$496	106%
Total	**$1,537**	**$2,200**	**$2,406**	**56%**

Notes: Empire State Development and Department of Economic Development figures include all governmental funds. Other State Capital includes Economic Development Capital Programs; Strategic Investment Program; Regional Economic Development Program; Economic Development Program, New York State; High Technology and Development Program; as well as Special Infrastructure Account funds except those for emergency preparedness, counterterrorism, hospital projects, and Thruway stabilization.

Sources: New York State, Division of Budget, "FY 2020 Executive Budget Financial Plan"; "FY 2020 Capital Program and Financing Plan"; and "FY 2019 Enacted Budget Capital Program and Financing Plan."

Although spending growth continues, important reforms to improve transparency and accountability have not been made.[2] In the 2018 session, the State Senate passed three bills to create a database of economic development deals, establish a unified economic development budget, and reform procurement by restoring the State Comptroller's oversight of contracts made by the State University of New York, City University of New York, or the state's Office of General Services, which previously had been eliminated.

Both a database of deals and procurement reform were included in the Governor's book of proposals released with the State of the State, and the Executive Budget includes an appropriation to fund the creation of a database.[3] However, these proposals are not included in the Article VII bills accompanying the Executive Budget, so they would not have the strength of law. These reforms should be codified in statute and passed by the legislature in this session. In addition, further reforms are needed: a unified economic development budget that includes information on the costs of all economic development programs for the coming fiscal year; standardization of metrics across programs to allow for comparability of results; and program design improvements so that benefits follow private sector investment, eligibility is standardized, and results are evaluated regularly.[4]

NOTES TO TABLES

Totals may not add due to rounding.

Some figures for tax expenditures are projections or estimates rather than actuals. These are calculated by the New York State Department of Taxation and Finance, New York State Division of the Budget, and New York City Department of Finance based on available data.

[a] Data are projections for calendar years 2016 and 2018.

[b] Data are actuals for state fiscal years 2015-2016 and 2017-2018, except where actuals for 2018 are not available. For New York Power Authority (NYPA), New York State Energy Research and Development Authority (NYSERDA), and other state authorities, data are actuals for fiscal years ending in 2015 and 2017.

[c] Includes data for local sales tax exemptions estimated using projections for calendar years 2016 and 2018; data for New York City tax expenditures for fiscal years 2016 and 2018 where available, and most recent data otherwise; and data for actual net tax exemptions granted by Industrial Development Agencies for fiscal years ending in 2015 and 2017.

[d] Data are actuals for fiscal years ending in 2015 and 2017, except for data for the Department of Small Business Services, which are for fiscal years 2016 and 2018.

[e] Includes tax breaks for research and development property; services to machinery and equipment used in production; machinery and equipment used in production; fuel, gas, electricity, refrigeration and steam used in research and development and production.

[f] Includes investment credit and investment credit for financial services industry.

[g] Includes tax breaks for Commercial Aircraft, Food Sold to Airlines, and Fuel Sold to Airlines.

[h] Includes real property tax relief credit for manufacturing. Does not include the $193 million value of the elimination of net income tax on corporate manufacturers in 2016, because the impact of this change is not reported for subsequent years.

[i] Includes alcoholic beverage production credit; biofuel production credit; clean heating fuel credit; commercial buses; computer systems hardware; economic transformation and facility redevelopment program tax credit; Empire State apprenticeship tax credit; farm production and commercial horse breeding; farmers' school property tax credit; fuel, gas, electricity, refrigeration and steam used in farming and commercial horse breeding; green building credit; industrial development agencies sales tax exemption; Lower Manhattan commercial office space; NY Works youth job credit; musical and theatrical production credit; qualified emerging technology company credits; rehabilitation of historic properties; tractor-trailer combinations; and training and maintaining race horses.

[j] Includes Economic Development Capital Programs; Strategic Investment Program; Regional Economic Development Program; Economic Development Program--New York State; High Technology and Development Program; as well as Special Infrastructure Account funds except those for emer-

gency preparedness, counterterrorism, hospital projects, and Thruway stabilization.

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[t] Expenditures; Includes cities, counties, towns, villages, and special purpose units.

[u] Total expenses.

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ENDNOTES

[1] This category includes tax breaks for research and development property; services to machinery and equipment used in production; machinery and equipment used in production; fuel, gas, electricity, refrigeration and steam used in research and development and production.

[2] New York State Senate, S6613B, S3354, S3984A.

[3] New York State, Office of the Governor, "2019 Justice Agenda" (January 15, 2019), pp. 249-251, www.governor.ny.gov/sites/governor.ny.gov/files/atoms/files/2019StateoftheStateBook.pdf.

[4] Riley Edwards, A Blueprint for Economic Development Reform (March 13, 2017), Citizens Budget Commission, https://cbcny.org/research/blueprint-economic-development-reform.

10 Billion Reasons to Rethink Economic Development in New York

Policy Brief ■ February 2019

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@cbcny

540 Broadway
Fifth Floor
Albany, NY 12207
518-429-2959

Two Penn Plaza
Fifth Floor
New York, NY 10121
212-279-2605

From: The Belmont Park Community Coalition (BPCC)
Sent: Tuesday, February 19, 2019 9:59 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: State Finance Law (SFL) Section 112: revenue contract (i.e. a contract that generates revenue for the state).

February 19, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Who gains revenue from luxury boxes, concession stand fees, advertising, naming rights, share tickets, and/or parking fees?

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW

Co-Organizer

The Belmont Park Community Coalition (BPCC)

From: The Belmont Park Community Coalition (BPCC) <>
Sent: Wednesday, February 27, 2019 9:50 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

February 27, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

In response to Chapter 3: Community Facilities and Utilities. Page 25. Section: Natural Gas Service

Why hasn't the proposed developers suggest using geothermal energy instead of fracked natural gas?

The Belmont Park Community Coalition (BPCC)

The Belmont Park Community Coalition (BPCC)

From: The Belmont Park Community Coalition (BPCC) ⟐
Sent: Friday, March 01, 2019 3:37 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Please add to the record

March 1, 2019

Michael Avolio

Empire State Development

633 Third Avenue New York, NY 10017

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

Good day Michael,

Please see attached. Please add to the record. Further proof that this proposal is not for the greater good. It's all about private profits.

The Belmont Park Community Coalition (BPCC)

Gary B. Bettman | Commissioner

February 20, 2019

Via Electronic Mail

Nassau County Executive Laura Curran
Office of the County Executive
1550 Franklin Avenue
Mineola, NY 11501

Dear County Executive Curran:

Thank you for your letter of February 4, in support of the Islanders playing potential 2019 playoff games at the Nassau Coliseum.

Obviously, your opinion matters a great deal and I am sure you saw Friday's announcement that your efforts have been rewarded – the Islanders will play potential first round playoff games in Nassau.

I do hope you understand that this was not an easy decision – the Nassau Coliseum really is not suitable to be the home of a major league team. However, in deference to the fans on Long Island (and to you!), we have approved this decision.

Nevertheless, I also hope you recognize that the arena in Belmont, constructed on a timely basis, is crucial to the future of the Islanders (and I would appreciate any help you can provide in that regard).

Thank you for writing and perhaps I'll see you at an Islanders playoff game.

Respectfully,

Gary B. Bettman

National Hockey League 1185 Avenue of the Americas, New York, NY 10036 | 212.789.2100 | Fax: 212.789.2111

Sent: Wednesday, April 10, 2019 1:33 PM
To: Cho, Terence (ESD); Avolio, Michael (ESD)
Subject: Fw: Belmont RFP: Fatally Flawed : Rewrite Needed

Let us be CLEAR!!! We LOVE the Islanders! We LOVE the Arena!

THE RETAIL PIECE HAS TO GO.

We must halt the forward momentum and redesign a plan WITHOUT THE RETAIL ON SITE B.

Yours Very Truly,

David Davidson

Concerned Citizens for Floral Park

133 Iris Avenue

Floral Park, NY 11001

April 9, 2019

To: Governor Andrew Cuomo

RE: Belmont Park RFP

Your Honor:

It is with great urgency that I write to you Mr. Governor, about a plan in place that will result in the ruin of approximately 10 towns that surround the Belmont Park Redevelopment Project. As I'm sure you know, an RFP was issued by the ESDC; a developer was chosen, and now, the final EIS and other matters are being sorted out in order to begin construction.

THIS RFP IS FATALLY FLAWED AT ITS INCEPTION: no traffic statement has been issued for the Site B; the ESDC themselves admit that the EIS for the Site A parcel indicates that the Arena is unfeasible with current traffic solutions.

WE URGENTLY ASK YOU TO INTERVENE IN ORDER TO STRAIGHTEN THIS OUT.

All we ask is for us to be at the table with ESDC, perhaps your office, and the four developer partners, so that we can offer a way forward that is a huge benefit to all: NYRA, the Developers, the Neighborhood and its Residents.

Please work with us to revise the RFP and put what is most urgently needed.

Thank you in advance for your prompt attention to this matter.

Yours Very Truly,

David Davidson

Concerned Citizens for Floral Park

347-204-1000

Minerva & D'Agostino, P.C.
Attorneys and Counsellors at Law
107 South Central Avenue
Valley Stream, New York 11580

Albert A. D'Agostino
Dominick M. Minerva (1973-2012)
Dominick Minerva

Ross M. Gerber
Christopher G. Kirby

Edward A. D'Agostino, P.L.L.C.
of Counsel

Tel 516-872-7400
Fax 516-561-8500

March 1, 2018

SENT BY EMAIL TO:
BelmontOutreach@esd.ny.gov

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

Dear Mr. Avolio:

Please be advised that this firm represents Elmont Against the Megamall (hereinafter "EAM"), which is a widely supported committee of local residents of the Elmont, New York area of the Town of Hempstead.

Our client has already registered is strong opposition to the proposed Belmont expansion project. Representatives of EAM, inclusive of the undersigned and Steven Schneider, P.E. (hereinafter, "EAM's Traffic Engineer"), registered and spoke at the recent hearings held at the Elmont Memorial Library in early January. EAM, together with the vast majority of speakers at those hearings, was and is opposed to the Belmont Redevelopment Project (hereinafter, "the Project").

The written report of EAM's Traffic Engineer dated February 28, 2019 is attached hereto and incorporated herein by reference as Attachment "A".

6 NYCRR 617.1 of the SEQRA Regulations sets forth the "[a]uthority, intent and purpose" of those regulations.

Specifically, 6 NYCRR 617.1(c) provides that "[t]he purpose of SEQR is to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of state, regional and local government agencies." 6 NYCRR 617.1(d) further states that "[i]t was the intention of the legislature that the protection and enhancement of the environment, human and community resources should be given appropriate weight with social and economic considerations in determining public policy, and that those factors be considered together in reaching decisions on proposed activities." That provision goes on to state that "[a]ccordingly, it is the intention of this Part that a suitable balance of social, economic and environmental factors be incorporated into the planning and decision-making processes of state, regional and local agencies."

"Environment" is defined in 6 NYCRR 617.2(l) as "...the physical conditions that will be affected by a propose action, including land, air, water, minerals, flora, fauna, noise, resources of agricultural, archaeological, history or aesthetic significance, existing patterns of population concentration, distribution or growth, existing community or neighborhood character, and human health" [Emphasis added.]

"Environmental impact statement (EIS)...provides a means for agencies, project sponsors and the public to systematically consider significant adverse environmental impacts, alternatives and mitigation. An EIS facilitates the weighing of social, economic and environmental factors early in the planning and decision-making process." [6 NYCRR 617(n): Emphasis added.]

Thus, decision-making should not...and cannot...precede a review, examination and analysis of the applicable environmental factors which will...and, indeed, which may...impact the communities potentially affected by the Project. Additionally, full consideration must be given to all alternatives, from a "no build" to a "full build out" of the Project.

In the course of my comments at the January hearing during the very brief time permitted, I cited the incongruity between the aforementioned provisions of 6 NYCRR 617.1 and the well-publicized announcement that construction on the Project would commence during the second quarter of 2019. In my comments at the hearing I stated the exact number of days hence the second quarter would commence. Coincidentally, *today* marks the beginning of the second quarter of 2019.

That statement regarding commencement of the Project was clearly indicative of a decision having been already made...notwithstanding the non-completion of the SEQR review process, analysis and recommendations...again, from a "no build" to a "full build out"

It was and should be crystal clear from the comments made by the myriad of elected officials, professionals, representatives and members of organized groups in opposition and non-affiliated individual citizens made at the hearing(s) that there is massive and overwhelming opposition to this Project. That opposition is based upon factual testimony as to massive and deleterious impacts in terms of traffic, congestion, parking, financial in terms of impacts on municipal budgets and, most of all, safety for the residents and their children attending local schools.

It is the very "existing community or neighborhood character", referred to in 6 NYCRR 617.2(l) which is under attack and threatened with destruction.

Elected officials of the Incorporated Village of Floral Park...both members of the Village Board of Trustees and the Board of Education...were interrupted in mid-sentence and the microphone seized from their hands when their 3 minute comment period had expired.

There has been and is much deserved criticism with respect to the paucity of information studied as well as the methodology utilized in connection with the traffic study. Obvious and currently existing traffic and transportation patterns and inadequacies (e.g, the current inadequacy of the Cross Island Parkway and Jericho Turnpike) and the inability of the Long Island Railroad to satisfactorily address railroad ridership to the Project are merely stated and glossed over.

These factors are obviously being considered as unavoidable adverse effects which will result from the Project. Since they are "unavoidable", they are assumed: i.e., the affected public, the existing communities and neighborhoods which will be destroyed, will just have to "learn to live" with these impacts. NYS has already telegraphed its decision in that the manner in which the Project is going forward was and is obviously designed to usurp the protections of local zoning...even to the extent of stating that "a shovel will go in the ground" during this very quarter of 2019 commencing today.

It should be noted that SEQRA requires all environmental impact statements ("EISs" to set forth "any adverse environmental effects which cannot be avoided or adequately mitigated if the proposed action is implemented." [ECL 8-0109(2)(c)] The SEQR Regulations describe this requirement as identification and discussion of "those adverse environmental impacts that cannot be avoided or adequately mitigated if the proposed action is implemented." [6 NYCRR 617(b)(5)(iii)(b)]

Likely impacts cannot be "swept under the [figurative] rug". They must be given the requisite "hard look". Perhaps the proponents of the Project...who are about to "put a shovel in the ground" within the next 90 days"...should be reminded of the failure of the New York State Urban Development Corp. ["UDC"] to adequately identify and analyze traffic and parking problems entailed with a proposed domed stadium in Syracuse: instead, the UDC just vaguely recognize the existence of these issues and relied upon general assurances that after the problems developed Syracuse University and the City of Syracuse would adequately mitigated these issues by some unspecified appropriate action.

The Court stated, "[i]t is inconceivable that the Legislature envisioned or intended that its EIS requirement could be avoided by an applicant and agency which both declined to recognize egregious environmental problems. In Alice-in-Wonderland manner, respondents separated and put aside the realities of the traffic and parking problems from the totality of this project." [H.O.M.E.S. v. New York State Urban Dev. Corp., 69 A.D.2d 222, 232 (NY App Div 4th Dept. 1979)]

The sponsor's analysis of the Project has ignored, assumed, not studied and then reviewed under anachronistic and obsolete guidelines essential information as to potential environmental impacts. There is a somewhat crude saying in connection with such a review and analysis: "[stuff] in/[stuff] out". Combine this with the overriding of local zoning and the announcement that a shovel would go into the ground during the second quarter of 2019 (which, again, commences this very day), the skepticism and public feelings of lack of governmental transparency become readily apparent and understandable.

Put another way, the entire planning, review and decision-making processes involved in this Project have been carefully and skillfully developed, arranged and manipulated in order to concentrate as much centralized NYS power as possible to usurp and thwart the protections of local zoning and control and manipulate the environmental review and analysis process to a foreordained conclusion, within an unrealistic time frame...irrespective of the the significant impacts which will result in the destruction of local communities and neighborhoods. One could

describe the process as nothing less than governmental "three card monty", contrived to arrive at a decision pre-ordained by an unholy marriage of concentrated power and wealth.

Annexed hereto and incorporated herein by reference is an additional analysis of the DEIS which includes and identifies additional "SEQRA Compliance Issues".

Based upon the foregoing, as well as the annexed and incorporated Traffic Report prepared by Schneider Engineering PLLC and the aforementioned SEQRA Compliance Issues, it is submitted that the DEIS analysis of potential significant adverse environmental impacts and the assumptions upon which it is based is flawed, woefully inaccurate and fails miserably to serve its purpose as mandated by the SEQRA and implementing SEQR regulations. The DEIS violates the basic "suitable balance" requirement set forth in 6 NYCRR 617.1(c).

It is further submitted that:

(1) The sham of the usurpation of zoning by New York State agency/agencies should immediately be terminated; and
(2) The Project should be presented ab initio and reviewed by the most affected municipalities, the County of Nassau through the Nassau County Planning Commission, the Town of Hempstead, the affected Incorporated Villages of Nassau County and the City of New York.

Very truly yours,

MINERVA & D'AGOSTINO P.C.

ALBERT A. D'AGOSTINO

ATTACHMENT A

Schneider Engineering, PLLC

Civil Engineering: Traffic • Municipal • Accident Investigations
Steven Schneider, P.E.
Principal

February 28, 2019

Elmont Against the Megamall
C/O Albert D'Agostino
107 S Central Avenue
Valley Stream, NY 11580

Re: **A REVIEW of the BELMONT PARK REDEVELOPMENT DEIS TRANSPORTATION REPORT**

Dear Mr. D'Agostino:

Schneider Engineering, PLLC (SE) has conducted a review of the Transportation Report prepared for the Belmont Park Re-Development DEIS covering the following items in the report:

1. Methodology
2. Trip Generation
3. Distribution
4. Trip Assignment
5. Accident History
6. Modal Split
7. Highway Capacity Analysis
8. Parking
9. Mitigation

The review was separated into three parts, namely Traffic Issues, Parking Issues, and Conclusions.

The review concentrated on whether the Transportation Report was conducted in accordance with the accepted nationwide standards in the Institute of Transportation Engineers (ITE) guidelines used in engineering practice. Schneider Engineering prepared this review in order to evaluate the impact of this development on the surrounding neighborhoods.

TRAFFIC ISSUES

There were a number of concerns discovered regarding the methodology used in the DEIS including Trip generation, modal split, distribution of trips, assignment of trips, impacts on intersections and roadways, accident history, and mitigation. Each of these will be discussed within this general category of Traffic Issues.

METHODOLOGY:

Schneider Engineering observed the following items in the methodology that was used that were not according to accepted practice:

1. The highway capacity analysis was performed by software Synchro 9 using the 2000 Highway Capacity Manual (HCM), but that HCM is an outdated version. This manual is the industry standard by which all highway analysis is done. However, calculations should be made using the 2010 HCM, the latest version, to reflect the most current standards.
2. There were no printouts made available of the HCM analysis, even in the Appendix, to allow a complete evaluation of the calculations. There were only final results tabulated showing the Level-of-Services of the intersections, but not the details of what was used in the software to get the results (i.e. signal timing, vehicle volumes, etc.). Without the printouts, it is impossible to prove the accuracy of the results.
3. A fully booked concert was never analyzed with the 19,000 seat capacity for concerts. This would be extremely important to analyze because concerts represent a typical use of the arena that would have very large traffic impacts, worse than a hockey game (18,000 seats), and the question to whether or not the roads can handle this traffic remains unanswered.
4. The retail in Site "A" is comprised primarily of restaurants and the ITE category for restaurants should have been used for trip generation instead of shopping center. Their analysis, therefore, is inaccurate.
5. The disposition of the current car dealership vehicles (6,600-7,200 observed in the DEIS) being parked on site is not addressed. There are only 8,252 available parking spaces for the site. If there is no plan to park these vehicles elsewhere, will they continue to be parked on the site lots? This would consequently take up to 87% of the available parking spaces

needed for the new site-generated traffic which cannot support the new parking demand for all the proposed site uses.

6. There was no mention of adjusting the counts taken in January and February for this study, by seasonal variation factors. The January and February counts are typically lower volume months of the year for these types of uses. Seasonal variation factors would adjust the numbers for what traffic normally looks like.
7. The accepted format for a traffic impact study was not followed. Normally, trip generation for each use is presented, followed by trip distribution, trip assignment, "No Build" condition volumes, through "Build" condition volumes, so that a presentation of the facts can be understood by a reader. The study frequently reiterates itself throughout the report and contains information in an unordered fashion.
8. No signal warrant analysis was conducted for the recommended signal at Hempstead Turnpike at the Cross Island Parkway south bound off-ramp. A signal warrant analysis is normally completed following the Manual on Uniform Traffic Control Devices (MUTCD) guidelines, the required procedure. The MUTCD guidelines have nine (9) possible signal warrants: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, roadway network, and intersection near a grade crossing. If a signal is not warranted it cannot be installed. This procedure is not only accepted in New York State, but nationwide.
9. Pass-by traffic is traffic the site generates from vehicles already on the road passing the site. The weekday 34% pass-by traffic used for the proposed retail for the weekday PM peak hour used is too high. The ITE Trip Generation Handbook 9th Edition, the industry standard, shows weekday pass-by traffic of 28%. The 6% difference in a project of this size can have a major impact to the study's conclusions. For example, Retail Sites A and B during the weekday PM period is expected to generate 624 automobile trips according to the DEIS. A 28% pass-by rate compared to 34% could add 40 new vehicles on the surrounding area during this peak period.
10. The DEIS claims that part of the Transportation Management Plan to mitigate traffic during arena events is to have incentives for people to arrive early and stay later. What is the basis for their conclusions that this would work?

11. Page 11-42 of the Chapter 11 DEIS states that since other proposed developments in the area are expected to generate relatively new traffic, the traffic demand for these other sites was assumed to be reflected as a part of general background growth. This is not the standard method for determining future traffic without the proposed Site in place. The study should have determined the generated trips for each newly other proposed development and then added that traffic to the surrounding roadway system in addition to applying a background growth rate.
12. The Trip Generation Handbooks used in the study are out of date. The 9th Edition of the Trip Generation Handbook should have been used. The study used the 2nd and 3rd Editions.

TRIP GENERATION

There are many issues with the Trip Generation procedure as follows:

1. According to the 2018-2019 Islanders schedule, the times of evening Hockey games are 7:00 P.M., earlier than the 7:30-8:00 P.M. used in the DEIS. This puts these cars, up to 6,246 vehicles, closer to the roadway P.M. peak hour and increased congestion times. This should be corrected and reanalyzed.
2. The DEIS claims the existing race track usage is active 89 days of the year. However, the Belmont season begins at the end of April and goes until the end of October, which is more than 89 days. The arena will be open year-round. This adversely impacts the traffic on any given day, but even more over a much greater period of time than portrayed in the study.
3. The study acknowledges in the DEIS that the Cross Island Parkway will not be able to handle the increase in traffic and that road improvements, such as lane additions and lane widenings, are not feasible. It is reasonable to expect that local roadways will be significantly adversely impacted from vehicles maneuvering and using navigation apps to try to avoid the traffic on these overflowing main roads. Those going to the site after a few times will know what local roads to take instead of the Cross Island Parkway. Traffic patterns which avoid congested major roadways would develop, causing the excess traffic to flow into and through secondary residential streets. The impacted local roads will include the residential streets entirely surrounding the Belmont Park area. The study must address these problems and mitigate them. If they cannot be

mitigated, as the applicant claims they can be, it proves the point that the proposed site cannot be accommodated by the existing roads and cannot proceed as it is proposed.

4. As noted earlier, outdated and obsolete versions of the ITE Trip Generation Handbook were used by the applicant in analyzing trip generations and impacts.
5. Also, as noted earlier, no fully booked concerts were analyzed, which does not present a realistic presentation of the impact this development will have. All of this supports the realization that the road system can't handle the traffic generated by the site.

MODAL SPLIT AND AVERAGE VEHICLE OCCUPANCY

There are many questions regarding the assumptions made to assign the trips to the various modes of travel available and the anticipated vehicle occupancy of passenger cars. Here are some items we have concerns with:

1. The percentages for the LIRR and transit buses were not supported in the report. For the proposed arena, the applicant states that 12% of patron attendees will utilize the LIRR and 2% will utilize transit bus. They say they used a review of zip code origin information from the NY Islanders ticket sales data at the Nassau Coliseum and Barclays Center to determine the modal splits, however, there is no analysis showing their review and therefore no justification for using the percentages that they did. The number of people going to Barclays Center using the LIRR would be quite different than those using the LIRR at Nassau Coliseum. It is also understood that those that might use the LIRR to Belmont would also be quite different because of its physical location. 12% may very well be an extremely high number for those taking the LIRR to Belmont arena, especially with limited service being provided to the site. It is difficult to believe 12% of people will be taking the LIRR to the arena because there will be limited LIRR service to the Belmont station. Furthermore, if a hockey game starts at 7:00PM, people are expected to arrive prior to the start of the game which puts additional service needed during the already highly-serviced PM peak hour for the trains.
2. The passenger car occupancy percentages are also unsupportable, except for the "Disney on Ice" shows which are family oriented. Average vehicle occupancies (AVOs) of 2.75 and 3.00 persons per vehicle were assumed

for weekday and Saturday hockey games, respectively, and 3.90 for Disney on Ice shows. An analysis of how they determined the AVOs for each event should have been included. We believe an AVO of 2.50-2.75 should have been used for the hockey games to be more conservative in the analysis. A parking lot survey at Nassau Coliseum could have been included or other studies that were performed at Nassau Coliseum could have been included to reflect more accurate numbers.

3. There is no confirmation given that the LIRR and the two bus agencies (NICE & MTA) are even willing to consider the addition of trains and/or bus routes to the existing schedules. The DEIS states that existing mass transit facilities will be adversely affected if additional trains or buses are not added. DEIS page 11-84 states: "*Bus operators normally adjust their service based on ridership and market demand, and it is anticipated that such increases in service would be coordinated with NYAP as part of the transportation management plan for the arena*." This should be resolved now, before any DEIS is even prepared. This leaves a gaping hole in the analysis of traffic impacts of the project.
4. LIRR assumption for train passengers was greater than the actual train passengers during the Belmont Stakes. The analysis of the LIRR use is based on an overestimation of the number of people that will utilize the train.

DISTRIBUTION

The distribution percentages appear to be based on the assumption that census tract data will provide an accurate indication of how the trips should be distributed, however, those trips were calculated using the 2000 census rather than the 2010 census. While it is unknown to what degree impact this would have on the analysis, clearly the most current data was not used and should have been.

Their distribution assumes that the Cross Island Parkway can accommodate additional traffic which is why 90% of auto trips were assigned to it. However, we believe that the existing congestion on the Cross Island Parkway, which they also acknowledge exists, combined with the new traffic will result in drivers using local streets instead. The actual distribution will be less on the Cross Island Parkway and more on the local streets than the DEIS indicates. Table 2 in Appendix F of the DEIS, shows current mainline segments of the Cross Island Parkway already at LOS E or F during the A.M. peak, P.M. peak, Saturday mid-day, and Saturday P.M. This must be mitigated.

ANALYSIS

A number of the analyses and conclusions reached in the DEIS report are problematic.

1. It is claimed that emergency response will not be affected. Given the amount of trips added to an already congested system, up to 6,846 vehicles, this causes a major traffic problem. Also, the Cross Island Parkway does not have shoulders, further subjecting emergency vehicles to congestion. Again, no mitigation is offered.
2. Since the two major developments of the project are on opposite sides of Hempstead Turnpike, we expect that pedestrians should be able to safely cross Hempstead Turnpike. Page 91 of the DEIS, however, illustrates that there is no final decision yet as to how to get pedestrians safely across this busy road from Site A to Site B. The DEIS states that there are options they are currently considering, such as a new pedestrian bridge above Hempstead Turnpike, and improved pedestrian/vehicular underpass below Hempstead Turnpike, and/or an improved pedestrian-only tunnel under Hempstead Turnpike. It is concerning that there is no set plan in place yet. The other location that pedestrians could cross Hempstead Turnpike is at the intersection with Gate 5 Road/Locustwood Boulevard. This location is further down the road from Site A and Site B, less safe for crossing conditions, and causes longer walking distances.
3. As noted earlier, the analyses reflected NO fully-booked concerts.
4. There was no truck traffic included in the analysis for the new site. Trucks on the road create more blockages, slower traffic and consequently a lower LOS on the road. Truck deliveries can be expected for retail sites and restaurants; however, this impact was not discussed.
5. Table 11-39 shows segments with LOS C having a LOWER speed than segments with LOS D or E. This doesn't make sense. It should be addressed.
6. LOS analysis for Jericho Turnpike at Covert Avenue shows the existing Level-of-Service is D and the "No Build" is C. This cannot be correct. These types of inaccuracies could have a major impact on the results.
7. The LOS analysis for Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road shows that the intersection has an overall LOS F during three peak periods in the 2021 With Action conditions: the Saturday Midday Peak

Hour, Saturday PM Peak Hour and Saturday Night Peak hour. A closer look at the control delays for the movements that failed were examined and are summarized in Table 1 below.

Table 1: Hempstead Turnpike at Locustwood Blvd./Gate 5 Road Failed Movements

Peak Period	Location	Movement	2017 Existing		2021 With Action	
			Control Delay (s/veh)	LOS	Control Delay (s/veh)	LOS
Weekday PM	Hempstead Tpke.	EB L onto Gate 5 Rd.	7.4	A	123.2	F
Saturday Midday	Gate 5 Rd.	SB R onto Hempstead Tpke.	40.5	D	528.8	F
Saturday PM	Hempstead Tpke.	EB L onto Gate 5 Rd.	22.0	C	716.7	F
Saturday PM	Gate 5 Rd.	SB R onto Hempstead Tpke.	76.1	E	267.0	F
Saturday Night	Gate 5 Rd.	SB R onto Hempstead Tpke.	42.7	D	974.5	F

The key is to look further than just the LOS results. As you can see, the differences in the existing control delays and future control delays are immense at this intersection. The future delays will be up to 716.7 seconds for certain lane movements. The DEIS claims that these delays can be completely mitigated through signal timing changes and cone layouts on the roadway, however, again, there are no printouts of the HCS, and, impossible to check these mitigation measures.

8. Based on the distances from the North Lot and East Lot to Retail Site A and Retail Site B (shown in Table 2 in this report), it would take people approximately 10-20 minutes to walk from these lots to get to the retail sites. A shuttle to the retail sites is essential if people are expected to shop. The number of shuttles needed was not discussed but is necessary if they expect people to be using them as the main source of internal transportation. Will a sufficient number of shuttles be provided? How often will the shuttles run? The average time people spend shopping ranges from 79 min to 95 min (1 hour 19 min to 1 hour 35 min)[1]. The only shuttle detail discussed was where the shuttle stops will be located. This should be completely decided, explained and justified.
9. The DEIS states that three segments of the Cross Island Parkway and two intersections cannot be mitigated and are ignored except for inclusion in a future proposed Traffic Management Plan (TMP). This must be

[1] https://www.jcdecauxna.com/sites/default/files/assets/mall/documents/studies/mallphenomenon.pdf

addressed now, by the DEIS. If not, some of the misassumptions retaking this entire project will result in erroneous conclusions.

10. According to the DEIS, during the weekday PM peak hour, Saturday midday peak hour, Saturday PM peak hour, and Saturday night peak hour, the Cross Island Parkway is unable to process all of the traffic under future conditions. This would leave "unserved" vehicles that would have to be processed outside of the peak hour and would consequently result in congestion on the Cross Island Parkway outside of peak hours. In other words, the Cross Island Parkway is at full capacity currently and any other traffic added will result in a greatly exceeded capacity.
11. The DEIS recommends "No Build" actions including resurfacing, which has no bearing on traffic flow or capacity. This is not a mitigation measure.

ACCIDENT HISTORY

The accident history analysis shows a number of the locations that were analyzed have from 2 to 8 times the accident RATE per million vehicle miles and million entering vehicles, above the statewide averages for similar types of roadways. This is an already dangerous condition which will only be exacerbated by the increased volumes estimated to be added to the highway network. These conditions indeed must be addressed in the DEIS, and mitigated, but are not.

Additionally, the DEIS states that although the Proposed Project would result in an increase in traffic volumes, it is not anticipated that the project-generated traffic volumes would influence the rate of accident occurrence. There is no justification for this conclusion.

PARKING

Numerous concerns regarding the parking analysis are self evident:

1. Empire State Development (ESD) in December 2017 initially publicly stated that it is not anticipated that the North Lot will be used to accommodate parking for Sites A and B[2]. It is essential for the project's ability to handle project-generated parking. Why was it alleged that the North Lot was initially not needed, but now it is? Was the project

[2] https://esd.ny.gov/sites/default/files/rfp/Belmont_Addendum_4_QA.pdf

expanded? Without the North Lot, there will be a 2,860-3,000 deficit of parking spaces. This must be addressed by the applicant's engineers.

2. On page 15 of Chapter 11: Transportation, it states: "*The parking analysis identifies to the extent to which on-site parking is available and utilized under existing and future conditions on the Project Sites, including parking on the North, South, and East Lots, which is* ***anticipated*** *to be made available for arena events through a shared* ***parking agreement to be negotiated*** *between the Franchise Oversight Board (FOB) and NYRA.*" Does this mean there is no actual parking agreement to utilize those lots? Since the use of all these lots are necessary to address project-generated traffic, the applicant's methodologies and the basis for the applicant's conclusions are questionable to complete an analysis of this scale without having something as essential as a parking plan fully in place. If it is uncertain if all these lots can be used to meet the demands, a smaller-sized project should be considered.
3. The DEIS fails to mention if there are any parking restrictions within and below the hotel's podium parking at Site A. Are there hotel parking restrictions limiting use to hotel guests only? If so, this will impact and further decrease the number of parking spaces available to arena and shopping patrons.
4. The DEIS fails to mention if there are any parking restrictions at the proposed parking lot beneath the retail village at Site B. Are there certain time restrictions for the retail village parking? Are arena patrons permitted to park beneath the retail village? Any restrictions at the proposed parking lot beneath the retail village will have significant adverse parking impacts as this is a large parking lot connected to the project.
5. On page 43 of Chapter 11: Transportation, it states: "*If night racing is approved, NYAP (New York Arena Partners) and NYRA have agreed that night racing and non-hockey arena events could be scheduled on the same evening as long as the aggregate attendance for both events does not exceed the maximum attendance level for a sold-out hockey game (18,000 seats).*" How will this be enforced? It can only be determined whether or not aggregate attendance exceeds capacity at the time of the event; not everybody buys their tickets online and there will always be last-minute buyers/attendees. Therefore, scheduling events in the arena and at the Belmont Racetrack at or near the same time has the potential result in an insufficient amount of parking spaces. This is unacceptable to its development as planned.
6. On page 35 of Chapter 11: Transportation, the report acknowledges that the parking lots were also being used to store new cars prior to being delivered to auto dealerships as well as trucks and trailers. In other words, material outdoor storage of approximately 6,600-7,200 new dealership cars and 100 trucks/trailers were observed as being stored in the North, East and Site B parking lots during parking surveys they conducted in September and October 2017. It is questionable as to where these

vehicles will be relocated to. If vehicles are stored during event times (especially since a high number of vehicles can be stored here), it can and will greatly affect the number of parking spacing available to Project generated trips. These vehicles may not be able to be stored under Retail Site B, but they still might park in the North and East lots. Where these vehicles are going to be relocated to should and must be addressed. This is a glaring omission which significantly adversely affects the applicant's parking analysis.

7. There are 18,000 seats available for a hockey game. If there is an Average Vehicle Occupancy of 2.75 people per vehicle (as used in the DEIS for a hockey game), then parking for 6,545 vehicles is required for attendees at the arena alone (18,000/2.75=6,545), assuming a sold-out game. If you take into account Belmont Park racing, 2,000 vehicles could be attending which results in 8,545 parking spaces that must be available. This exceeds the stated available 8,252 parking spaces without including the shopping center, hotel or office building parking spaces that will be required for these uses.
8. The DEIS asserts there will be 40 spaces available at Site A for the hockey teams to park. A single hockey team consists of 23 players plus coaches, management and a medical team. Considering there will be two hockey teams requiring 40 parking spaces is not sufficient for both hockey teams. Is it enough to accommodate the needs of concert performers? This must but has not been addressed.
9. There is no mention of the number of parking spaces required per land use. 400 parking spaces for 85,000 SF of restaurant/retail on Site A is roughly 4.7 spaces per 1,000 SF which is suitable for retail – however, Site A is described as heavily restaurant-based, and ITE restaurants vary roughly with 4-20 spaces per 1,000 SF. This would result in a major impact to the required parking on the property. There should be a complete and accurate analysis of the parking criteria used.
10. The parking site plans for the proposed parking at Sites A or B are not provided. Additionally, they do not address ADA requirements outside of ADA-compliant curb ramps. The ADA states that "*Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.*" The report should have addressed ADA requirements for the new buildings and areas immediately surrounding the buildings and parking areas.
11. In their parking analysis, the peak arena parking demand drops by 1,200 vehicles in an hour when the game is still being played. No reason is given. The demand will not change throughout the course of the game.
12. There is no mention of the number of required parking spaces for each of the proposed land uses in the DEIS, nor are there parking demand calculations. Table 2 illustrates our

ITE (industry-wide standard) parking demand calculations based on each of the land uses for the proposed project. The calculated parking demand is 9,399 spaces which exceeds the provided number of 8,252 parking spaces.

Table 2: ITE Parking Demand Based on Average Parking Supply Ratios

Space	Component Size	ITE	Rate	Parking Demand
Community Space	10,000 SF	Recreational Community Center (ITE 495)	3.0 spaces per 1,000 SF	30
Hotel	250 Rooms	Hotel (ITE 310)	1.3 spaces per room	325
Office Space	30,000 SF	Office Building (ITE 701)	4.0 spaces per 1,000 SF	120
Retail	435,000 SF	Shopping Center (ITE 820)	6.1 spaces per 1,000 SF	2,654
Arena	19,000 Seats or 690,000 SF	Live Theater (ITE 441)	0.33 spaces per seat	6,270
Total				9,399

13. Table 11-39 through Table 11-44 in the DEIS show the projected parking demand for the proposed land uses. However, it is unclear how these numbers were arrived at. How did the applicant predict how many parking spaces are going to be needed? On what basis? They discussed how they obtained the arena parking demand, but not the retail, hotel, community space, and office space. Our arena parking demand calculation is 6,270 spaces (as shown in Table 1) and closely resembles their arena parking demand for a weekday concert between 8:00-9:00PM, which is 6,047 spaces for arena patrons and employees. Why did the applicant not utilize an accepted standard such as the ITE Parking Generation to determine how many parking spaces are required? The applicant's methodologies in calculating parking is questionable.
14. DEIS Table 11-42 "Saturday Projected Parking Demand by Land Use With a Hockey Game at the Arena" fails to consider a possible peak period at 1:00 PM. They analyzed the parking demand given a hockey game starting at 7:00 PM; however, based on the New York Islanders hockey schedule, Saturday games frequently start at 1:00 PM. If this is the case, this would increase parking demand at Belmont at 1:00 PM to 8,516 spaces when only 8,252 are provided. This means that their parking lots would not be efficient to address the site generated parking if there was a hockey game at 1:00 PM. Failing to analyze this scenario in the report is a major flaw and concern and must be addressed.
15. Table 3 below summarizes the approximate walking distances to get to Retail Site A and Retail Site B from the North Lot and East Lot. The measurements were taken from Google maps and takes into consideration the walking paths that would have to be taken (walking around the racetrack, having to walk to a crosswalk to cross Hempstead Turnpike, etc.)

Table 3: Approximate Walking Distances

Location #1	Location #2	Approximate Walking Distance
North Lot Entrance	Retail Site A	2,745 FT
North Lot Entrance	Retail Site B	4,757 FT
East Lot Entrance	Retail Site A	3,520 FT
East Lot Entrance	Retail Site B	3,424 FT

Parking designers usually call for maximum walking distances between 300 and 600 feet for retail customers and between 1,200 and 1,500 feet for employee parking[3]. As illustrated in Table 2, the walking distances to each of the retail sites from both the North Lot and East Lot far exceed the typical maximum walking distances for retail customers and employees. If there aren't a sufficient number of shuttle buses running, and retail customers or retail employees need to get to the retail sites from the North Lot or East Lot, these people will have to walk these excessive distances.

CONCLUSIONS

The initial review of this study has produced a number of conclusions that must be addressed. The DEIS Report does not demonstrate how three (3) roadway segments and two intersections will be mitigated. Furthermore the report utilizes outdated, obsolete trip generation figures and outdated capacity analysis software to arrive at the conclusions. The result is a massive underestimation of the true impacts of this maximum build-out of the two sites.

The New York State Urban Development Corporation is the lead agency on this project and they have presented a project that attempts to get the most yield out of the site as possible, which using even their underestimated numbers, will place over 4000 new trips on the surrounding network in the P.M., Saturday mid-day, Saturday P.M. and Saturday evening peak hours.
This enormous increase due to the racetrack will be extended over many more days of the year than the study claims for 89 days.

As noted above, three segments of the Cross Island Parkway are not able to be mitigated and therefore, more of the traffic assigned to the Cross Island Parkway by the authors of the report will instead be diverted to the local street network, further impacting the local residents in the surrounding neighborhoods and increasing the accident potential on streets that are already exceeding by far the statewide accident rates.

[3] http://www.gsweventcenter.com/GSW_RTC_References/2008_05_Smith-Butcher.pdf

The proposition by the authors of the DEIS report to prepare a TMP, does not address, mitigate or solve the significant problems this project will cause. It is our contention that without major reconstruction of the Cross Island Parkway with direct access into the two sites, the proposed yield for these sites exceeds what is feasible. A balance needs to be reached between the amount of Yield allowed here and the capacity of the surrounding highway network to accommodate it. In other words, massively reduce the size of the project to where it can be absorbed into the network or vastly improve the network. As it stands right now, based on the applicant's faulty analysis and its inability to even analyze or mitigate the significant adverse traffic and environmental impacts, this project should not be approved.

Sincerely yours,

Steven Schneider, P.E.
Principal

File: 18-048T

ATTACHMENT B

SEQRA Compliance Issues:

Determining Adequacy of the DEIS

- Is there an independent reviewer/professional working for ESD to gauge the DEIS completeness, adequacy of the analyses, etc.?
- The document does not include basic material that allows for a reasonable degree of evaluation. Backup material and appendices that are always provided in these documents, has not been included, e.g., site plans, traffic analysis printouts, air quality software printouts, drainage calculations, soil borings, and correspondence from certain community service providers. It is not possible to verify the results of the traffic study, parking analysis, air quality assessment, or evaluate the physical layout and impact to visual resources and existing open space on Site A without a basic site plan providing setbacks, dimensions of structures, etc. There is extensive discussion about the proposed open space on Sites A & B without any site plan documentation provided. It appears that the 3.75 open space on Site B is primarily comprised on a berm planting separating the adjacent residential homes and the retail village. This is just one example of not being able to evaluate whether appropriate mitigation has been provided and the representation of mitigation being misleading.
- The issue of inadequate material being contained in the DEIS is further exacerbated with the local zoning process being overridden where there will be no Town Site Plan review/approval process. There appears to be no point in the process where the public will have the opportunity to perform and understand a comprehensive review of the development. The process by-passes the local zoning process. In a similar fashion, the entitlement process appears to by-pass the Nassau County Fire Marshal (NCFM) and defer this critical review to a State agency.
- Letters to emergency service providers were vague and drafted in a style to not directly inquire as to whether the proposed action creates any concern(s), the ability to service the development and/or the service providers have adequate resources. When responses were received from providers indicating "there's no impact known", the applicant made the unsubstantiated assumption that the local police and fire departments see no issues serving the project.
- The DEIS is dismissive about many critical issues, such as the scale, massing and location of the 150-foot height hotel, compatibility with existing zoning, and the ability of a to-be-developed transportation management program to fix congestion on the Cross Island Parkway and Hempstead Turnpike

DEIS REVIEW – TECHNICAL COMMENTS (progress)

Overarching Issues:

- The applicant has usurped local authority jurisdiction, seemingly for every purview where the plan does not meet local standards (e.g. Town of Hempstead Town Board and Zoning Board, Nassau County Fire Marshal, possibly Nassau County DPW). Even if the action includes overrides, the impacts still need to be analyzed under SEQRA.
- Overall, the document is vague, misleading, incomplete, dismissive, and does not identify and/or commit to the necessary mitigation or follow-through to avoid impacts.
- Overall, this DEIS is not complete or sufficient for public review. In many ways, it was not prepared according to current standards. Its "conclusions" are often unsubstantiated and appear unrealistic.
- The traffic study (in text) says that certain software versions were used, but the versions the document used, are up to 7 years out of date, and use a Highway Capacity Manual that is superseded twice (two versions old).
- As the study is presented, there are questionable conclusions that do not appear realistic. The parking demand and trip generation are likely under-stated, and there is mitigation proposed which is not fully realistic. Transit mode share is vastly over-stated. The potential benefits from "traffic management planning/traffic enforcement agents" is over-stated. Shared trips between uses, and "pass by" traffic is vastly over-stated. If even one of these concerns is true, actual traffic impacts and off-site parking will be much worse than what is presented in the document.
- For a project of this magnitude, with thousands of additional cars, the traffic mitigation comes down to 9 signal re-timings, 1 new signal, and 1 intersection with lane configuration changes. Also, the 1 intersection with lane configuration changes requires 2 sets of additional changes preceding events at the arena, achieved with traffic cones and a traffic enforcement agent. There is almost no physical mitigation on the Cross Island Parkway or its ramps (one ramp intersection will be signalized and another will have a bus lay-by lane).
- Some of the mitigation (a transportation management plan) is still being developed, so its benefits (if any) can not be quantified or relied upon. There are multiple statements of "a plan will be developed, and could" benefit somehow, but the statements are not substantiated.
- It is unclear how the mitigation will be funded and the timeline of this mitigation compared to the construction of the facility. It appears that most of this will be publicly and/or utility-

funded. Therefore, these improvements will ultimately be paid for by taxpayers and ratepayers.

- Where is the correspondence from the MTA to formally promise what is being assumed in this traffic study, related to City buses and the number/type of LIRR trains?
- Where is the analysis of how "2 LIRR trains per arena event" will impact the LIRR main line? Today, there are two off-peak-hour trains on fewer days per year.
- It is not reasonable to add hundreds/thousands of cars to an intersection and say the accident patterns are not expected to significantly change.
- Most of the mitigation that is proposed is out of the control of the Project Sponsor.
- The document does not include plans to review for parking, rideshare curbside storage, pedestrian connections, etc. The figures are at too large a scale to be meaningful for site review.
- There are multiple questions about the potential additional impacts with NYRA nighttime racing, including the ability of existing pipe structures to accommodate added flow.
- Where are 7,200 dealer cars plus emergency trailers going to go? This is about equal to the entire parking yield they say they will have with the project.
- There is no detail provided relative to the site plan's coverages, setbacks, buffers to adjacent residential-school uses, etc.
- Most information is presented with text rather than with tables or plans. There is no way to fully understand or verify this information or its conclusions without detailed plans.
- The document says they will develop mitigation further as part of the FEIS, which is not the purview of an FEIS. An FEIS is not to complete what should have been done for the DEIS; it is to address comments on the DEIS. By providing new information in the FEIS, the applicant is not allowing the public the opportunity to review and comment on the new information.

<u>Discipline-Specific Concerns:</u>

- Land Use, Community Character:
  - The planned retail will include roughly 175-200 stores. Is there a demand for this much retail?
  - The 10,000 s.f. of community space represents ±0.85% of the building space
  - Is there a need for a hotel with 250 rooms?
  - The project does not coincide with the 2008 Elmont Community Vision Plan.
  - Just because the existing use is non-conforming, this does not justify additional non-conforming uses (intensification of use).

- Community Facilities and Utilities:
  - Questions posed to emergency responders did not ask if they have capacity (manpower and equipment) to accommodate the project, nor did they present the project's full needs (e.g. traffic enforcement agents and extra security to control parking). The document also misrepresents the character of the answers (e.g. no comment about additional pertinent information from the police department was presented as the police department stating there would be no impacts).
  - There is no provided confirmation that the necessary parties will fund and install the electrical, natural gas, etc. Infrastructure.
- Open Space/Recreational Resources:
  - Without a plan, it is not possible to determine what the existing and proposed open space entails.
  - The document is dismissive of the removal of 70% of the Backyard area.
  - What is the commitment in specificity to recreational improvements, costs, etc.
- Visual Resources:
  - Formatting of the section make it incredibly cumbersome and inconvenient to have to fumble back and forth between narrative and photographs and the simulations. Photograph and simulation exhibits should be integral with the narrative.
  - The extent of visual materials included in the DEIS is completely inadequate.
  - The extent of simulated views is completely inadequate. There are no views from the Cross Island Parkway, or eastbound on Hempstead Turnpike into Nassau County. What gateway will there be?
  - Principal Conclusion - "The views would remain compatible with the street's existing setting, which includes a north view of the Grandstand/Clubhouse." - This statement completely ignores the visual impact of a 150-foot hotel, the arena impact, and the impact of the grandstand façade being substantially blocked and the existing view changed.
- Socioeconomics:
  - There is no analysis of impacts to property values.
  - The document is very vague about existing retail in the area, and impacts to same (competition from the proposed project).
  - The DEIS downplays retail/dining as competition to local establishments.
  - The DEIS downplays the arena adding additional competition for events with Nassau

Coliseum, Barclays Center, Forest Hills, MSG, and others.

- Hazardous Materials:
  - Were samples taken within the vicinity of the first train platforms on site B on the immediate south side of Hempstead Turnpike?
- Water Resources:
  - North Lot is described as being an unpaved lot, which the applicant will pave. The stormwater impact of this new impervious space is not addressed.
  - The existing stormwater conveyance and recharge facilities may be undersized based on County drainage requirements. There is no analysis provided of the ability of these facilities to accommodate the project's stormwater flow for the 100-year storm.
  - The project scope and commitment are absent of any meaningful sustainable design measures. No bioswales, rain gardens, use of permeable pavements of any sizable area, rain water harvest for re-use, etc.
- Natural Resources:
  - The document does not quantify existing or proposed land cover and/or habitats.
  - Open issues related to bats and trees remain.
- Traffic and parking:

<u>LIRR Issue:</u>

- The traffic analysis relies on having two round trip Jamaica-Belmont LIRR trains for arena events, with no MTA correspondence to substantiate the claim, and no discussion as to the mechanism where MTA stops mainline trains to accommodate Jamaica-Belmont trains.
- The DEIS does not provide any detail as to what occurs with passengers that might be delayed and miss the shuttles.
- How would the surge of dismissal be addressed on the Belmont platform with up to 2000 riders vying for the shuttle back to Jamaica.
- The DEIS does not analyze impacts to LIRR mainline train riders from Jamaica-Belmont trains: many extra days a year, and during PM peak hours (generally off-peak today).
- The two (2) round trip Jamaica-Belmont LIRR trains, if used, represents approximately 10% of the arena capacity. The DEIS implies that this is a

- The peak arena event (sold-out concert, 19,000 people) is never analyzed for traffic impacts.
- Too high of an average vehicle occupancy (3 for arena sports?)
- The trip generation uses unrealistic "internal capture" and "pass by" credits. The non-ITE sources are not included in the report and were prepared by the same firms who prepared the Belmont DEIS (meaning, they cite themselves). Transit share includes subways.
- With these underestimated traffic numbers, there would still be up to 2,247 new vehicles per hour at the Cross Island Parkway by Exit 27 (Appendix F, Figure 40). This exceeds the capacity you'd add if NYAP was to add an additional lane.
- Qualitative mentions of traffic management ideas; no quantitative hard look at how or if they'd actually apply at Belmont, and many ideas simply wouldn't work.
- Too many people are considered to rely on LIRR, especially since the report numbers rely on standing-room-only capacity. The impact of stopping the main line on many more days each year is never analyzed. The M-3 cars cited in the report will be out of service and replaced by slightly-smaller M-9 cars by 2020, so there will be 8% less capacity for riders (1768 vs. 1920) and it denotes a lack of coordination with MTA.
- No traffic software printouts are provided. The HCS software that was used is out of date by 7 years. The Synchro 9 software is also out of date by 1 year.
- There are no parking plans provided for us to make sure the parking yield and rideshare capacity are achievable. The garage/parking space design standards are not consistent with ADA vertical clearance and ramp grade recommendations.
- Mitigation is unrealistic, especially at Locustwood Boulevard/Gate 5 at Hempstead Turnpike, relying on traffic cones being laid out in different configurations on the same day by security staff. Mitigation is misrepresented in the write-up as if there will be widening/new lanes, when in fact there would be one less eastbound through lane as laid out in the diagram in the appendix.
- The parking calculations are not consistent with ITE data and land use peaking characteristics. Hotel peak parking is during the day rather than overnight, with less than 1 space per room. Arena peak parking lasts for 1-2 hours, shorter than the duration of games and concerts. There is no "cushion" as ITE recommends for large parking areas. With a more realistic 8% transit credit and 5% cushion, they need over 9,000 spaces but only have 8,252 (including 40 set aside for the Islanders).

- Air Quality:
  - There is no air quality appendix. Any results are unsubstantiated.

    - There is no analysis provided of the carbon monoxide screening – only a verbal summary.
- Noise:
    - Noise levels will exceed residential limits at the hotel.
    - Construction noise impacts will be 2+ years in duration, not really short-term.
    - Residents, dorms, and outdoor areas at residential properties will be impacted during construction.
    - Identified mitigation (replacing windows, installing window AC units) is not practical.
- Climate Change:
    - There are no specifics provided about measures to avoid/mitigate climate change impacts.
    - There are unsubstantiated claims about the project reducing GHG emissions.
- Construction:
    - No mention of impacts to LIRR while switch work is going on.
    - No mention of impacts to Hempstead Turnpike during potential night work.
    - No assurance on coordination with horse training operators.
    - Sandy soils are subject to settlement of surrounding structures and residences.
- Alternatives:
    - The presented Alternatives do not provide the SEQRA "hard look" at alternative land use mixes that could be developed.
    - A reduced density alternative is dismissed outright, without detailed analysis.
- Mitigation:
    - Mitigation is not entirely developed, it is not necessarily 100% feasible, and several qualitative mitigation measures seem unable to mitigate potential impacts.
    - The transit strategies are qualitative and hypothetical, with no details worked out.
    - It is unclear who would fund the necessary mitigation, and what would happen if mitigation is not complete in the anticipated timeframe.
- Unavoidable Impacts:
    - Identified unavoidable traffic impacts at two intersections (one intersection at one weekday AM peak hour and one intersection during Sat. Midday peak hour).
    - Highway impacts associated with various segments of Cross Island Parkway and

interchanges with LIE/GCP cannot be mitigated.

    - Construction Noise for residential outdoor/open space areas cannot be mitigated.

- Growth-Inducing Impacts:
    - If the proposed substation has additional capacity, it would potentially incentivize other area development.
- Cumulative Impacts:
    - This section does not account for other potential development in the area, i.e. Nassau Hub, Amazon HQ.
- ESD design guidelines:
    - The guidelines are not fully compatible with typical design standards for parking spaces and garage ramps.

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Empowering Communities, Advocating Solutions.

January 11, 2019

NYS Urban Development Corporation
d/b/a Empire State Development (ESD)
633 Third Avenue New York, NY 10017

Re: BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT Draft Environmental Impact Statement (DEIS) Project Location

Citizens Campaign for the Environment (CCE) is an 80,000-member non-profit, non-partisan advocacy organization that works to protect public health and the environment. CCE has been working to protect water quality across NY & CT since our inception in 1985.

Protecting water quality and the proper management of our aquifer on Long Island is a high priority for our organization. The Belmont Park Redevelopment Project is large enough that it merits concern over potential impacts associated with water use, water withdrawal, and sewage disposal. CCE has found that the information provided in the Draft Environmental Impact Study is critically insufficient to allow any meaningful assessment of this project's potential impact on water use, aquifer levels or plume migration. Western Nassau County is an already environmentally stressed, overdeveloped area. New projects of regional significance need to be evaluated for water withdrawal impacts and the resulting long term sustainability of the aquifer.

The Belmont Park Redevelopment Project is a proposed 43 acre project within the unincorporated hamlet of Elmont, Town of Hempstead in Nassau County. The purpose of the project as stated in the Draft Environmental Impact Statement is to maximize economic benefit to the State while minimizing significant adverse environmental impacts. CCE believes that long term economic progress can only be achieved when proper concern, care and planning to protect water resources are incorporated into the planning process. Based on the Draft Environmental Impact Statement, more information on some key aspects of the environmental impact of the project must be included to show the developers are adequately addressing water protection.

1. **Water Withdrawal** - The Draft Environmental Impact Statement (DEIS) of the Belmont Park Redevelopment Civic and Land Use Improvement Project should asses the amount of water the project

will need on a yearly basis. This amount should include water for irrigation purposes since irrigation can be a significant part of any project's water withdrawal needs. The Executive Summary of the DEIS states "The Proposed Project would increase water demand and is expected to have an average daily water demand of 135,925 gallons per day (gpd), excluding irrigation." However, there is no justification for this withdrawal rate in the DEIS. Also, withdrawal rates need to include water used for irrigation. Irrigation is typically a large portion of water used in these types of development proposals. There is no justification to exclude this water need since water for irrigation will be coming from the same aquifer system as water for potable use. The DEIS also uses the same number (135,925 gpd) when identifying the quantity of waste water generated by this proposal. When considering the Belmont Park development proposal includes restaurants, entertainment venues and office buildings it seems highly improbable that the amount of waste water generated will equal the water withdrawal. That scenario would seem to dismiss any water used for consumptive use.

2. **Wastewater –** The DEIS claims that the Bay Park Sewage Treatment Plant discharges into the ocean and is under mandatory nitrogen removal to comply with a TMDL. This is simply wrong. The Bay Park STP currently discharges into the Western Bays, a sub region of the South Shore Estuary Reserve. Treated effluent from the Bay Park STP in the process of being rerouted to Cedar Creek STP's ocean outfall pipe, however, this will takes years to complete. No TMDL exist for the Bay Park STP outfall pipe. The Bay Park STP is being updated to included two types of denitrofication technology. This will reduce the nitrogen loading from approximately 35-37 ppm to 14 ppm depending on the time of year, however, there is NO mandatory amount of N removal.

3. **Impact to Aquifer** - Nassau County needs a clearer understanding of how projects of regional significance, such as the Belmont Park Redevelopment project, will impact the aquifer system. The NYS DEC has placed water caps (limits) on many water suppliers in Nassau County due to groundwater mining. Ground water mining occurs when more water is withdrawn from the aquifer system than the rain is able to replace naturally. The over development of Nassau County contributes significantly to groundwater mining. As has been observed, precipitation greatly impacts water levels in the aquifer system. The DEIS needs to demonstrate further analysis on how this proposed development would impact the water level of the aquifer in times of low precipitation, such as 2016, where precipitation hit a historically low 11.25 inches below average. Climate trends predict a downward trend of precipitation on Long Island in the coming years. The Long Island Commission of Aquifer Protection has analyzed Magothy Aquifer wells and the data shows that they are currently well below historical median values. Any major development project needs to address that trend in planning for the amount of water that will be withdrawn from the aquifer and its impacts on the health of the aquifer.

4. **Water Use and Conservation** – A project of this size should include information on methods being used to reduce overall water usage. Buildings in the new development should strive to be Leadership in

Energy and Environmental Design (LEED) certified. The DEIS makes mention that the development will try to achieve LEED standards but does not expand on what this means for water reduction and conservation. *Clear commitments on water reduction should be outlined before the project is able to move forward.* Water use strategies should be included in the DEIS, for both indoor and outdoor water usage. Outdoors, irrigation is one of the biggest usages of our water resources here on Long Island. This project should aim to include landscaping that uses little to no irrigation. Where irrigation is necessary, smart controllers, drip irrigation, and moisture sensors should be employed and included in the proposed project outline. Indoors, the project should mandate the use of WaterSense fixtures that reduce water usage, as outlined in the LEED green building rating systems.

4. **Potential Plume Migration –** There are several groundwater plumes surrounding the Belmont Park Redevelopment proposal. The DEIS should assess if the increases water withdrawal will impact the directional flow of any of the migration pathways of those plumes. It is significant to assess if the plumes would shift course which may in fact, hinder remediation efforts underway.

5. **Storwater Runoff -** The DEIS says the project will create an overall increase in pervious surfaces using green infrastructure and low impact design to protect ground and surface water resources. CCE recommends that the Final EIS continue to focus on mitigating stormwater runoff and further detail how this project can maximize groundwater recharge.

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Thank you for considering our comments.

Adrienne Esposito
Executive Director
Citizens Campaign for the Environment

CITIZENS CAMPAIGN FOR THE ENVIRONMENT
www.citizenscampaign.org

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Empowering Communities, Advocating Solutions.

January 11, 2019

NYS Urban Development Corporation
d/b/a Empire State Development (ESD)
633 Third Avenue New York, NY 10017

Re: BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT Draft Environmental Impact Statement (DEIS) Project Location

Citizens Campaign for the Environment (CCE) is an 80,000-member non-profit, non-partisan advocacy organization that works to protect public health and the environment. CCE has been working to protect water quality across NY & CT since our inception in 1985.

Protecting water quality and the proper management of our aquifer on Long Island is a high priority for our organization. The Belmont Park Redevelopment Project is large enough that it merits concern over potential impacts associated with water use, water withdrawal, and sewage disposal. CCE has found that the information provided in the Draft Environmental Impact Study is critically insufficient to allow any meaningful assessment of this project's potential impact on water use, aquifer levels or plume migration. Western Nassau County is an already environmentally stressed, overdeveloped area. New projects of regional significance need to be evaluated for water withdrawal impacts and the resulting long term sustainability of the aquifer.

The Belmont Park Redevelopment Project is a proposed 43 acre project within the unincorporated hamlet of Elmont, Town of Hempstead in Nassau County. The purpose of the project as stated in the Draft Environmental Impact Statement is to maximize economic benefit to the State while minimizing significant adverse environmental impacts. CCE believes that long term economic progress can only be achieved when proper concern, care and planning to protect water resources are incorporated into the planning process. Based on the Draft Environmental Impact Statement, more information on some key aspects of the environmental impact of the project must be included to show the developers are adequately addressing water protection.

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will need on a yearly basis. This amount should include water for irrigation purposes since irrigation can be a significant part of any project's water withdrawal needs. The Executive Summary of the DEIS states "The Proposed Project would increase water demand and is expected to have an average daily water demand of 135,925 gallons per day (gpd), excluding irrigation." However, there is no justification for this withdrawal rate in the DEIS. Also, withdrawal rates need to include water used for irrigation. Irrigation is typically a large portion of water used in these types of development proposals. There is no justification to exclude this water need since water for irrigation will be coming from the same aquifer system as water for potable use. The DEIS also uses the same number (135,925 gpd) when identifying the quantity of waste water generated by this proposal. When considering the Belmont Park development proposal includes restaurants, entertainment venues and office buildings it seems highly improbable that the amount of waste water generated will equal the water withdrawal. That scenario would seem to dismiss any water used for consumptive use.

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Empowering Communities, Advocating Solutions.

EMPIRE STATE DEVELOPMENT
2019 JAN 18 P 4: 3
LEGAL DEPARTMENT

January 11, 2019

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d/b/a Empire State Development (ESD)
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Re: BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT
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Adrienne Esposito
Executive Director
Citizens Campaign for the Environment

EMPIRE STATE DEVELOPMENT
2019 FEB 11 A 10: 30
LEGAL DEPARTMENT

Floral Park-Bellerose School PTA
2 Larch Ave
Floral Park, NY 11001

January 31, 2019

Empire State Development
Attn: Michael Avolio
633 Third Avenue, 37th Floor
New York, NY 10017

Dear Sir;

As both concerned residents of Floral Park, and representatives of the Floral Park-Bellerose School PTA, we find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The revised plan has multiple adverse impacts on both the Floral Park-Bellerose School and surrounding community.

As you know, the Floral Park-Bellerose School borders Belmont Park's North Lot. The use of this lot as an active parking facility for over 200 arena events each year, as proposed in your organization's recent DEIS, is of great concern to say the least. This lot is separated from Floral Park-Bellerose School by nothing more than a chain link fence and "vegetation". 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. Our playground is literally feet away from that fence!

Active use of the North Lot also poses adverse impacts on the Floral Park residents whose homes are adjacent to this lot. Noise, light, security and air pollution are just some of the factors that the residents of these now quiet and pretty tree-lined streets will have to deal with if the current proposal, as outlined in the DEIS, becomes a reality.

The increased size of the Belmont Redevelopment Project also poses significant adverse traffic issues to our schools and community. With regard to traffic and safety, there are 4 schools within the boundaries of Floral Park Village. Two of them are on Plainfield Ave., the street that borders the east side of Belmont Park and one which is sure to see a significant increase in traffic in response to the proposed overdevelopment at the site.

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 will most certainly lead to more car and pedestrian accidents. 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. Overflow traffic from the already congested Cross Island Parkway, that will likely snake through local streets (as guided

by various navigational apps like WAZE), is also sure to lead to more accidents in our community.

Lastly, the inclusion of a "Mega" mall is certain to increase congestion in and around Belmont Park. The lack of any plan for a full time LIRR station at the site coupled with the increased magnitude and scope of the project size is another reason traffic is sure to be unbearable near Belmont Park and within its surrounding communities.

In light of the reasons set forth above, we request that ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to reduce the scale of the project so that (1) use of the North Lot will not be required, and (2) the amount of additional traffic that will need to transverse Floral Park will not be a measurable increase from the existing substantial volume.

Lastly, it should be noted that our organization is not against the redevelopment of Belmont Park. We are against overdevelopment. 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 schools and our community. The RFP was for 43 acres – two parcels of land on Hempstead Tpke. We respectfully request you keep the scope to those 43 acres and take the North and East lots out of ESD's revised proposal.

Thank you for your consideration. We look forward to working with your organization in order to mitigate the noted concerns.

Sincerely,

Meredith Naughton
Co-President, Floral Park-Bellerose School PTA

Cheryl Spigonardo

Cheryl Spigonardo
Co-President, Floral Park-Bellerose School PTA

Cc:

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

Our Lady of Victory R. C. Church
Two Floral Parkway
Floral Park, NY 11001
516-354-0482

February 28, 2019

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

Dear Sir:

Our Lady of Victory Roman Catholic Church has been in the Incorporated Village of Floral Park for 98 years and Our Lady of Victory Elementary School have been in the Incorporated Village of Floral Park for 87 years. With both the church and the school located on Plainfield Avenue, we are concerned about the anticipated significant increase in traffic and congestion threatening the safety of our parishioners and students as a result of the Belmont Park Redevelopment Civic and Land Use Improvement Project. Since only passenger cars are permitted to use the Cross Island Parkway, the Long Island Expressway will become a main highway used by trucks to deliver goods to Belmont. Plainfield Avenue is one of the most direct ways for trucks to get to Belmont from the Long Island Expressway. Considering how heavily congested Plainfield Avenue is currently, we have serious concerns about how dangerous it will become when strained to accommodate the significant increase in traffic.

The Draft Environmental Impact Study concedes that a number of intersections will be adversely effected by the proposed project (i.e. Plainfield Ave/Tulip Ave, Plainfield Ave/Jericho Tpke). This is of grave concern to us. Many of our parishioners walk to church and many students walk to school. Those who park in our church parking lot must cross Plainfield Avenue to get to the church and school. Their safety is of paramount concern to us. We respectfully request that the Empire State Development Corp reconsider the size and scope of this project to a scale that is more appropriate given the residential neighborhood into which it is being built.

Sincerely,

Rev. Thomas M. Fusco

Rev. Thomas M. Fusco
Pastor

Margaret Augello

Mrs. Margaret Augello
Principal

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

From: gharding
Sent: Thursday, February 21, 2019 9:05 PM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Subject: Letter from the New York Islanders Booster Club in support of the Belmont development

Let me state formally that my name is Gary Harding, and I am the Executive Vice President of the New York Islanders Booster Club (NYIBC). Our organization is the Official Support Group for the New York Islanders Hockey Club, which have been in existence since the Islanders started their NHL life in 1972, and for 47 seasons - tens of thousands of Long Islanders, and others from around the country, and the world, joined to further enhance their support for their favorite hockey club.

Many of our membership have been fortunate enough to be able to travel across the US and Canada to see our team play in 'foreign' territory. For decades, I personally have been to over 35 arenas - and in an overwhelming majority of these facilities, the teams have a 'destination' as opposed to just a building to watch a sporting event. These complexes house restaurants, bars, social centers, shopping, just about any possible enticement that you could imagine. The revenue feeds that these teams can generate from the customers that venture in every night allow the organization to not only give back to the community, but it also helps their bottom line. These streams enable a team to be able to purchase better talent and provide a stronger product on the ice.

Ever since the Islanders have been in existence, they have not been able to subscribe to this formula. For decades, not only have they benefitted from parking revenue, concessions, etc., they even had to give a portion of any ticket revenue that was purchased on the Coliseum site to the County. As a result, millions and millions of potential team-enhancing talent acquisition capabilities were muted, because our cash-strapped organization could not compete with clubs like the Rangers, Flyers, Penguins and almost the rest of the NHL. This organization has done all it can to stay competitive despite being a few rungs behind everyone else. It is a fact, that for the time that Charles Wang owned this organization, his bottom line was hundreds of millions in the red, due to the horrible deals he had to assume from previous owners.

This project - although in some cases, understandable for the people that are residents of the nearby environments are struggling to take in, needs to be done.

You may state, "Why? So this ‘hockey club' can make money?"

Seeing what has happened in other cities as a result of the construction of the modern arenas and surrounding areas, not only has these teams improved and thrived, but the surrounding communities around these facilities, become beacons

of the community and generate millions of revenue and tax breaks to the community that they never thought feasible.

Yes, the members of the New York Islanders Booster Club may be a little biased on this, but fans that have followed this team since the glory days of the 1980s, have seen little success as a result of financial downfalls, an old, decrepit arena, that potential free agents did not want to make their home, and various groups of ownership that did not work hard enough to make this team successful. As a result, so many variables caused this team to be one of the very best franchises, to at times, a team that is barely treading water. This opportunity - Belmont - is the one real chance to allow this organization to play on the same level playing field as the other 30 and soon to be 31 other franchises in the National Hockey League. As an organization - the NYIBC stand strongly in support of this plan our owners, Scott Malkin and Jon Ledecky, along with their partners, with the assistance of the New York ESD, to make a new, vibrant, and financially strong center - that all Long Islanders, and yes, even those that are in the neighboring communities, will be proud to call their own.

At the Coliseum - the loudest chant is usually, "Let's Go Islanders!" - now all Long Islanders should all stand up - and chant "Let's Go Long Island! Let's Go Belmont!" We can only hope that it will come soon and resonate throughout this little patch that we call home.

Thank you,

Gary Harding

Executive Vice President - New York Islanders Booster Club

Testimony On Belmont Park Redevelopment
Civic and Land Use Improvement Project SEIS
By: Richard C. Hellenbrecht
For Bellerose Commonwealth Civic Association
January 10, 2019

Michael Avolio
Empire State Development
633 Third Avenue
New York, NY 10017
Via
Email:
belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

The Belmont Park Community Coalition (BPCC) Concerns and Comments on Chapter 18 – "Unavoidable Impacts", Section B. pages 18-1 and 18-2 "Local Street Network" and "Highway Network"

My name is Richard Hellenbrecht, Secretary/Treasurer of the Bellerose Commonwealth Civic Association located approximately one mile north of the proposed development site. Our organization has closely followed the proposed project over the past year and has may concerns regarding the potential impacts in our area that would result from the full implementation of the project.

The most critical issue that would affect our area is traffic congestion. The only north-south highway in the area is the Cross Island Parkway (CIP), which was developed in the 1950s and is well past its design capacity. It is consistently congested during most hours of the day, particularly southbound during the extended evening rush hours. The parkway serves vehicles destined to and returning from the south shore and J.F. Kennedy International Airport (JFK). Importantly, CIP is one of only two access roads to JFK, which is scheduled to undergo a massive redevelopment and expansion project very soon. The addition of thousands of cars going to the proposed arena at the height of the evening rush hour would jam traffic on the parkway and spill cars on to local roads. The retail mall and the hotel, if successful, would extend the traffic congestion throughout the day.

Several intersections in the Bellerose area unquestionably will also be impacted but were not included in the DEIS. Recent technologies will divert vehicles to such local roads as Commonwealth Boulevard, 249th Street, Little Neck Parkway and 266th Street/Plainfield Avenue to avoid the CIP. These concerns have lead New York City Comptroller Scott Stringer and City Councilman Barry Grodenchik to request the city Department of Transportation to conduct a study of potential impacts on roads in Bellerose, Queens Village and Cambria Heights. That study has not yet been completed and must be considered when complete.

The absence of real mass transportation alternatives virtually guarantees significant traffic generation due to the proposed project.

With regard to Chapter 18, Section B on local street and highway networks, the draft EIS Executive Summary cites on page 34 a reasonable projection that the "proposed project would result in significant impacts on the local street, highway network, and bus service, as well as potential impacts to parking." The proposed Transportation Management Plan (TMP) promises very little help other than monitoring, measuring and communicating to try to influence traffic patterns. We submit that nothing short of major infrastructure improvements, particularly along the CIP, would address these concerns. However, the DEIS identifies highway improvements here as not "reasonably feasible and has been precluded." Only major highway improvements, coupled with a fully functional Long Island Rail Road station with direct service both eastbound and westbound, would mitigate the traffic generated by the project. But MTA has only committed to very limited services around major arena events. We also do not believe that there is sufficient right of way to make such improvements either on the parkway or railroad. The DEIS on page 35 bleakly states: "Even with these [TMP] strategies in place…would not be sufficient to fully mitigate significant traffic impacts."

In addition, I must note that there was no outreach by the State or developers to Queens-based civic organizations, except for a meeting arranged by Assemblyman Clyde Vanel. Given the potential impacts of this project on communities within a mile of the site, regardless of county lines, the lack of engagement with our community is unacceptable.

In summary, we object to the proposed project due to the overwhelmingly negative impacts that it would cause to the quality of life in the Bellerose area as a result of increased traffic that cannot be fully mitigated. We further express our concerns for our neighbors in Queens Village and Cambria Heights which will be even more directly impacted by local traffic patterns and parking congestion. We also stand behind our neighboring civic groups in the adjacent Nassau County areas which will be adversely impacted by not only traffic but also litter, loitering, overuse of infrastructure and so many other ways with very few benefits in terms of tax offsets, high paying jobs or increased recreation assets.

Bellerose Commonwealth Civic Association will continue its review of the DEIS and provide any additional written comments by the due date.

Sincerely,

Richard C. Hellenbrecht, Secretary/Treasurer
Bellerose Commonwealth Civic Association
246-72 86th Road
Bellerose, NY 11426

Parkhurst Civic Association
Parkhurstelmont@gmail.com

Thursday, December 13, 2018

STATEMENT OF SHARED CONCERNS

We, The Board of Directors of the Parkhurst Civic Association have meticulously reviewed and analyzed the current proposed plans as described in the Draft Environmental Impact Statement (DEIS) and have concluded that Parkhurst Civic Association representing 900 families who reside within the shadows of Belmont cannot support this project based on the following:

1. **Payment in Lieu of Taxes (PILOT):** There is no current calculation on the proposed PILOT. The low numbers indicate that current land assessment values were not used as part of the formula. The impact on the budgets of the Sewanhaka Central High School District and its component elementary school districts, Elmont Union free School District, Floral Park-Bellerose, Franklin Square and New Hyde park are devastating. Without specifically enumerating the difficulties to those five school districts and the associated library districts, we will simply direct your attention to the Valley Stream Central High School District and associated elementary school districts for a contemporary review of the deleterious fiscal impact to both the taxpaying residents and education programs.

2. **Transportation - LIRR Service:** The 24/7 Rail road service at Belmont Park. There is now a scaled back version. Fact is without a guarantee and upfront resolution to the LIRR service at Belmont Park all other ancillary benefits are meaningless. We demand that the project be held at bay until and after the Railroad service is completed.

3. **Transportation - Belt Parkway- Southern State Parkway and Cross Island Parkway:**
The proposed development will unarguably have a negative impact on traffic as it converges at the intersection of those three parkways yet, the '"Draft Study" did not consider it in its findings. Disappointingly, the reference to traffic mentions Hempstead Turnpike and the Cross Island Parkway north of Hempstead Turnpike concedes there are no solutions to the anticipated increases in traffic. No- Complete, Comprehensive Traffic Study that address increased traffic as projected 45,000 on the Cross Island, Belt Parkway, Grand Central, Elmont Road, Hempstead Turnpike along with JFK and LaGuardia Airports expansion, plus Amazon in the future of Long Island City, along with attendance at Belmont Park for Belmont Stakes when there is a triple Crown.

4. **Budget Estimates for Three segments of the Projects:** No mention about the source of private borrowing and other concerns including if there is a contingency budget of 5 % to 15% included in those numbers.

5. **No detail plans** for expanded bus and taxi services.

6. **Local Community Benefit Agreements:** Promises without contracts and defined legal remedies for failure to perform are useless. No lease should be signed until there are guarantees for projected park upgrade and multipurpose center with long term maintenance.

7. **Infrastructure** (expanded roadways, electric and gas grids, sewage etc.) Currently, what we have cannot accommodate the development planned for the site. This will add extreme pressure on an already over-used infrastructure.

8. **The added strain** on residents and public services such as Police, Fire and Public Works assets, will directly result in the need to increase these services and further cause an increase in our taxes.

9. **Community Benefit agreements**, No Guarantees are in place for projected parks, and community centers. But there are discussions about a Lease. - This is like putting the cart before the horse.

We urge all of our members, residents and communities that neighbor Belmont Park to become educated on this project and ensure that your comments are properly heard and submitted when the DEIS comment period begins.

Signed by Parkhurst voting Board Members:

Cheryl Lee _____ President _____

Lori Halop _____ Corresponding Secretary _____

Brenda McDonald _____ Board of Education Liaison _____

Shirley McCoy _____ Recording Secretary _____

Janet Mahoney _____ Vice President Membership _____

Aubrey Phillips _____ Vice President _____

Carl Thompson _____ Treasurer _____

PSEG Long Island
175 E. Old Country Road
Hicksville, NY 11801

PSEG LONG ISLAND
We make things work for you.

February 28, 2019

Rachel Shatz
New York State Urban Development Corporation,
d/b/a Empire State Development
633 Third Avenue
New York, NY 10017

RE: Belmont Park Redevelopment Civic and Lane Use Improvement Project

Dear Ms. Shatz:

We are in receipt of the Draft Environmental Impact Statement for the Belmont Park Redevelopment Civic and Land Use Improvement Project, dated December 6, 2018, and the associated attachments for the above-referenced project. PSEG Long Island (PSEG LI), as Agent for the Long Island Power Authority (LIPA) offers the following comments regarding this project:

1. On Page 4 of the Executive Summary, as well as on Page 4 of the Project Description, Page 6 of Land Use, Zoning and Community Character, Page 23 of Community Facilities and Utilities, and Page 5 of Historic and Cultural Resources, it is stated that "*the underground transmission lines would* ***extend west from the proposed substation*** *along Belmont Park Road approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. An* ***overhead bypass*** *would also be installed on Plainfield Avenue*". Please update the above referenced sections to state that transmission lines would "***extend east*** from the proposed substation". Please also update any references to "***overhead bypass***" to "***transmission overpass to connect to the existing overhead circuit on Plainfield Avenue***."

2. On page 3-24 of the Community Facilities section, it is stated that "*Typical exposure in the home to man-made EMFs is like to be greatest from* ***electrical distribution lines****, house wiring, electrical appliances, and ground currents in plumbing, gas lines, and steel girders*" and that "*EMF levels from a substation are* ***generally*** *not considered hazardous.*" Due to average distance of electrical distribution lines from residences, as well as the levels of EMFs from electrical distribution lines, it is assumed that the EMF levels within residences from the electrical distribution lines would be negligible. The estimated levels for all LIPA substations have been below the Public Service Commission interim standard for electric fields of 200 milligauss, and therefore the EMF levels ***would not*** be considered hazardous.

PSEG Long Island
175 E. Old Country Road
Hicksville, NY 11801

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3. On page 9 of the Noise Section, the Sound Power Level for the transformers is based off of transformer models that are not going to be installed at this substation. The Sound Power Levels for the transformers that will be installed at this substation are anticipated to be a maximum of 65dBA. Please reference transformer test reports that were submitted via email from Peter Montalvo of PSEG LI to the Empire State Development Corporation on January 3, 2019.

4. Include a description and analysis of the additional Overhead Transmission Work, based on designs that were submitted via email from Peter Montalvo of PSEG LI to the Empire State Development Corporation on January 3, 2019.

If you have any questions or require any additional information for the environmental assessment, please do not hesitate to contact me at 516-349-5465 or Christopher.Kiernan@pseg.com.

Sincerely,

Christopher Kiernan
PSEG Long Island – Permitting Specialist

cc: Sy Gruza, Esq. (PSEG Long Island)
Daniel Rogers (PSEG Long Island)
Lindsay Peppe (PSEG Long Island)
Peter Montalvo (PSEG Long Island)

Comments on Draft Environmental Impact Statement
Belmont Park Redevelopment Project

January 8, 2018

Reinvent Albany advocates for transparent and accountable New York government. We are a leading voice for sensible and transparent economic development subsidies and for more accountable public authorities, including Empire State Development (ESD).

In our March 22, 2018 comments[1] on the scope of the Environmental Impact Statement we noted that the EIS process is an artificially limited way to answer basic questions about the cost/benefit of this project to the Belmont community, Long Island as a region, and to New York State taxpayers more broadly. Despite the Draft Environmental Impact Statement (DEIS), it remains clear as mud how much state taxpayers will have to pay in various forms of subsidies for this project.

When will ESD clearly and definitively say what this project will cost the public and who exactly will pay for what? For example, the cost of the transportation components of the project are completely murky and do not clearly assign costs to the developer or the MTA.

When and how would a plan be committed to? The MTA is listed as an agency *"required to implement the Proposed Project"* on page S-10 of the DEIS.[2] Yet there is no public plan for increased MTA service; the MTA has not publicly released any details about the cost of this expanded service. We are still unable to find any record of a vote by the governing board of directors of the MTA that says the MTA will support the project or has budgeted for an expansion of service to Belmont.

The December DEIS notes two areas where MTA service is *"anticipated"* to be expanded as a result of the project (emphasis added):

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[1] https://reinventalbany.org/2018/03/full-cost-to-taxpayers-and-mta-lirr-of-belmont-park-queens-redevelopment-projects-needs-to-be-disclosed/

[2] https://esd.ny.gov/sites/default/files/Belmont-NoC-Public-Notice.pdf

LIRR SERVICE
On days with scheduled events at the proposed arena, it is anticipated that the LIRR would provide two round trip trains between Jamaica Station and Belmont Park Station, with eastbound trains arriving at Belmont Park prior to the start of the event and westbound trains departing from Belmont Park following the conclusion of the event, which could accommodate the projected number of passengers that would use the LIRR, which would be expected to be used by up to 2,280 and 1,330 arena patrons arriving for weekday and Saturday events, respectively. It is unlikely that the Proposed Action would result in any impacts to platforms, stairways, or ramps at Belmont Park Station.

BUS SERVICE
It is likely that the Proposed Project would result in a *significant adverse impact* to NICE and MTA bus routes during time periods before and after arena events, *requiring some increases in bus service to accommodate bus rider trips made by arena patrons*. Bus operators normally adjust their service based on ridership and market demand and it is anticipated that such increases in service would be coordinated with NYAP as part of the transportation management plan for the arena.

The General Project Plan released on December 6, 2018[3], notes it is *"expected"* that New York Belmont Development Partners (BDP) *"will contribute to LIRR and MTA funding for the automation of switches and operation of the train service*." This expectation is not a firm commitment. The service increases themselves are also "*anticipated*".

Will this "*expected*" contribution encompass the full cost to the MTA? The DEIS notes that the most significant adverse impact will be to bus service, yet the the General Project Plan does not specifically state that BDP will contribute to the cost of bus service. Exactly how much is cost to the MTA - which faces severe funding constraints and has adopted service cuts in other areas for its FY 2019 budget - given that it may have to bear the brunt of expanded bus service and could still be responsible for a portion of the bill for expanded LIRR service?

Long Island Rail Road is already facing reductions in service and staffing as a result of budget cuts approved by the MTA Board in December.[4] These include:

[3] https://esd.ny.gov/sites/default/files/news-articles/12618-ESD-BM-posting.pdf
[4] http://web.mta.info/mta/news/books/docs/special-finance-committee/LIRR-BRPs.pdf

- Reduced administrative positions across the company. Positions reduced through attrition.
- Reduced scope and extended timeline of the Enterprise Asset Management program.
- Reduced fleet maintenance - stretching out maintenance schedule and elimination of management positions
- Reduced ticket sale/special event staff

Thank you for the opportunity to provide comments. Should you have any questions, please contact Rachael Fauss, Senior Research Analyst, at rachael@reinventalbany.org.

From: Melissa Shetler
Sent: Monday, February 11, 2019 12:19 PM
To: esd.sm.BelmontOutreach
Subject: Project Labor Agreement Letters of Support

Good Afternoon,

Attached please find 23 letters of support for a Project Labor Agreement and local hire initiative to be included on the Belmont project. Our local has hundreds of active and retired members who live in Long Island. I hope that Empire State Development is committed to labor standards and economic opportunities that will left up all New Yorkers, and ensure that tax incentives are spent in the most beneficial manner for the residents of Long Island and New York. Thank you very much for your time and efforts.

Best,

Melissa

Melissa Shetler

Political Director - Local 46 Metallic Lathers and Reinforcing Ironworkers

Belmont Park DEIS Testimony
Alfreda Simpkins, Executive Board Member, SEIU 32BJ
January 10, 2019

Good afternoon; my name is Alfreda Simpkins and I am a member of SEIU 32BJ, which represents 175,000 property service workers along the east coast, including many commercial cleaners on Long Island. We've been following the development and have read the draft environmental impact statement. We are concerned that no assessment of job quality for building service workers was included.[1] Before authorizing new development, and especially a project of this magnitude, we believe it is important to understand how it will affect the people who will operate it every day, and provide options to ensure that it upholds local wage standards. If a goal of the Belmont Park project is to maximize economic growth and opportunity, it is only appropriate that the same goal should extend to the workers who make it run. And, given that this development is being made possible through use of public land, a scarce taxpayer resource, we hope that ESD will take the issue of job quality seriously.

We estimate that the Belmont Park redevelopment will create approximately 400 property service jobs*—and we believe that the best way to ensure that the project has a positive socioeconomic impact is to ensure that there is a commitment to pay building service prevailing wage. A labor peace agreement has been reached on the hotel site,[2] and we hope that the developer will be similarly committed to good jobs with strong benefits for the building service workers that will staff the arena and retail complex. We've been reaching out to the developer about providing good building service jobs, and we also hope that Empire State Development will take steps to support working families by ensuring that prevailing wage is included in the plan that is approved for the site. This project stands to make a significant impact on the local economy, we want to make sure that it comes with meaningful standards and protections for workers

Thank you.

*This estimate is based on a ratio of security guards and cleaners to square feet at similar event spaces on Long Island and in the New York Metro area.

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[1]Draft Environmental Impact Statement. Chapter 7: Socioeconomic Conditions. https://esd.ny.gov/sites/default/files/07_Belmont-DEIS-Socioeconomic.pdf
[2] NYS Urban Development Corporation Meeting. Thursday, December 6, 2018. https://esd.ny.gov/sites/default/files/news-articles/12618-ESD-BM-posting.pdf, Page 8.

From: Swaby, Simmonie
Sent: Tuesday, January 29, 2019 2:40 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Project - Muscle Moms

Dear Sir/Madam,

As a member of the Muscle Moms group (an unofficial social group of moms and their kids aimed at developing the whole child and encouraging civic and community service), we see the Belmont Park project as a way to get needed assistance with Elmont Rd Park, a much needed community center and more importantly an epic opportunity to revitalize our economy and bring much needed opportunities to an economically depressed area.

I'm sure you have heard from surrounding communities how horrible this project is going to be but I want your office to understand that many of us in Elmont see this project as a huge opportunity. We would like the state to continue efforts to secure a fulltime LIRR station at Belmont which I believe compliments this project and render it more likely to succeed.

Thanks for the opportunity to share my thoughts.

Simmonie Swaby

Muscle Moms

-----Original Message-----
From: Joyce Stowe [mailto:]
Sent: Wednesday, January 09, 2019 10:36 AM
To: esd.sm.BelmontOutreach
Subject: Tudor Manor Civic's Comments on Belmont Project Draft Impact Statement (DEIS)

TUDOR MANOR CIVIC ASSOCIATION
1978 BYRON AVENUE
ELMONT, NY 11003
January 9, 2019
Empire State Development Corporation
633 Third Avenue
37th Floor
New York, NY 10017
Attention: Mr. Michael Avolio

Dear Sir:

Tudor Manor Civic Association have meticulously reviewed and analyzed the current proposed plans as described in the Draft Environmental Impact Statement (DEIS) and have concluded that Tudor Manor Civic Association representing approximately 800 families who reside within the shadows of Belmont cannot support this project based on the following:

1. Payment in Lieu of Taxes (PILOT): There is no current calculation on the proposed PILOT. The low numbers indicate that current land assessment values were not used as part of the formula. The impact on the budgets of the Sewanhaka Central High School District and its component elementary school districts, Elmont Union free School District, Floral Park-Bellerose, Franklin Square and New Hyde park are devastating. Please note that in 2007-2008, Lot A and Lot B was granted to Elmont for economic development to allay the murderous school tax property owners were saddled with. Without specifically enumerating the difficulties to those five school districts and the associated library districts, we will simply direct your attention to the Valley Stream Central High School District and associated elementary school districts for a contemporary review of the deleterious fiscal impact to both the taxpaying residents and education programs.
2. Transportation - LIRR Service: The 24/7 Rail road service at Belmont Park. There is now a scaled back version. This service was proposed in 2008 with NYRA's development and there was always a doubt on solving the LIRR infrastructure due to cost. The Fact is without a guarantee and upfront resolution to the LIRR service at Belmont Park all other ancillary benefits are meaningless. We demand that the project be held at bay until and after the Railroad service is completed.
3. Transportation - Belt Parkway- Southern State Parkway and Cross Island Parkway: The proposed development will have a negative impact on traffic as it converges at the intersection of those three parkways yet, the '"Draft Study" did not consider it in its findings. Presently, the reference to traffic mentions Hempstead Turnpike and the Cross Island Parkway north of Hempstead Turnpike. Conceivably, there are no

solutions to the anticipated increases in traffic. There isn't a Complete, Comprehensive Traffic Study that address increased traffic as projected at 45,000 on the Cross Island, Belt Parkway, Grand Central, Elmont Road, Hempstead Turnpike along with JFK and LaGuardia Airports expansion, plus Amazon in the future of Long Island City, along with attendance at Belmont Park for Belmont Stakes when there is a triple Crown.

4. Budget Estimates for Three segments of the Projects: No mention about the source of private borrowing and other concerns including if there is a contingency budget of 5 % to 15% included in those numbers.

5. No detail plans for expanded bus and taxi services.
6. Local Community Benefit Agreements: Promises without contracts and defined legal remedies for failure to perform are useless. No lease should be signed until there are guarantees for projected park upgrade and multipurpose center with long term maintenance.
7. Infrastructure (expanded roadways, electric and gas grids, sewage etc.) Currently, what we have cannot accommodate the development planned for the site. This will add extreme pressure on an already over-used infrastructure. Wells are Elmont's water supply system. Do we need to drill more wells to accommodate the expected water usage for this project with the concomitant evil of contamination?
8. The added strain on residents and public services such as Police, Fire and Public Works assets, will directly result in the need to increase these services and further cause an increase in our taxes.
9. Community Benefit agreements, No Guarantees are in place for projected parks, and community centers. But there are discussions about a Lease. - This is like putting the cart

before the horse. Tudor Manor Civic urge all of its members, residents and communities that neighbor Belmont Park to become educated on this project to ensure that their comments are properly heard and submitted regarding the DEIS.

Very truly yours,
Tudor Manor Civic Association
/s/ Joyce Stowe, Chair

VISION
LONG ISLAND
Creating Smart Growth Communities.

Proposed Belmont Arena, Hotel and Mall

DEIS Public Hearing
January 8, 2019
Eric Alexander, Director, Vision Long Island

Vision Long Island supports common sense redevelopment of the parking areas surrounding Belmont Racetrack based on Smart Growth principles and planned with the surrounding communities and the local municipality. The DEIS for the proposed Belmont arena, hotel and mall presents numerous concerns and questions about their suitability for the site. The current proposal is possibly the maximum potential development that could be accommodated on the site and does not appear to adequately mitigate the potential negative impacts that it is likely to generate.

Transportation:

The existing road network is at or above capacity at peak times under current conditions. The nature of this development will generate large traffic demands at the beginning and end of arena events rather than spread out over the course of the day which is likely to lead to significant congestion. Due to the location of the location of the site, the majority of visitors to the site will be arriving by automobile since there is not significant transit access to the site. According to the DEIS document, the primary mitigation for these traffic surges appears to be signal timing and a number of intersections near the arena, not any physical changes to the roadways. While the improvement of signal timing may create some improvement, it is unlikely to make a significant difference.

The proposal doesn't even attempt any improvements to the Cross Island Parkway which is likely to be the primary access to the site from all directions. Assuming that drivers will simply change their driving patterns to other north south routes such as the Meadowbrook or Wantagh Parkways is not reasonable given that those roads are eight and ten miles to the east.

The proposal for the encouragement of carpooling and ride sharing are also not likely to make a substantial improvement. Carpooling may work for regular ticket holders, but isn't very viable for most others, and ridesharing and taxis may reduce the parking demand on site, but does nothing to reduce traffic around the site. The DEIS also does not specify whether these mitigation measures would be financed by the developer or the public.

The most effective way to reduce the traffic demand at the site would be improvement to the transit options at the site. The DEIS acknowledges that the NICE bus system will likely modify its level of service to adjust to increased demand at Belmont. That can help with some of the local visitors to the park, but given the lack of dedicated bus lanes in the area, those buses will wind up stuck in the same traffic as the cars during peak times.

24 Woodbine Ave., Suite Two - Northport, NY 11768 - Phone 631.261.0242 Fax 631.754.4452 - www.visionlongisland.org

The current arena proposal states that two round trip trains to Jamaica will be scheduled for each major event. This may be useful for residents of the city, but will not help most Long Islanders access the arena. It will help for events that draw a mix of both city and island residents, but most Islander fans live east of Belmont Park and taking the train to Jamaica, then back east to Belmont is not a convenient trip. In order to maximize the benefit of the existing train station at Belmont, the eastbound track should be repaired and used so that visitors from the east can transfer at Mineola or another station east of Belmont. This can reduce travel times by fifteen or more minutes making the trip more attractive for more users which can help reduce the traffic impacts.

The two round trip trains per event can be helpful to mitigate a small portion of the traffic for arena events, but the community needs a viable train station year round. This community does not have rail service like most Long Island communities which puts its residents at a disadvantage.

Given the difficulty in accessing the site from points to the east, where most of the N.Y. Islander's fan base live, it presents the question of how viable is this location as a long term home for the Islanders?

Compatibility with Local Businesses/Surrounding Community:

The Elmont community looking to revitalize their downtown area near the intersection of Hempstead Turnpike and Elmont Road. The 2008 Community Vision Plan, as referenced in the DEIS, called for redevelopment of the parking areas with Belmont Park related uses such as a hotel/conference center with associated retail. However the scale of what was envisioned in the plan was not nearly as large as what is proposed here. Their proposed plan included a hotel conference center with ancillary ground floor retail, not over 400,000 square feet of a retail mall and an 18,000 seat arena in addition to the hotel.

In addition the viability of building 400,000 sf of a retail mall in a climate where retail use has diminished radically may yield either a failed project on the site or failed businesses in the surrounding community due to shrinking demand. We have not seen this size mall proposal advance on Long Island in over ten years and the last one in Deer Park has underperformed on many counts.

Community Benefits:

This proposal will effect several surrounding communities, but the Elmont community south of the park is likely to experience the greatest impacts. The proposed benefits to the community do not appear to adequately offset the potential impacts. The current proposal calls for 10000 square feet of community space, potentially located in several buildings. This is less than one percent of the total proposed building area and according to the site plan, the location of the community space is in a part of the site furthest from the surrounding community. It is mentioned in the DEIS that the space would be used for job training? For community members, but is this its only proposed use?

The open space on site does not appear to be designed in a way to allow it to be useful to the surrounding community. The plaza portion on the northern site may be utilized by visitors to the arena or hotel, but is unlikely to be useful to the surrounding community. Designing it in a way to maintain mature trees on the property will help to improve the quality of the space and maintain the benefits of those trees, but its location still does not allow it to be easily used by the surrounding neighborhoods.

The other open space within this proposal surrounds the southern "retail village" providing a buffer to the neighborhood to the east. Much of it is a berm or simply too narrow to be developable and is essentially leftover space. It doesn't appear to be usable or useful except to separate the development from the community.

There seems to be little discussion and commitment of jobs for community residents. It is our understanding that to date union labor or prevailing wages with a local workforce have not been secured for the site.

As proposed in the draft are the smallest amount of public benefits we have seen for land use proposals of this scale on Long Island. It is heartening to hear there may be other public benefits that arise out of the upcoming public hearings and needed public input.

Land Use Precedence & Community Process:

A project of this scope managed by a NYS agency creates a very bad precedence impacting the home rule of local Town's and Villlages. The Town of Hempstead should be lead agency on the EIS and brought into the process to ensure compatibility with local community needs.

The process that created this DEIS should be managed in coordination with local community and small business leadership along with the local municipalities. Vision has been listening to neighbors in Elmont, the Village of Floral Park and adjoining communities across the Nassau/Queens border who have not been engaged to date.

Smart Growth Impact Statement:

The Smart Growth Impact Statement in Appendix H describes the project as a smart growth project however its design and location makes that a difficult case to make. It is redeveloping previously developed property in an area already served by existing infrastructure, which is beneficial, however it is not well served by transit, nor is it in a downtown center or walkable to one. As previously stated, the proposed two trains per event is not enough to make this project "transit-oriented."

The Smart Growth category of "Compact Land Use" is not intended to jam as much development possible on a given site but to create a focused, walkable Main Street area that this development does not contain.
There are several different uses within the proposal, but is not a "live, work, play" mix of uses, that allows the community to become less auto dependent by having a range of uses nearby. Despite its size, it's not a balanced, mixed use community nor is it part of a larger one. It is primarily a regional entertainment destination that is not integrated with or supportive of the local community.

We are hopeful that the feedback, questions and concerns that will be generated over the three days of public hearings and the written comments that follow will be seriously considered and yield major changes in the proposal.

From: Brien Weiner
Sent: Wednesday, February 06, 2019 9:35 AM
To: esd.sm.BelmontOutreach
Subject: South Shore Audubon Society Comments on the Belmont Park Redevelopment Project DEIS

Attached are comments from the South Shore Audubon Society on the Belmont Park Redevelopment Project Draft Environmental Impact Statement. Thank you for considering our comments.

Brien Weiner

Vice-President

Conservation Co-Chair

South Shore Audubon Society

COMMENTS ON THE BELMONT PARK REDEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

On behalf of the South Shore Audubon Society, thank you for considering the following comments on the Draft Environmental Impact Statement (DEIS) of the Belmont Park Redevelopment Project. We are a 501(c)(3) nonprofit organization and a local chapter of the National Audubon Society, and we represent approximately 1300 households in southern Nassau County. The mission of the South Shore Audubon Society is to promote environmental education; conduct research pertaining to local bird populations, wildlife, and habitat; and to preserve and restore our environment, through responsible activism, for the benefit of both people and wildlife.

The South Shore Audubon Society supports the no action alternative to the Belmont Park Redevelopment Program, or adding an alternative of green open space to the DEIS. The project poses serious risks to air and water quality and the health of the community, contributes to climate change, and could compromise the sustainability of our water supply. Further, the economic benefits are questionable: the proposed arena is inconveniently located for Islanders fans, and any additional traffic in an already congested area will hurt commuters and local businesses.

WATER QUALITY

The development site sits on top of sole source aquifers for Queens and Nassau, and the project threatens to pollute the drinking water for three million people. New York City and Long Island already face a water shortage from drought and heavy usage, and the aquifers of southwestern Long Island show evidence of saltwater intrusion as the water table drops. The Belmont project would increase demands on a shrinking water supply, exacerbate saltwater intrusion, and shift contaminants in the groundwater. The DEIS fails to analyze the water resources that would be used, and the determination of no significant adverse impacts is unsupported. The DEIS should also consider the Long Island Sustainability Study that was ordered by the Governor and is currently underway.

The project proposes to send waste to Bay Park, but fails to consider the current plan to send waste from Bay Park to Cedar Creek.

AIR QUALITY

The Belmont area is already heavily developed, and the air suffers from heavy traffic and little green space. Building larger structures and bringing even more vehicles into the area will increase the incidence of asthma and other respiratory diseases. The buildings will be powered by fossil fuels, producing a significant amount of greenhouse gases (GHG) and contributing to climate change. The DEIS inaccurately states that the Belmont project supports GHG goals by its proximity to public transportation and reliance on natural gas. As discussed below, public transportation is inadequate and increased traffic would produce increased emissions, and natural gas is not clean energy.

CLIMATE CHANGE

The DEIS makes no mention of renewable options or alternatives to gas for heating needs. ESD's request for proposals urged the use of gas for heating as part of the sustainability plan for the project. The DEIS states: "The Proposed Project would use natural gas, a lower carbon fuel, for the typical operation of the heat and hot water systems. On-site renewables such as wind and solar may also be considered for certain processes (e.g., heating water for HVAC/hot water systems)."

Three industry experts said a geothermal system would be viable and likely cost-competitive with natural gas when all the costs of expanding the distribution system are considered. A geothermal system could use the heat produced from the ice-freezing process of the arena to warm other buildings in the complex, such as the retail spaces and hotel.

The DEIS also fails to consider an increased need for cooling that may not be offset by a decreased need for heating as a result of climate change.

WILLIAMS PIPELINE

The most alarming omission from the DEIS is National Grid's warning that unless the controversial Williams pipeline is approved, the Belmont project will lack a natural gas supply. The Williams pipeline would carry fracked natural gas (with its component methane, which is 86 times a more potent greenhouse gas than carbon dioxide) along the coast of Staten Island and across New York Harbor south of Brooklyn to join existing pipelines four miles off the Rockaways. This contradicts the spirit and substance of New York's fracking ban and Clean Energy Standard (50% clean energy by 2030). Indeed, Governor Cuomo vowed to transition the state to a 100% carbon neutral electricity generation system by 2040 and to eventually eliminate all emissions. The Williams pipeline would bring fracked gas into conflict not only with possible offshore wind energy development, but also with sensitive ecological resources already in a precarious relationship with heavily populated communities.

At a cost of about a billion dollars to National Grid customers, the trench for the pipeline excavated across New York Harbor would churn up PCBs, dioxin, lead, and arsenic, which would then be washed ashore by the tides, contaminating marine life and the shoreline. The Rockaways shoreline provides crucial habitat for numerous priority shorebirds, including the federally and state listed Piping Plover, Red Knot, and Roseate Tern; the state listed Common Tern and Least Tern; the state species of special concern Black Skimmer; and the at-risk Saltmarsh Sparrow. In addition, the turbulence and noise of the construction, which would take a full year and at times would be 24/7, would disrupt the migration of whales, dolphins, turtles, seals, and birds.

BIRDS

The Full Environmental Assessment Form notes the presence of the following birds: Red-tailed Hawk, Turkey Vulture, Mourning Dove, Rock Pigeon, Blue Jay, American Crow, American Robin, Gray Catbird, House Sparrow, European Starling, Common Grackle, Brown-headed Cowbird, Song Sparrow, and Canada Goose. The DEIS omits the full list and needs to include it. We appreciate that the DEIS includes research into daytime and nighttime bird collisions with buildings, for residential and migratory birds. Further, we support the measures described to reduce the amount of reflective glass on the first two stories, to use bird-safe glass, and to locate vegetation away from reflective glass. However, we must emphasize that bird collisions occur at all levels. It is not sufficient to state "structures constructed

under the Proposed Project would be well below the altitudes at which birds typically migrate (650 to 2,500 feet) and the heights of structures with which nighttime collisions of birds can sometimes occur" for structures located in the Atlantic Flyway and in close proximity to migratory hotspots such as Alley Pond Park, Forest Park, Jamaica Bay Wildlife Refuge, Valley Stream State Park, and Hempstead Lake State Park. Migratory birds will be attracted by any greenery and descend to stage and forage.

The project should reduce the amount of reflective glass on structures above two stories. According to a study by S.R. Loss et al., structures 1-3 stories account for 44% and structures 4-11 stories account for 56% of bird collision fatalities. The arena and hotel, at 125 and 150 feet respectively, and additional structures such as clock towers, will exceed the 1-2 story range.

Further, the DEIS needs to address the issue of mitigating nighttime lighting that attracts birds. Lights divert nocturnal migrants from their original path, especially in foggy or cloudy conditions, and they will circle lighted structures, colliding with them and each other.

According to the Cornell Lab of Ornithology, past recommendations about safe distances of feeders from windows are no longer valid. By the same reasoning, it is not sufficient to locate vegetation (analogous to feeders as a food source) at a distance from reflective glass; reducing reflective surfaces and using bird-safe glass are necessary measures to mitigate collisions.

Finally, the project also needs to mitigate bird collisions with transmission lines.

TRANSPORTATION

Transportation is one of the few areas in which the DEIS recognizes significant adverse impacts: "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." The proposed mitigation measures, however, are inadequate, consisting of "standard traffic engineering improvements, adjustments to bus service, and implementation of a comprehensive Transportation Management Plan (TMP). The TMP would include a combination of transportation demand management measures (e.g., carpooling and incentives to use mass transit) and operational strategies (e.g., management of parking facility utilization and communication of event-day transportation conditions) with the goal of reducing the volume of project-generated vehicular traffic overall and redistributing vehicular traffic away from the peak arrival and departure hours for arena events, and from critical highway segments."

The proposed "standard traffic engineering improvements" of traffic lights will not address congestion. Adjustments to bus service will add vehicles to that congestion. The TMP is expected to alleviate congestion by magic, since details are not given in the DEIS. Asking commuters and visitors to change their driving behavior is not a solution. Carpooling and mass transit are not always options. There will be extensive delays in exiting parking lots. Traffic will spill over into residential streets, with significant adverse impacts on health, safety, community character, and quality of life.

The DEIS considers the LIRR to be part of the solution, but as such, it is part of the problem. As with the TMP, the DEIS relies on a currently nonexistent LIRR plan and does not recognize the realities of the LIRR. The current Belmont LIRR service is poor, and the proposal to add two trains before and after events is inadequate. To add full service is not practical if even possible. The LIRR is already overburdened and underfunded. The LIRR, like the MTA in general, has dire maintenance and funding problems with the existing volume, and is undertaking East Side access, which will increase that volume and the drain on funds. A third track does not solve the problem of trains being funneled through

Jamaica station. Additional power stations and power lines will increase emissions and the health and environmental problems they generate. Moreover, the LIRR is inconvenient for Belmont visitors and event attendees from eastern Long Island, and will therefore be ineffective.

COMMUNITY RESOURCES AND CHARACTER

As with the TMP and LIRR, the DEIS does not provide details regarding plans by the local police and fire departments and area medical facilities to absorb increased demand on their resources. The DEIS states that there will be no significant adverse impacts on those resources, which strains credulity. Of particular concern is that emergency response times will suffer with increased traffic.

Research on the impacts of the introduction of sports arenas into communities across the U.S. shows that they often fail to provide economic benefits. The Belmont area is already heavily developed. What community character is left will be compromised by turning it into a major commercial zone, and one that may ultimately act as a drain on the local economy. Islanders fans want a more central location for their team. Commuters already complain that the Cross Island, Belt, and Southern State Parkways are parking lots.

To protect our air, water, wildlife, and communities, the South Shore Audubon Society recommends the no action alternative, or adding an alternative of green open space to the DEIS. Green open space of native plants would cleanse the air rather than pollute it; capture carbon rather than create it; and provide a healthy environment and haven for the benefit of both people and wildlife. Community gardens could also serve to educate our children to be the next generation of environmental stewards.

Thank you for the opportunity to provide our comments.

Brien Weiner, Vice-President and Conservation Co-Chair, South Shore Audubon Society

brien.weiner@gmail.com

Belmont Park Redevelopment Project
Draft Environmental Impact Statement (DEIS)
Belmont Park Community Coalition (BPCC)
Questions and Concerns

January 8, 2019

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

Via Email: belmontoutreach@esd.ny.gov

Re: Belmont Park Redevelopment Project

<u>The Belmont Park Community Coalition (BPCC) Concerns and Comments on Chapter 7: Socioeconomic Conditions page 23:</u>

During the scoping process, The Belmont Park Community C (BPCC) and attorney Norman Siegel stated that research shows, that professional sports arenas and stadiums are generally not economic engines of economic growth and they are a drain on local economics and do not fulfill the economic promises made to communities. The coalition and Norman Siegel asked for the record that AKRF, Empire State Development Corp. (ESD) and the proposed developers provide academic evidence-based research on the impact of sports arena and stadiums on local communities around the United States. The Draft Environmental Impact Statement (DEIS) does not provide academic evidence-based research to support the developers' claim that sports arenas are economic engines.

However, the developers and AKRF give examples of where luxury outlet retail developments work in Shanghai, China and the United Kingdom. Nothing in the United States. BPCC finds this to be a significant deficiency in the DEIS. DEIS has not taken a "hard look" at the points BPCC enumerate under SEQRA.

Are these hearings and the entire SEQRA process just a sham with ESD having already made up its mind? On July 18, 2018, at the Elmont Public Library, ESD produced a "Planning and Approval Timeline", to the Belmont Park Community Coalition, which indicated "Release of the Final Environmental Impact Statement" in the Second Quarter of 2019 and a "Start of Construction" in that same quarter!

Apparently, there is no need for ESD and the proposed developers to mitigate significant adverse environmental impacts or further assess issues raised in the DEIS process. ESD is even bold enough to state when the project will be opening in the Fourth Quarter of 2021. BPCC assumes that ESD inserted whatever dates New York Arena Partners (NYAP) told them to put in the document. The statutory of limitation to file an article 78 (administrative abuse) is four months after the "public notice" of the "findings" statement, which must by law be published by ESD.

Seems as if ESD and NY Islanders co-owner, Jon Ledecky comments regarding groundbreaking in May 2019 (second quarter) is an attempt to do an "end-around" and circumvent the SEQRA process. What a farce!

Apparently, all these people who have attended these public hearings for the last year and a half have been wasting their time on a project that is a “done deal”! ESD should be ashamed of itself!

BPCC will continue to review the DEIS and submit comments and concerns via email to belmontoutreach@esd.ny.gov

Thank you,

Tammie S. Williams, LMSW
Co-Organizer
The Belmont Park Community Coalition (BPCC)
P.O. Box 30285, Elmont, NY 11003
(516) 945-5230

From: Clive Walters
Sent: Wednesday, February 27, 2019 9:20 AM
To: esd.sm.BelmontOutreach <belmontoutreach@esd.ny.gov>
Cc: 2c2wft@gmail.com
Subject: "We, the citizens of Nassau County would like to point your attention to our need for a public Indoor track and field Facility, to facilities year-round, indoor practice and competitive event during the winter months."

To whom it may concern:

"We, the citizens of Nassau County would like to point your attention to our need for a public Indoor track and field Facility, to facilities year-round, indoor practice and competitive event during the winter months."

I created a petition to ED MANGANO, NASSAU COUNTY EXECUTIVE on 3/24/2015. This is relevant base on the discussion surrounding the Islanders have won a bid to build a new stadium at Belmont Park.

I am sure that living in the north east and there is not indoor facility for track and filed in Nassau County.

The sport of track and field has evolved into a core component of high school, collegiate, amateur and professional athletic programs around the world. Nassau County deserve a state-of-the-art multi-sport complex anchored by an indoor track and field facility. The complex will focus on the indoor track season, which runs from December through March. The facility could be design, to host a variety of sporting events potentially sponsored by organizations such as USA Track and Field, the NCAA, colleges and universities, and local and regional public and private schools.

Sports give people pride and a sense of community and reasonable return on investment. See three-highlight feedback from people whom responded to the petition:

> From - Annie from Baldwin, NY Mar 25, 2015 "We are in desperate need of an indoor track. It is a challenge for our track team to have track practice in Nassau during the winter months."

- From - James Herbert from Baldwin, NY Mar 28, 2015 "Do you realize

that ALL of Nassau County Public High School Track and Field competition and Championship meets are currently being contested outside of Nassau County? All of the meets are contest at St. Anthony's HS, which has its own beautiful, state of the art T&F facility. In addition, all other competition such as large invitational type competition takes place at the Armory Track and Field Center in NYC. Do we really want the kids, parents and other visitors trekking all over the place? Think about it."

- From - Kristin Frazer from Wantagh, NY Mar 25, 2015 "As the coordinator of Nassau County Winter Track & Field it is my responsibility to schedule competitions for all 56 high schools in Nassau County. Currently we hold 23 meets per season (Dec - Feb) at St. Anthony's HS. I would love to keep our athletes and our money in Nassau County. (PS - We have over 5000 athletes competing) Thank you!"

Please see petition and responses. Below.

Regards

Clive Walters

2C2WFT@GMAIL.COM

516 6376499

See petition and responses.

We, the citizens of Nassau County would like to point your attention to our need for a public indoor track and field facility, to facilitate year-round, indoor practice and competitive events during the winter months. At this moment, no indoor public facility for winter track and field practice exists in Nassau County.

An indoor 200m track will facilitate a number of sports for training and competitions. This will give athletes the facilities they need to continue to grow their talent during the cold and icy months. The indoor track could be used year round as a center for Athletics. Regularly scheduled sport tournaments would generate a significant amount of revenue. In addition, such a facility would create jobs by staffing Instructors to accommodate many Health and Fitness activities for all ages. Building costs are extremely affordable now and as the economy recovers, costs will rise accordingly. This plan will increase our county revenue immediately and for years to come.

This petition calls for funding to be made available to build an indoor athletics track in the county. This facility can be located at Valley Stream National Park, Elmont, and Eisenhower Park or located behind the Omni Building on the Mitchel Field property. It would include an artificial turf field and a six-lane track. Currently it is certainly difficult to train in the winter here; local athletics is in danger of missing high performance practice because of the lack of facilities, which is the case during the winter months. The outdoor track covered with snow and ice during winter; the climate here really limits what we are able to do training wise, so we have to look at getting a proper indoor track and field facility.

Training in the gym while competing with basketball for space is always a battle. We would be grateful if we you can provided the indoor track and field facility.

WHAT CAN YOU DO? Sign the petition, share on Facebook, spread the word or write an email/letter to your elected officials.

Will you sign this petition? Click here:

https://protect2.fireeye.com/url?k=bf45c777-e36620ac-bf473e42-0cc47aa8c6e0-20f068ad6bb2c441&u=https://petitions.moveon.org/sign/indoor-track-and-field-1?source=c.em.mt&r_by=12723759

Feedback comment:

Most Recent Signers

- Horace Sutherland from Valley Stream, NY
- Mar 22, 2018
- Heather smith from Baldwin, NY
- Nov 12, 2017
- James strain from Baldwin, NY
- Nov 12, 2017
- A Hollins from Baldwin, NY
- Jan 2, 2017
- Bishop Al T. Henry, Sr. from Roosevelt, NY
- Dec 15, 2016
- Cybele Falco from Lynbrook, NY
- Nov 21, 2016
- Mia Phillips from Baldwin, NY
- Mar 31, 2015
- keith lefkof from Jamaica estates, NY
- Mar 29, 2015
- James Herbert from Baldwin, NY Mar 28, 2015 "Do you realize that ALL of Nassau County Public High School Track and Field competition and Championship meets are currently being contested outside of Nassau County? All of the meets are contested at St. Anthony's HS, which has its own beautiful, state of the art T&F facility. In addition, all other competition such as large invitational type competition takes place at the Armory Track and Field Center in NYC. Do we really want the kids, parents and other visitors trekking all over the place? Think about it."
- Lisa black from Valley Stream, NY
- Ann Atako from Freeport, NY
- Mar 27, 2015
- Alliyah Williams from Richmond Hill, NY
- Mar 26, 2015
- Frederick Peter Benlein from Farmingdale, NY
- Mar 26, 2015
- "There is a very great need for an indoor track on Long Island, which would serve the young to the old, it will reach more people and enhance their fitness than any other sports venue"
- MaryBridget Bohan from long beach, NY
- Mar 26, 2015
- Terry Woods from Floral Park, NY
- Mar 26, 2015
- Sharon powell from Valley stream, NY
- Mar 26, 2015
- "We are desperate In need of this if the athletes are to become better"

- Richard from valley stream, NY Mar 26, 2015 "This can create jobs for young adults to learn responsibilities and skills for later careers."
- Patricia musso from Baldwin, NY
- Mar 26, 2015
- Mathew Pearson from Brooklyn, NY
- Mar 26, 2015
- Stewart McCloud from Bay Shore, NY
- Mar 26, 2015
- "Get with it, Nassau County!"
- Mar 26, 2015 "As a tax payer in this community I have always had the pleasure of using the Baldwin track for my children's activities. I hope to continue this in the future. Maxine Babb"
- Hayward Alfred from Brooklyn, NY
- Mar 26, 2015
- Vincent Bayer from Massapequa Park, NY
- Mar 26, 2015
- "Our young men and women need this facility to pursue their goals Thank You
- NYS High School track Official
- USTF Track Official"
- Sherena Dennis from Uniondale, NY
- Mar 26, 2015
- N Chrichlow from Baldwin, NY
- Mar 26, 2015
- George Erker from Franklin Square, NY
- Mar 26, 2015
- "Our youth would be much better served by having a high quality track and field facility here in Nassau County."
- Jeaneria from New York, NY
- Mar 25, 2015
- Jennifer Yaghoubi from Massapequa, NY
- Mar 25, 2015
- "Our children desperately need a indoor track and field facility to practice and host competitive events that will also benefit all of Nassau County. Thank you for your time and patience on this matter."
- Ameisha Moore from Freeport, NY
- Mar 25, 2015
- hughroy daley from Hempstead, NY
- Mar 25, 2015
- Marie Danielle Cassagnol from Hempstead, NY
- Mar 25, 2015
- Annie from Baldwin, NY Mar 25, 2015 "We are in desperate need of an indoor track. It is a challenge for our track team to have track practice in Nassau during the winter months."
- francisco from valley stream, NY
- Mar 25, 2015
- luciana Custodio from Valley stream, NY
- Mar 25, 2015
- Fritz-Michael Parkinson from Roosevelt, NY
- Mar 25, 2015
- Kristin Frazer from Wantagh, NY Mar 25, 2015 "As the coordinator of Nassau County Winter Track & Field it is my responsibility to schedule competitions for all 56 high schools in Nassau County. Currently we hold 23 meets per

season (Dec - Feb) at St. Anthony's HS. I would love to keep our athletes and our money in Nassau County.
- (PS - We have over 5000 athletes competing)
- Thank you!"
- Ron Nardo from Bellmore, NY
- Mar 25, 2015
- Gil Callan from Bellmore, NY
- Mar 25, 2015
- Lawrence from Massapequa Park, NY
- Mar 25, 2015
- Rochelle Fraser from Baldwin, NY
- Mar 25, 2015
- Michael Frazer from Wantagh, NY
- Mar 25, 2015
- "There is a need for an indoor track facility!"
- Daniel DeLuna from Massapequa Park, NY
- Mar 25, 2015
- Brian Doxey from West Islip, NY
- Mar 25, 2015
- Andrew Strauss from Long Beach, NY
- Mar 24, 2015
- "Suffolk has at least 2 that I know of. Nassau could use at least one regulation facility."
- Cici Hirsch from Plainview, NY
- Mar 24, 2015
- Lauren Pitello from Franklin Square, NY
- Mar 23, 2015
- Robert Edmonds from Valley Stream, NY
- Mar 23, 2015
- bud mcquillan from north bellmore, NY
- Mar 23, 2015
- BASSETT THOMPSON from Elmont, NY

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Jasmine Abel
Signature

Jasmine Abel
Print Name

41 Hemlock Street
Floral Park NY 11001

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

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Sincerely,

Signature

John Abel

Print Name

41 Hemlock St

Floral Park NY 11001

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

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

John Abel
Print Name

41 Hemlock St
Floral Park NY 11001

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

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Jasmine Abel
Print Name

41 Hemlock Street
Floral Park NY 11001

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

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Sincerely,

John Abel
Signature

John Abel
Print Name

41 Hemlock St
Floral Park NY 11001

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

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

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

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Print Name

41 Hemlock St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Sincerely,

Jasmine Abel
Signature

Jasmine Abel
Print Name

41 Hemlock Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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633 Third Avenue, 37th floor
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Print Name

41 Hemlock Street
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Sincerely,

Karina Acosta
Signature

Karina Acosta
Print Name

226 Hill Ave, Elmont,
~~Floral Park NY 11001~~
NY 11003

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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MAdler
Signature

Melissa Adler
Print Name

93 Marshall Ave
Floral Park NY 11001

Cc:
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Robert Adler

Signature

Robert Adler

Print Name

93 Marshall Ave

Floral Park NY 11001

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

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

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M Adler
Signature

Melissa Adler
Print Name

93 Marshall Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Signature

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Print Name

93 Marshall Ave
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Assemblywoman Michaelle Solages
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January 2019

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Print Name

93 Marshall Ave
Floral Park NY 11001

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Sincerely,

M Adler

Signature

Melissa Adler

Print Name

93 Marshall Ave

Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Nelson Aguilar

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

January 2019

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Signature

Joseph M. Aufonsi
Print Name

125 Mayfair Ave
Floral Park NY 11001

Cc:
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Hempstead Town Supervisor Laura Gillen

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January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Jessica Alfonsi

Print Name

125 Mayfair Ave.

Floral Park NY 11001

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

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

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Joseph M. Aufonsi
Print Name

125 Maytola Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Michael Algarin
Michael Algarin
203 Lido Pkwy
Lindenhurst NY 11757

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Print Name

32 Stewart Dr.
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Madeline Aliano
Signature

Madelaine Aliano
Print Name

14 Violet Ave
Floral Park NY 11001

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Madeleine Aliano

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Print Name

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Print Name

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The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

GIOVANNY ALTAMIRANO
Giovanny Altamirano
384 KANSAS ST
LINDENHURST, NY 11757

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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Sincerely,

Monica U Altman

Signature

MONICA U. ALTMAN

Print Name

8 FERN ST.

Floral Park NY 11001

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

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Sincerely,

Pilar Alvarado

Signature

Pilar Alvarado

Print Name

29 Ontario Rd.

~~Floral Park NY 11001~~ Bellerose, NY

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

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Joseph Ambrose
Signature

Joseph Ambrose
Print Name

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Signature

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Print Name

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Sincerely,

Matthew Angevine Jr
2680 Union blvd.
Islip NY 11751

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Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kardoushian

Print Name

1 Elder Place

Floral Park NY 11001

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Signature

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Print Name

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Sincerely,

Karen Anoushian

Signature

Karen Anoushian

Print Name

1 Elder Place

Floral Park NY 11001

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

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

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Sincerely,

Salvatore Arrigo

Signature

Salvatore Arrigo

Print Name

Floral Park NY 11001

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

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

January 2019

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Print Name

67 Vanderbilt Avenue
Floral Park NY 11001

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Print Name

45 CHESTNUT AVE
Floral Park NY 11001

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JAttanasio

Signature

JANET ATTANASIO

Print Name

45 CHESTNUT AVE.

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Eileen Avigliano
Signature

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Print Name

81 Ontario RD
Floral Park NY 11001

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ERIC AVGLIANO
Print Name

810 ONTARIO RD
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Gail Baccari
Signature

GAIL BACCARI
Print Name

173 MAYFAIR AVE
Floral Park NY 11001

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Keith Baccari

Print Name

173 MAYFAIR AVE

Floral Park NY 11001

Cc:

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

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

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Sincerely,

Gail Baccari

Signature

GAIL BACCARI

Print Name

173 MAYFAIR AVE

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Keith Baccari

Print Name

173 Mayfair Ave

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
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LEGAL DEPARTMENT

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Sincerely,

Dorothy Baccari
Signature

Dorothy Baccari
Print Name

91 Tulip Ave-E-GL1
Floral Park NY 11001

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

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

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Sincerely,

Gail Baccari
Signature

GAIL BACCARI
Print Name

173 MAYFAIR AVE
Floral Park NY 11001

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

January 2019

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New York, NY 10017

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Signature

Keith Baccari

Print Name

173 MAYFAIR AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Gail Baccari

Signature

GAIL BACCARI

Print Name

173 MAYFAIR AVE.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Empire State Development Corp.
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Signature

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Print Name

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Sincerely,

Sandra Bailey

Signature

Sandra Bailey

Print Name

139 Violet Ave

Floral Park NY 11001

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

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New York, NY 10017

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Print Name

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Signature

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Print Name

139 Violet Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

139 Violet Ave

Floral Park NY 11001

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Sincerely,

Signature

Baklajian

Print Name

VICTORIA BAKLAJIAN

Floral Park NY 11001

91 Tulip Ave

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

MARY RYAN BAMBRICK
Print Name

318 Carnation Ave
Floral Park NY 11001

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

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Sincerely,

Signature

MARY RYAN BAMBRICK
Print Name

318 Carnation Ave
Floral Park NY 11001

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

January 2015

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

MARY RYAN BAMBRICK
Print Name

318 Carnation Ave.
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Joseph J. Barlin
Print Name

49 Ash St
Floral Park NY 11001

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

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

January 2019

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Joseph J. Barlin
Print Name

49 Ash St
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Victoria Barlin
Signature

Victoria Barlin
Print Name

49 Ash. St.
Floral Park NY 11001

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

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Joseph J. Barlin

Print Name

49 Ash St.

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Calla Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 41
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Sincerely,

Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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

January 2019

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RECEIVED
2019 JAN 23 P 12: 41
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Sincerely,

Theresa Battaglia
Signature

THERESA BATTAGLIA
Print Name

7 Alva Avenue
Floral Park NY 11001

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

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

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Sincerely,

Theresa Battaglia
Signature

THERESA BATTAGLIA
Print Name

7 CALLA AVENUE
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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New York, NY 10017

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Jennifer Battaglia
Signature

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Print Name

7 Calla Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 44
LEGAL DEPARTMENT

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

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Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Culla Avenue
Floral Park NY 11001

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

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

January 2019

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2019 JAN 23 P 12: 44
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Sincerely,

Vincent C Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

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Signature

THERESA BATTAGLIA
Print Name

7 CALLA AVENUE
Floral Park NY 11001

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

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

January 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Theresa Battaglia
Signature

THERESA BATTAGLIA
Print Name

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Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Calla Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 42
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Calla Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

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Sincerely,

Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:41
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Signature

THERESA CATALDO

Print Name

7 CALLA AVENUE

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Theresa Battaglia
Signature

THERESA BATTAGLIA
Print Name

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Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Carlla Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 44
LEGAL DEPARTMENT

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Jennifer Battaglia
Signature

Jennifer Battaglia
Print Name

7 Calla Avenue
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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January 2019

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Sincerely,

Vincent Battaglia
Signature

VINCENT BATTAGLIA
Print Name

7 CALLA AVE
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

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Sincerely,

Theresa Battaglia

Signature

THERESA BATTAGLIA

Print Name

7 CALLA AVENUE

Floral Park NY 11001

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

Empire State Development Corp
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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Jaclyn Battylin

Print Name

80 Floral Blvd

Floral Park NY 11001

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

January 2019

Empire State Development Corp.
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633 Third Avenue, 37th floor
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Sincerely,

Jaelyn Battaglia
Signature

Jaelyn Battaglia
Print Name

80 Floral Blvd
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Jaclyn Battaglia
Print Name

80 Floral Blvd
Floral Park NY 11001

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

January 2019

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

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Sincerely,

Signature

Jaclyn Battaglia

Print Name

80 Floral Blvd

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Victoria Barlin
Print Name

49 Ash St.
Floral Park NY 11001

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

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Victoria Bavlin

Signature

Victoria Bavlin

Print Name

49 Ash St.

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

L Beck

Signature

L Beck

Print Name

144 Floral Blvd

Floral Park NY 11001

Cc:

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

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

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Sincerely,

L Beck

Signature

L Beck

Print Name

144 Floral Blvd

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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New York, NY 10017

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Sincerely,

L Beck

Signature

Linda Beck

Print Name

144 Floral Blvd

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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L Beck

Signature

L Beck

Print Name

144 Plane Blvd

Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Signature

Brendan Beebe

Print Name

125 Mayfair Ave.

Floral Park NY 11001

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

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

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Signature

Brendan Beebe

Print Name

125 Mayfair Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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New York, NY 10017

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Signature

Brendan Beebe

Print Name

125 Mayfair Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Patricia E Belter

Print Name

Floral Park NY 11001

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

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Patricia E. Bellear

Print Name

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Patricia E Bollar

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Signature

Patricia Ebellar

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB -4 P 1:18
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Eileen Bellosi
Signature

E. Leen Bellosi
Print Name

42 Primrose Ave.
Floral Park NY 11001

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

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

January 2019

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Vicki Binkley

Signature

Vicki Binkley

Print Name

124 W. Poplar St

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Assemblyman Edward Ra
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Frank Bubles

Print Name

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Signature

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Print Name

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Print Name

109 ASPEN ST.
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Sincerely,

Signature

STEPHEN BORTTCHER

Print Name

109 ASPEN ST

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Dana Bonomo
Print Name

153 Raff Ave
Floral Park NY 11001

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

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

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Dana Bonomo

Print Name

153 Raff Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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JANE M. BONVICINI

Print Name

302 Crocus Avenue

Floral Park NY 11001

c:

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ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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Robert Donvicin

Signature

Robert Donvicin

Print Name

202 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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JANE M. BONVICINI

Print Name

202 Circus Ave

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Signature

Robert Bonvicin

Print Name

202 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Signature

JANE M BONVICIN

Print Name

202 CROCUS AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Robert Bonucin

Signature

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Print Name

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

JANE M. BONVICINO

Print Name

202 Crocus Lane

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

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Sincerely,

Laura Botka
Signature

Laura Botka
Print Name

31 Granger Ave
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Print Name

31 Granger Ave., NY
Floral Park NY 11001

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

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 5266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to <u>reduce the scale of the project so that use of the North and East Lots will not be required</u>.

Sincerely,

Laura Botka

Signature

Laura Botka

Print Name

31 Granger Ave

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

January 2019

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Sincerely,

Geraldine Brand
Signature

Geraldine Brand
Print Name

31 Holland Avenue
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Geraldine Brand

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Signature

GEORGE J. BLAU

Print Name

195 BELMONT STREET

Floral Park NY 11001

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

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Teresa Braun
Signature

TERESA BRAUN
Print Name

195 Bellmore ST
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

2-28-19

Signature

GEORGE J. BRAUN

Print Name

195 BELMONT STREET

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Teresa Braun
Signature

TERESA BRAUN
Print Name

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John Brehony
Print Name

146 Geranium Ave.
Floral Park NY 11001

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Sincerely,

Signature

John Brehony

Print Name

146 Geranium Avenue

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Cristina Brennan
Print Name

2 Hawthorne Ave
Floral Park NY 11001

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

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John Bishany

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146 Geranium Ave.

Floral Park NY 11001

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Sincerely,

Chester A Brown

Signature

Chester A Brown

Print Name

186 Beech ST

Floral Park NY 11001

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Attn Michael Avolio, ESD,
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January 2019

EMPIRE STATE DEVELOPMENT
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2019 JAN 16 P 5:33
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Michael Brown
Print Name

38 Geranium Ave
Floral Park NY 11001

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Assemblyman Edward Ra
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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

CHESTER A BROWN

Print Name

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Print Name

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Print Name

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Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Thank you
For your time
Sean Brown

223 Medea Way
Central Islip NY 11722

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As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Thank you
For your time
Sean Brown

223 Medea Way
Central Islip NY 11722

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Carolyn J Browne
Signature

CAROLYN J. BROWNE
Print Name

5 Adelaide St. C1-B1
Floral Park NY 11001

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

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Carolyn J Browne
Signature

CAROLYN J. BROWNE
Print Name

5 Adelaide St. C1-B1
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Assemblywoman Michaelle Solages
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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Carolyn J Browne
Signature

CAROLYN J. BROWNE
Print Name

5 Adelaide St. C1-B1
Floral Park NY 11001

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

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

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

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CAROLYN J. BROWNE
Print Name

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Werner C. Bruning

Signature

WERNER C. BRUNING

Print Name

57 MARSHALL AVE

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Sincerely,

Susan Bruning
Signature

SUSAN Bruning
Print Name

57 MArshall Ave.
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

Signature

WERNER C. BRUNING
Print Name

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57 Marshall Ave
Floral Park, NY 11001

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

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Print Name

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WERNER C. BRUNING

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Sincerely,

Signature

DENIS J. BURKE
Print Name

115 BERRIAN ST
Floral Park NY 11001

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

From: Nancy Raia
Sent: Wednesday, January 9, 2019 2:27:09 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Mall

Hello,

As a resident of the Bellerose Village, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

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Sincerely,

Nancy Buechler

From: John Buechler
Sent: Wednesday, January 9, 2019 1:37:18 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Mall

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Sincerely,

John C. Buechler

From: Nancy Raia
Sent: Wednesday, January 9, 2019 2:28:22 PM
To: esd.sm.BelmontOutreach; rae@nyassembly.gov; kaplan@nysenate.gov; solagesm@nyassembly.gov; lgillen@tohmail.org
Subject: Concerns RE: Belmont Park Development LIRR Sta on

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Nancy Buechler

From: John Buechler
Sent: Wednesday, January 9, 2019 1:37:30 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development LIRR Sta on

Hello,

As a resident of the Bellerose Village, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Bellerose Village/Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

John C Buechler

_____
From: Nancy Raia
Sent: Wednesday, January 9, 2019 2:26:06 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Parking Lots

Hello,
As a resident of the Bellerose Village, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects". With regards to the proposed project it would seem that the community needs and desires are not being met.
Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.
As I place significant value on the community, Bellerose Village/Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to reduce the scale of the project so that use of the North and East Lots will not be required.
Sincerely,
Nancy Buechler

From: John Buechler
Sent: Wednesday, January 9, 2019 1:37:04 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Parking Lots

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Sincerely,

John C Buechler

From: Nancy Raia
Sent: Wednesday, January 9, 2019 2:25:10 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Traffic Issues

Hello:

As a resident of the Bellerose Village, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Bellerose Village/Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Nancy Buechler

From: John Buechler
Sent: Wednesday, January 9, 2019 1:36:36 PM
To: esd.sm.BelmontOutreach
Subject: Concerns RE: Belmont Park Development Traffic Issues

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Sincerely,

John C. Buechler

January 2019

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

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Sincerely,

Signature

RICHARD BURGESS

Print Name

107 BIRCH ST

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Elizabeth Burgess
Signature

ELIZABETH BURGESS
Print Name

102 BIRCH ST
Floral Park NY 11001

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

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

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Genevieve Burke
Print Name

14 Hazel Place
Floral Park NY 11001

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

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Sincerely,

Signature

Ann-Marie Burke
Print Name

115 Beech Street
Floral Park NY 11001

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

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Sincerely,

Carolyn Burke

Signature

CAROLYN BURKE

Print Name

115 Beech St

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Genevieve Burke
Print Name

14 Hazel Place
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

DENIS J. BURKE

Print Name

115 BEECH ST

Floral Park NY 11001

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

Mr. Michael Avolio
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

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Print Name

115 Beech Street
Floral Park NY 11001

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Assemblyman Edward Ra
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Carolyn Burke

Signature

CAROLYN BURKE

Print Name

115 Beech ST.

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Genevieve Burke

Signature

Genevieve Burke

Print Name

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January 2019

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Sincerely,

Signature

DENIS J. BURKE
Print Name

115 BEECH ST
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Ann-Marie Burke
Print Name

115 Beach Street
Floral Park NY 11001

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

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

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Sincerely,

Carolyn Burke

Signature

CAROLYN BURKE

Print Name

115 Beech St FLORAL PARK, NY 11001

Floral Park NY 11001

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

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Thomas Byrnes
Signature

Thomas Byrnes
Print Name

11 Pansy Ave
Floral Park NY 11001

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

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

January 2019

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Signature

Thomas Byrnes
Print Name

11 Pansy Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

11 Pansy Ave

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Thomas Byrnes
Signature

Thomas Byrnes
Print Name

11 Pansy Ave
Floral Park NY 11001

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

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Sincerely,

Theresa Cuscitello
Signature

Print Name
37 Floral Blvd
Floral Park NY 11001

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

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

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Sincerely,

Signature

KEVIN A. CARR

Print Name

3 PANSY AVE

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 14 P 5:05
LEGAL DEPARTMENT

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Sincerely,

Signature

Patrick J. Caldon

Print Name

169 Verbena Avenue

Floral Park NY 11001

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

Empire State Development Corp.
Attn: Michael Avolio, ESD,
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Sincerely,

Signature

Patrick J Caldon

Print Name

169 Verbena Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Patrick J. Caldon

Print Name

169 Verbena Avenue

Floral Park NY 11001

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

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

January 2019

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Print Name

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Sincerely,

Lynn Caleri
Signature

Lynn Caleri
Print Name

5 Adelaide
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Lynn Caleri
Signature

Lynn Caleri
Print Name

5 Adelaide St
Floral Park NY 11001

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

January 2019

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

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Catherine Callan
Signature

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Print Name

84 Remsen La
Floral Park NY 11001

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Charles Callan
Signature

CHAS. CALLAN
Print Name

84 REMSEN LN.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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RAUL F. CALVO

Print Name

16 PRIMROSE AVE.

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Signature

MARIA M. CALVO
Print Name

16 Premrose Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Rosalie Cancellaricit

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ROSALIE CANCELLARICIT

Print Name

34 Pansy Avenue.

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STEVE CANCELLARICH

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Rosalie Cancellarich
Signature

ROSALIE CANCELLARICH
Print Name

34 Pansy Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

STEVE CANCELLARICH

Print Name

34 PANSY AVE.

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Rosalie Cancellarich
Signature

ROSALIE CANCELLARICH
Print Name

34 Pansy Avenue
Floral Park NY 11001

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

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Signature

STEVE CANCELLARICH
Print Name

34 PANSY AVENUE
Floral Park NY 11001

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

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

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Rosalie Cancellarich
Signature

ROSALIE CANCELLARICH
Print Name

34 Pansy Avenue.
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

STEVE CANCELLARICH

Print Name

34 Pansy Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Sincerely,

Signature

Vincent Cannella

Print Name

251 Violet Ave.

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Angela Cannella
Signature

Angela Cannella
Print Name

251 Violet Ave
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Victoria Caponigro

Signature

Victoria Caponigro

Print Name

33 Hickory St

Floral Park NY 11001

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

January 2019

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633 Third Avenue, 37th floor
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Signature

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Print Name

33 Hickory St

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2015

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Victoria Capongiro

Signature

Victoria Capongiro

Print Name

33 Hickory st

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Kristin Caputo
Signature

Kristin Caputo
Print Name

55 Clover Ave, Floral Pk, ny 11001
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

55 Clover Ave Floral Pk, NY 11001
Print Name

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Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Kristin Caputo

Signature

Kristin Caputo

Print Name

55 Clover Ave, Floral Pk, NY 11001

Floral Park NY 11001

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

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Kristin Ciputo
Signature

Kristin Ciputo
Print Name

55 Clover Ave Floral Park, NY 11001
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Elizabeth Carollo
Print Name

55 Floral Blvd
Floral Park NY 11001

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

Empire State Development Corp
Attn Michael Avolio, ESD,
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New York, NY 10017

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Sincerely,

Joan Cardone

Signature

JOHN CARDONE

Joan Cardone

Print Name

230 VIOLET AVE

Floral Park NY 11001

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

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New York, NY 10017

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JOHN CARDONE

Print Name

230 VIOLET AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Joan Cardone

Signature

Joan Cardone

JOHN CARDONE

Print Name

230 VIOLET AVE

Floral Park NY 11001

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

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Joan Cardone

Signature

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JOAN CARDONE

Print Name

230 Violet Ave

Floral Park NY 11001

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

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Signature

Joan Cardone

JOHN CARDONE

Print Name

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Assemblywoman Michaelle Solages
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Sincerely,

Patrick Carmody
Signature

PATRICK CARMODY
Print Name

6 ADELAIDE ST. APT B1 D1
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Patrick Carmody

Signature

PATRICK CARMODY

Print Name

5 ADELAIDE ST. APT B1 D1

Floral Park NY 11001

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

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Patrick Carmody

Signature

PATRICK CARMODY

Print Name

5 ADELAIDE ST, APT B2 D2

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 42

LEGAL DEPARTMENT

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Sincerely,

Signature

Elizabeth Carollo

Print Name

55 Muriel Blvd

Floral Park NY 11001

Cc:

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

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

January 2019

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Signature

Elizabeth Carollo
Print Name

55 Floral Blvd
Floral Park NY 11001

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

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

January 2019

Dear Mr. Avolio:

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:42
LEGAL DEPARTMENT

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Sincerely,

Signature

Elizabeth Cavallo

Print Name

55 Floral Blvd

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 41
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Sincerely,

Signature

Elizabeth Carolle

Print Name

55 Floral Blvd

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Elizabeth Carollo

Print Name

55 Floral Blvd

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12:43
LEGAL DEPARTMENT

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Elizabeth Cicello

Print Name

55 Floral Blvd

Floral Park NY 11001

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

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

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Sincerely,

Signature

KEVIN A. CARR
Print Name

3 PANSY AVE
Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Athena Z. Carr

Print Name

3 Parsy Avenue

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Athena Z. Cao

Print Name

3 Percy Avenue

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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New York, NY 10017

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Signature

KEVIN A. CARR

Print Name

3 PANSY AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Athena Z. Cary

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 31 A 11: 25
LEGAL DEPARTMENT

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Sincerely,

Signature

Bradley Carrell
Print Name

282 Crocus Ave.
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Erika L Carrell
Signature

Erika L Carrell
Print Name

282 Crocus Ave.
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Bradley Carrell
Print Name

282 Crows Ave.
Floral Park NY 11001

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

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

January 2019

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Signature

Erika L Carrell

Print Name

282 Crows Ave.

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

January 2019

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Bradley Carrell
Signature

Bradley Carrell
Print Name

282 Crocus Ave.
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Bradley Carrell
Print Name

282 Crocus Ave.
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 31 A 11: 25
LEGAL DEPARTMENT

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Sincerely,

Erika L Carrell

Signature

Erika L Carrell

Print Name

282 Crocus Ave.

Floral Park NY 11001

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

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

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Sincerely,

Signature

Eileen Carrig

Print Name

41 Walnut Ave

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Eileen Carring
Print Name

411 Walnut Ave
Floral Park NY 11001

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

Empire State Development Corp
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New York, NY 10017

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Eileen Carrig
Print Name

41 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN -8 A 11: 57

LEGAL DEPARTMENT

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Sincerely,

Ann Marie Cartwright RN
Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd Fl 2
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Ann Marie Cartwright RN
Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd F12
Floral Park NY 11001

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

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

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

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Sincerely,

Ann Marie Cartwright RN
Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd F12
Floral Park NY 11001

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

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11:58
LEGAL DEPARTMENT

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

January 2019

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Sincerely,

Ann Marie Cartwright RN
Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd F12
Floral Park NY 11001

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

EMPIRE STATE DEVELOPMENT
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2019 JAN -8 A 11:58
LEGAL DEPARTMENT

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

January 2019

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LEGAL DEPARTMENT

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Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd Fl 2
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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January 2019

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Ann Marie Cartwright RN
Signature

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Print Name
265 Floral Blvd Fl 2

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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January 2019

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Signature

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Print Name
265 Floral Blvd Fl 2

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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

January 2019

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Ann Marie Cartwright RN
Signature

Ann Marie Cartwright RN
Print Name

265 Floral Blvd F12
Floral Park NY 11001

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

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Mary Cassidy
Signature

MARY CASSIDY
Print Name

Floral Park NY 11001

c:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Mary Cassidy
Signature

MARY CASSIDY
Print Name

NEW HYDE PK
Floral Park NY 11001

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

Attn: Michael Avillo, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Mary Cassidy
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Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Mary Cassidy
Signature

MARY CASSIDY
Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Vincent Cannella

Print Name

251 Violet Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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JOSEPH CHALMERS
rint Name

1 OAK STREET
oral Park NY 11001

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npstead Town Supervisor Laura Gillen

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Signature

JOSEPH CHALMERS
Print Name

1 OAK STREET
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

John Charny
Signature

JOHN CHARNY
Print Name

47 WALNUT AVE FL. PK.
Floral Park NY 11001

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

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Nicole Chatten

ignature

Nicole Chatten

rint Name

28 Hickory St

oral Park NY 11001

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emblywoman Michaelle Solages
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npstead Town Supervisor Laura Gillen

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Nicole Chatterton
Signature

Nicole Chatterton
Print Name

28 Hickory St
Floral Park NY 11001

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

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New York, NY 10017

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Signature

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Print Name

28 Hickory St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Mr. Michael Avolio

January 2019

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New York, NY 10017

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Edward Chatterton

Print Name

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Sincerely,

Signature

Edward Chatterton

Print Name

28 Hickory St

Floral Park NY 11001

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

January 2019

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

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Steven Cherg

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ARLENE CHIANESE
Print Name

Floral Park NY 11001

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Edward Ambrosino - Belmont Park DEIS

From: Joseph Chowske <jachowske@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/6/2019 6:31 PM
Subject: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

--

Joseph A. Chowske
75 Fern Street, Floral Park NY 11001
917 579 7726

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Kathleen M. Clark
Signature

Kathleen M. Clark
Print Name

Floral Park NY 11001

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

Belmont Development Letter of Concern

January 12, 2019

To Whom It May Concern:

My name is Maria Clark and I live at 74 Spruce Ave in Floral Park. I'm writing to express my very serious concerns about the size, scale, and scope of the Belmont development project.

I've lived in Floral Park over 62 years. I love my home and I love my neighborhood. The safety, quaintness, beauty, quiet, and small-town feel are what make our village so special and appealing. If the Belmont development project goes ahead based on the scale of current plans and proposal it will devastate the town of Floral Park in terms of quality of life, safety, traffic congestion, emergency response time, property value, and the existing infrastructure.

Please reconsider the proposal and scale back to the original size of the plan. Creating a megamall is not compatible with the existing layout of the grounds, surrounding community, and network of roads. This area does not need and cannot support a megamall. What the project **does** need, is a full-time fully functioning LIRR Belmont Station. The local parkways and roads cannot handle a massive increase in traffic volume.

The existing plan is 4 times the original proposal and is poorly conceived and completely unmanageable in terms of the size, physical layout, and resources of our village and the surrounding communities. The existing streets in Floral Park and the Cross Island Parkway are grossly inadequate for the amount of traffic that would be generated by this large scale project. Traffic would increase exponentially for Floral Park as well as our neighbors in adjacent towns. Shopping on Tulip Avenue or Covert Avenue would become a nightmare; the ease of traveling and “running to the local store” would disappear; and the small town charm of the village would be destroyed. Overflow parking would spill into our residential streets, creating a Belmont Stakes-like congestion. The police and emergency services would be overwhelmed by the demand of so many additional people and traffic. Property value would decline dramatically. These findings are substantiated by much of your own research into the impact of this scale of development. The existing plan is not viable and concerns of the local communities must be addressed and resolved **before** any implementation can go forward.

Our town is precious to us. We are happy and proud to open our village to a reasonable amount of outside involvement and usage. I love my home and have worked hard to be able to own a house here. I don't want the value of my home to be diminished by large-scale and unreasonable development. I don't want the quality of my life and that of my family and neighbors to be ruined by a plan based more on greed then rational thought, compassionate community planning, and good judgment. Please listen to the voice of the community.

Sincerely,

Maria Clark

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Kathleen M. Clark

Signature

Kathleen M. Clark

Print Name

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

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Kathleen M. Clark

Signature

Kathleen M. Clark

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

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Kathleen M. Clark

Signature

Kathleen M. Clark

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

Patricia Clements Jaquay

Signature

PATRICIA CLEMENTS JAQUAY

Print Name

178 LOCUST STREET

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 12 PM 1:54

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

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

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Sincerely,

Joseph F. Clements
Signature

JOSEPH F. CLEMENTS
Print Name

178 - LOCUST ST.
Floral Park NY 11001

INC. VILLAGE OF
FLORAL PARK
2019 FEB 12 AM 9:02

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Joseph F. Clements
Print Name

178- Locust St.
Floral Park NY 11001

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

INC. VILLAGE OF
FLORAL PARK
2019 FEB 12 AM 9:02

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

JOSEPH F. CLEMENTS
Print Name

178 - Locust - St.
Floral Park NY 11001

INC. VILLAGE OF
FLORAL PARK
2019 FEB 12 AM 9:01

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

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Sincerely,

Signature

Brian D. Cady

Print Name

56 Lawrence Ave

Floral Park NY 11001

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

January 2019

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Sincerely,

Signature

Brian Coly

Print Name

54 Lark Avenue

Floral Park NY 11001

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

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Signature

Brian P. Cody

Print Name

58 Carol Ave

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 10 A 10: 08
LEGAL DEPARTMENT

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Sincerely,

Kathleen Coffey

_Kathleen Coffey
Print Name

_29 Clover Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
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Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

January 2019

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Sincerely,

Kathleen Coffey

_Kathleen Coffey
Print Name

_29 Clover Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
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LEGAL DEPARTMENT

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Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Kevin Coghlan
1845 Monroe Ave
Seaford NY
11783

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Glenda Cohen
Signature

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Print Name

109 Terrace Ave
Floral Park NY 11001

Cc:
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Sincerely,

Regina Lohen
Signature

Regina Lohen
Print Name

454 Carnation Ave.
Floral Park NY 11001

cc:
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Assemblyman Edward Ra
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Sincerely,

Glenda Cohen
Signature

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Print Name

109 Terrace Ave
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P. Comerford
Signature

Patricia Comerford
Print Name

75 Daisy Avenue
Floral Park NY 11001

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RICHARD J. COMISKEY
Print Name

145 VERBENA AVE
Floral Park NY 11001

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Sincerely,

Signature

RICHARD J. COLLISKEY

Print Name

145 VERBENA AVE

Floral Park NY 11001

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

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

January 2019

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Signature

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Print Name

145 Verbena Ave
Floral Park NY 11001

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Sincerely,

Winifred Connolly
Signature

Winifred Connolly
Print Name

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

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Print Name

Floral Park NY 11001

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Denise C Conroy

Signature

Denise C Conroy

Print Name

35 Aspen Street

Floral Park NY 11001

Cc:

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

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Print Name

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Print Name

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Christine Conway
Signature

Christine Conway
Print Name

170 Iris Avenue
Floral Park NY 11001

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ssemblywoman Michaelle Solages
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empstead Town Supervisor Laura Gillen

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Signature

Christine Conway

Print Name

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Print Name

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Signature

Terence Coppinger

Print Name

20 Primrose Ave

Floral Park NY 11001

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

January 2019

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Print Name

30 Primrose Avenue

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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

TERENCE COPPINGER

Print Name

30 Primrose Ave

Floral Park NY 11001

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

Empire State Development Corp
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Sincerely,

Signature

Terence Coppinger
Print Name

80 Primrose Ave
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Ann V. Corbett

Signature

Ann V. Corbett

Print Name

102 Chestnut Ave

Floral Park NY 11001

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Kernan Corbett Padro
Signature

Kernann Corbett Padro
Print Name

10 Webster St.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Ann V. Corbett

Signature

Ann V. Corbett

Print Name

102 Chestnut Ave

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

William J. Corbett

Print Name

102 [illegible]

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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WILLIAM J. CORBETT
Print Name

102 CHESTNUT AVE
Floral Park NY 11001

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Ann V. Corbett
Print Name

102 Chestnut Ave
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kerryann Corbett-Padro
Signature

Kerryann Corbett-Padro
Print Name

10 Webster St. #7
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kerryann Corbett Padro
Print Name

10 Webster St.
Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

OMAR E. CORDERO
127 WEST END AVE
SHIRLEY N.Y 11967

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Ciaran P. Gormican

Print Name

33 Rogers Place

Floral Park NY 11001

Cc:

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

...e Development Corp
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Kerry Cormican
int Name

33 Rogers Place
ral Park NY 11001

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Sincerely,

Signature

Ciaran P. Cormican

Print Name

33 Rogers Pl.

Floral Park NY 11001

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

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Ciaran P. Cormican

Signature

Ciaran P Cormican

Print Name

33 Rogers Place

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Ciaran P. Cormican

Signature

Ciaran P. Cormican

Print Name

33 Rogers Pl.

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kerry Cormican

Print Name

33 Rogers Place

Floral Park NY 11001

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

From: Jeannette Cornell
Sent: Friday, January 04, 2019 12:30 PM
To: esd.sm.BelmontOutreach
Subject: Belmont Redevelopment Project

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In addition to a previously unplanned mega mall, the project changes 1) added 30,000 square feet to the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the originally planned parking lot, necessitating the use of and excessive reliance on lots to the North of the project, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). As currently proposed, this project would have a crippling impact on our community. The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Thank you in advance for your prompt attention to this matter.

Best,

Jeannette Cornell

Edward Ambrosino - Belmont Redevelopment Project

From: Jeannette Cornell <jeannette.cornell@gmail.com>
To: <eambrosino@tohmail.org>
Date: 1/4/2019 12:18 PM
Subject: Belmont Redevelopment Project

Honorable Edward Ambrosino,

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As I place significant value on the community, Floral Park, in which I live, I would request that you stand with me and my neighbors in opposition of this project.

Thank you in advance for your attention to this matter.

Best,

Jeannette Cornell

January 2019

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

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Signature

Jeannette Cornell

Print Name

101 Magnolia Ave

Floral Park NY 11001

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

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Signature

Jeannette Cornell
Print Name

101 Magnolia Ave
Floral Park NY 11001

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January 2019

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Sincerely,

Signature

Eileen Carr

Print Name

41 Walnut Ave.

Floral Park NY 11001

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

. . . . . Development Corp
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MATT CORRIGAN

Print Name

90 W POPLAR ST

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Signature

Amy Corrigan
Print Name

90 W. Poplar St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Signature

Amy Corrigan
Print Name

90 W. Poplar St.
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

MATT CORRIGAN

Print Name

90 W POPLAR ST

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Amy Corrigan

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

A Corr

Signature

Amy Corrigan

Print Name

90 W. Poplar St.

Floral Park NY 11001

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

Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

MATT CORRIGAN
90 W POPLAR ST
Print Name

Floral Park NY 11001

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

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

January 2019

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Signature

MATT CORRIGAN

Print Name

90 W POPLAR ST

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Sincerely,

Signature

John R Contrafresso

Print Name

33 Ontario Rd

Floral Park NY 11001

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

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

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John R Cortapasso

Print Name

33 Ontario Rd

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Signature

John R Carfagnoso

Print Name

33 Ontario Rd

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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John R Cortapsso

Print Name

33 Ontario Rd

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 10 A 10: 08
LEGAL DEPARTMENT

January 4, 2019

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Sincerely,

Patricia Costello Desmond Costello

Patricia & Desmond Costello
180 Beech Street, Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman M. Solages
Assemblyman Edward Ra
Hempstead Supervisor Laura Gillen

Empire State Development Corp

Attn Michael Avolio, ESD,
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Patricia & Desmond Costello
180 Beech Street, Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman M. Solages
Assemblyman Edward Ra
Hempstead Supervisor Laura Gillen

CECILY COVEN

77 Walnut Avenue
Floral Park, New York 11001
Tel: 516-502-4769
Email: cecilycoven@yahoo.com

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB 12 P 12: 54
LEGAL DEPARTMENT

February 7, 2019

Via First-Class Mail
Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th Floor
New York, New York 10017

Re: *Belmont Park Redevelopment Civil and Land Use Improvement Project ("Belmont Project")*

Dear Mr. Avolio:

As a resident, homeowner, taxpayer, voter, and mother raising two elementary school-aged children in the Incorporated Village of Floral Park, New York, I am writing to express my concerns regarding the Belmont Project. I am particularly concerned with the growth in both size and scale of the Belmont Project from the initial proposal until today.

Notably, Empire State Development Corp. ("ESD") failed to meet, or even consider, Floral Park's needs and desires when it drastically increased the size and scale of the Belmont Project. ESC is required to operate under UDC Act 6266(1). That section states, *inter alia*, that ESD "***shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects***" (emphasis added).

ESD is in direct violation of UDC Act 6266(1).

ESD's initial proposal for the Belmont Project that it submitted in response to the request for proposal ("RFP") included an arena, a retail experience and a hotel on Site A, and parking on Site B.[1] Although this initial proposal, if completed, would have impacted the lives of everyone in Floral Park and the other communities surrounding the Belmont Project (including, without limitation, Elmont) the revised, boated, expanded project as presented in the Draft Environmental Impact Statement ("DEIS") will now wreak much greater, significant, adverse impacts.

The increased impact on our communities directly correlates to the increased size and scope of the Belmont Project, and the insertion of a "Retail Village," or "mega-mall" on Site B. ESD's changes to the Belmont Project from the response to the RFP to the proposal illustrated in the DEIS: a) added thirty thousand (30,000) square feet to the size of the arena; b) added thirty seven thousand (37,000) square feet to the size of the proposed hotel; c) eliminated significant amounts of open space; d) reduced the parking that was designed for Site A and B south, which necessitated

[1] As those terms are defined in ESD's initial response to the RFP.

the use of, and excessive reliance upon, the North and East Lots[2]; e) dramatically increased the number of potential visitors to the site; and f) changed the impact times from occasional (i.e. hockey games and arena events) to constant (i.e. store hours, including increased volume over weekends, and also including seasonal peaks).

The Belmont Project was already too big for Floral Park and the other surrounding residential communities. Now, the recent, unchecked changes have made it even worse. These changes appear to have been made with willful or negligent disregard to the adverse impact on the surrounding communities, in direct contravention of UDC Act 6266(1) and in violation of ESD's obligations thereunder.

As I place significant value on the community of Floral Park in which I live, own a home, and raise my children, demand is hereby made that ESD comply with the UDC Act 6266(1). As such, ESD must **take prompt action to reduce the size and scale of the Belmont Project so that the significant harmful impacts to our communities are avoided**.

Very truly yours,

Cecily Coven

CC/st

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

[2] As those terms are defined in the ESD's initial response to the RFP.

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

John T Crawford

Signature

JOHN T. CRAWFORD

Print Name

47 Verbena Ave

Floral Park NY 11001 -2711

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

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

John T Crawford

Signature

JOHN T. CRAWFORD

Print Name

47 VERBENA AVE FL PK NY 11001-2711

Floral Park NY 11001

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

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

John T Crawford
Signature

JOHN T CRAWFORD
Print Name

47 VERBENA AVE
Floral Park NY 11001 11001-2711

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

John T Crawford
Signature

JOHN T CRAWFORD
Print Name

47 VERBENA AVE
Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Ray Crawford

RAY CRAWFORD (718-216-6488)

708 STOWE AVENUE
BALDWIN, N.Y. 11510

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Sincerely,

Signature

Kevin Greene

Print Name

4 Benson Lane

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Print Name

41 Remsen Lane

Floral Park NY 11001

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Sincerely,

Sarah Crenshaw
Signature

Sarah Crenshaw
Print Name

1 Superior Rd
Floral Park NY 11001

Floral Park, NY

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ate Senator Anna Kaplan
semblywoman Michaelle Solages
semblyman Edward Ra
mpstead Town Supervisor Laura Gillen

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Sarah Crenshaw

Signature

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Print Name

97 Superior Rd

Floral Park NY 11001

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semblyman Edward Ra
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Signature

Sarah Crenshaw
Print Name

9 Superior Rd. Floral Park
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Theresa Criscitelli

Signature

THERESA CRISCITELLI

Print Name

37 Floral Blvd

Floral Park NY 11001

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

January 11, 2018

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

Dear Sir:

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Sincerely,

Carri-Ann Crowe
87 Hudson Road
Bellerose Village, NY 11001

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

January 11, 2018

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William Crowe
87 Hudson Road
Bellerose Village, NY 11001

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Bellerose Village, NY 11001

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

January 11, 2019

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

Dear Sir:

As a resident of the Incorporated Village of Bellerose and a member of the Floral Park-Bellerose school district, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds. **I have three daughters currently attending Floral Park-Bellerose Elementary School and the quality of their education is extremely important to me. I need to know that their safety and well-being is being heavily considered in any decision making surrounding the land adjacent to where they learn and play.**

I therefore request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Carri-Ann Crowe
87 Hudson Road
Bellerose Village, NY 11001

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

January 11, 2019

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

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Sincerely,

William Crowe
87 Hudson Road
Bellerose Village, NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely, Kenneth Crowley

95 Little East Neck Road
Babylon NY 11702

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

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95 Little East Neck Road
Babylon NY 11702

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Tomas Cruz

Print Name

58 Cedarmere Ave

Floral Park NY 11001

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

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Tony Cross
Print Name

58 Greenacre Ave
Floral Park NY 11001

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

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

January 2019

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Tomas Gurba
Signature

TOMAS GURBA
Print Name

58 Geranium Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Theresa Cucciello

Print Name

37 Floral Blvd

Floral Park NY 11001

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

Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

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I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Andrew Cucchiaro

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 42
LEGAL DEPARTMENT

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Laura Cullman
Signature

Laura Cullman
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 42
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Sincerely,

Signature

Print Name

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Laura Cullinan
Signature

Laura Cullinan
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
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Sincerely,

Signature

Raymond Cullinan
Print Name

6 Walnut Ave.
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

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Sincerely,

Laura Caffinan
Signature

Laura Caffinan
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12:40
LEGAL DEPARTMENT

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Signature

Print Name

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Laura Cullinan
Signature

Laura Cullinan
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Raymond Cullinan
Print Name

16 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 42
LEGAL DEPARTMENT

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Laura Cullinan
Signature

Laura Cullinan
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 39
LEGAL DEPARTMENT

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Sincerely,

Signature

Raymond Collinan
Print Name

6 Walnut Ave.
Floral Park NY 11001

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

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Laura Cullinan
Signature

Laura Cullinan
Print Name

6 Walnut Avenue
Floral Park NY 11001

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

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Sincerely,

Signature

Raymond Cullinan
Print Name

6 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Laura Gardner
Signature

Laura Gardner
Print Name

6 Maple Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 42

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Sincerely,

Signature

Raymond Williams

Print Name

6 Walnut Ave

Floral Park NY 11001

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

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Sincerely,

Signature

Michael L. Culotta

Print Name

353 Plainfield Avenue

Floral Park NY 11001

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

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New York, NY 10017

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Print Name

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Signature

Michael L. Culotta

Print Name

353 Plainfield Avenue

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Deidre Cunningham
Signature

Deirdre Cunningham
Print Name

69 Clover Avenue
Floral Park NY 11001

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

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Sincerely,

Signature

Neil Cunningham
Print Name

69 Clover Avenue
Floral Park NY 11001

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

January 2019

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Sincerely,

Barbara Cunningham
Signature

Barbara Cunningham
Print Name

88 Orchid Street
Floral Park NY 11001

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

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

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Sincerely,

Barbara Cunningham
Signature

Barbara Cunningham
Print Name

88 Orchid Street
Floral Park NY 11001

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

January 2019

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

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Print Name

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Print Name

49 Clover Avenue
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Nancy E. Daileader
Signature

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Print Name

91 Tulip Ave. Apt. SD2
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New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

Cynthia Damato
Signature

Cynthia Damato
Print Name

42 Daisy Ave
Floral Park NY 11001

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

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

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Sincerely,

Frank D'Amico
Signature

FRANK D'AMICO
Print Name

228 VERBENA AVE.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Susan A. D'Amico
Signature

SUSAN A. D'AMICO
Print Name

228 Verbena Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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SUSAN D. FRAVEO

Print Name

228 Verbena Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Print Name

228 VERBENA AVE
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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

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Sincerely,

Susan A. D'Amico
Signature

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Print Name

228 Verbena Ave.
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Print Name

228 Verbena Ave.

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Signature

SUSAN A. D'AMICO
Print Name

228 Verbena Ave
Floral Park NY 11001

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

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Frank D'Amico
Signature

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Print Name

228 Verbena Ave
Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Danielle D'Amico

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

January 2019

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Sincerely,

Signature

Alma Daouaou

Print Name

9 Mayfair Avenue

Floral Park NY 11001

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

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Signature

ABDELILAH DAOUADU
Print Name

9 MAYFAIR AVE
Floral Park NY 11001

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

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Empire State Development Corp.
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ABAELLAH DAOUAOU
Print Name

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Sincerely,

Signature

Alma Daouaoy

Print Name

9 Mayfair Avenue

Floral Park NY 11001

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

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

January 2019

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Print Name

9 MAYFAIR AVE
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Print Name

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Signature

Eileen Davidson

Print Name

156 Verbena Ave.

Floral Park NY 11001

Cc:

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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EDRICK DE CASTRO

644 N. DUNTON AVE
E. Patchogue 11772

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Patricia Dean
Signature

Patricia Dean
Print Name

30 Adelaide St.
Floral Park NY 11001

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NIMROD DECAILLE
59 CANTIAGUE LANE
WESTBURY, NY 11590

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Signature

Print Name

Floral Park NY 11001

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

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

January 2019
02/27/19

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Diane DeLeary
Signature

DIANE DELEARY
Print Name

91 TULIP AVE QB2
Floral Park NY 11001

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

INC. VILLAGE OF
FLORAL PARK
2019 FEB 27 PM 3:25

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

January 2019
02/27/19

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Sincerely,

Diane DeLaney
Signature

DIANE DELANEY
Print Name

91 TULIP AVE QBD
Floral Park NY 11001

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

INC. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 3:25

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

January 2019
02/27/19

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Diane DeLeary
Signature

DIANE DELEARY
Print Name

91 TULIP AVE QBD
Floral Park NY 11001

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

ING. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 3:25

velopment Corp
io, ESD,
7th floor
10017

January 2019

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ncerely,

nature

t Name

8 Crocus Ave

Park NY 11001

enator Anna Kaplan
lywoman Michaelle Solages
lyman Edward Ra
ead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Lee DElia

Signature

Lee DElia

Print Name

108 Crescent Ave

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Lee DElia

Print Name

108 Caucus Ave

Floral Park NY 11001

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

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

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Sincerely,

Signature

Lee D'Elia

Print Name

108 Crocus Ln

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Denise DellaCorta
Signature

Denise DellaCorta
Print Name

283 CARNATION AVENUE
Floral Park NY 11001

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

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

January 2019

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Signature

Michael DelloCorto

Print Name

283 Cornation Ave

Floral Park NY 11001

:

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

January 2019

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New York, NY 10017

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Sincerely,

Denise Della Corte
Signature

Denise Della Corte
Print Name

283 Carnation Avenue
Floral Park NY 11001

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

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New York, NY 10017

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Signature

Michael DeLuca

Print Name

283 Cornation Ave

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Denise DellaCorte
Signature

Denise DellaCorte
Print Name

283 Carnation Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Denise Della Costa
Signature

Denise Della Costa
Print Name

283 Carnation Avenue
Floral Park NY 11001

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Signature

Michael DellaCorte

Print Name

283 Covington Ave

Floral Park NY 11001

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

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

Signature

Michael DelloCate

Print Name

283 Carnation Ave

Floral Park NY 11001

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

ˀnt Corp

January 2019

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ıcerely,

ature

ɔne M DeLPrete

Name

77 PLAINFIELD AVE

'ark NY 11001

ator Anna Kaplan
woman Michaelle Solages
nan Edward Ra
d Town Supervisor Laura Gillen

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

January 2019

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Sincerely,

Signature

Anne M DelPrete

Print Name

277 PLAINFIELD AVE

Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Anne M DeRhete

Print Name

277 PLAINFIELD AVE

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Anne M DeLPrete

Print Name

277 PLAINFIELD AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Michael T Derby
Signature

Michael T Derby
Print Name

43 Cypress Street
Floral Park NY 11001

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

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

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Signature

Michael T. Derby
Print Name

43 Cypress Street
Floral Park NY 11001

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

January 2019

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Print Name

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Michael T. Derby
Print Name

43 Cypress Street
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

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Sincerely,

Eileen DeSote

Signature

EILEEN DESOTE

Print Name

10 DAISY AVE

Floral Park NY 11001

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

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

EILEEN DESOYE

Print Name

10 DAISY AVE.

Floral Park NY 11001

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

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Sincerely,

Signature

EILEEN DESOYE
Print Name

10 DAISY AVE
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Matthew Devitt

Print Name

69 Crocus Avenue

Floral Park NY 11001

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

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

January 2019

Dear Mr. Avolio:

EMPIRE STATE DEVELOPMENT
RECEIVED
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LEGAL DEPARTMENT

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Sincerely,

Marcia Diffley
Signature

Marcia Diffley
Print Name

34 Cross Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Print Name

91 TULIP PLZ
Floral Park NY 11001

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

January 2019

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Teresa DiGiovanni
Print Name

91 Tulip Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

PETRILLO DI GANGI
Print Name

91 TULIP AVE APT 2
Floral Park NY 11001

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

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New York, NY 10017

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Signature

Andrea DiLorenzo

Print Name

91 Spruce Ave

Floral Park NY 11001

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

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Empire State Development Corp.
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Elizabeth DiMeo

Print Name

42 Walnut Ave.,

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

Douglas DiMeo
Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Jeffrey DiMeo
Print Name

42 Walnut Av.,
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Elizabeth DiMeo

Print Name

42 Walnut Ave.,

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Douglas DiMro

Print Name

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Print Name

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Elizabeth DiMeo

Print Name

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42 WALNUT AVE
Floral Park NY 11001

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

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

January 2019

Dear Sir:

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Sincerely,

Signature

Jeffrey DiMeo

Print Name

42 Walnut Ave,

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Lucille DiMola

Signature

Lucille DiMola

Print Name

225 Verbena Ave

Floral Park NY 11001

Cc:
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Theresa DiPuppa

Signature

Theresa DiPuppa

Print Name

95 12 24B St

Floral Park NY 11001

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Theresa DiPippa

Signature

Theresa DiPippa

Print Name

95 19 243 St

Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Merast DiPippa

Print Name

25 Hyde 243st

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Sincerely,

Steve Disp

Signature

STEVE DISPERSA

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Eileen Dispenza
Signature

Eileen Dispena
Print Name

Floral Park NY 11001

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Eileen Dispense

Print Name

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Signature

STEVE DISPENZA

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Print Name
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Floral Park NY 11001
63 Charles Street

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STEVE DISPENSA

Print Name

63 Charles St

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James Dodson
Print Name

20 Walnut Ave
Floral Park NY 11001

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

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

January 2019

Dear Mr. Avolio:

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Sincerely,

Signature

JAMES DODSON
Print Name

20 WALNUT AVE
Floral Park NY 11001

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

Empire State Development Corp.
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New York, NY 10017

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Sincerely,

Signature

James Dolsen
Print Name

20 Walnut Ave
Floral Park NY 11001

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

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Sincerely,

Signature

Victor Dean

Print Name

101 W. Pierce St

Floral Park NY 11001

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

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Signature

Kathleen Dolan

Print Name

121 W. Poplar St

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Eugene Dolan
Signature

Eugene Dolan
Print Name

294 Plainfield Ave.
Floral Park NY 11001

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

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Eugene Delan
Signature

Eugene Delan
Print Name

244 Plainfield Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

SOFIA DOLAN

Print Name

294 PLAINFIELD AVE

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Signature

Kathleen Dolan
Print Name

161 W. Poplar St.
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Eugene Dolan
Signature

Eugene Dolan
Print Name

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Sofia Dolan

Signature

SOFIA DOLAN

Print Name

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Signature

JOHN DEAN

Print Name

161 W. PORTAR ST

Floral Park NY 11001

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Signature

Courtney Dolan
Print Name

161 W. Poplar St.
Floral Park NY 11001

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Print Name

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Sincerely,

Signature

SOFIA DOLAN
Print Name

294 PLAINFIELD AVE
Floral Park NY 11001

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

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

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Diane Dommermuth
Signature

DIANE DOMMERMUTH
Print Name

91 TULIP AVE.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Signature

JOHN DONNELLY

Print Name

211 CORNATION AVE.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Fran Donnelly

Signature

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Print Name

211 Carnation Ave

Floral Park NY 11001

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Sincerely,

Fran Donnelly

Signature

Fran Donnelly

Print Name

211 Carnation Ave

Floral Park NY 11001

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

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

January 2019

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Signature

JOHN DONNELLY

Print Name

211 CARNATION AVE

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Gerard O'Donoghue
Print Name

208 W. Poplar St.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely, E. Dostek

Signature

Print Name

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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633 Third Avenue, 37th floor
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Elaine Doster

Signature

Elaine Doster

Print Name

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Signature

Vincent T. Dragone

Print Name

133 Aspen Street

Floral Park NY 11001

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Print Name

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January 2019

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Sincerely,

Signature

Vincent T. Dragone

Print Name

133 Aspen Street

Floral Park NY 11001

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

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

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Anna Tragne

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Anna Tragne

Print Name

133 Aspen Street

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Theresa Dragone-Meegan
Signature

THERESA DRAGONE-MEEGAN
Print Name

125 ASPEN ST
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Patricia Dreyer

Signature

Patricia Dreyer

Print Name

108 Violet Ave

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Thomas Dreyer

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THOMAS DREYER

Print Name

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Sincerely,

Amy Dragalis
Signature

Amy Dragalis
Print Name

117 Elton Road
stewart manor

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

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

January 2019

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Sincerely,

Signature

MONICA DROGALIS
Print Name

85 Cambridge
stewart manor

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

John J. Drogalis

Signature

John J. Drogalis

Print Name

35 Locust St

Floral Park NY 11001

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

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

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Sincerely,

Signature

Patricia Drogalis

Print Name

35 Lowell St

Floral Park NY 11001

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

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

January 2019

Dear Sir:

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Stewart Manor Village, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Amy Drogalis
Signature

Amy Drogalis
Print Name

117 Elton Rd
Stewart Manor

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

mpire State Development Corp.
ttn: Michael Avolio, ESD,
33 Third Avenue, 37th floor
lew York, NY 10017

January 2019

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Sincerely,

Signature

MONICA DROGALIS

Print Name

85 Cambridge Ave
Stewart manor

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

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

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Sincerely,

Signature

John J. Drogalis

Print Name

35 Locust St

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Sincerely,

Signature

Patricia Rogalski

Print Name

35 Locust St

Floral Park NY 11001

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

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

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

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Sincerely,

Amy Dragalis
Signature

Amy Dragalis
Print Name

117 Elton Rd
stewart manor

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

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

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Signature

MONICA DROGALIS

Print Name

85 Cambridge Ave
stewart manor

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

John J. Drogalis

Print Name

35 Locust St

Floral Park NY 11001

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

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Signature

Patricia Deogalis

Print Name

35 Locust

Floral Park NY 11001

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

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Signature

Danielle Donne

Print Name

198 Verbena Ave

Floral Park NY 11001

INC. VILLAGE OF
FLORAL PARK
2019 FEB 28 AM 10: 08

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

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

January 2019

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Sincerely,

Signature

Kevin Dunne
Print Name

198 Verbena Ave
Floral Park NY 11001

INC. VILLAGE OF
FLORAL PARK
2019 FEB 28 AM 10:08

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

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

January 2019

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INC. VILLAGE OF FLORAL PARK
2019 FEB 28 AM 10:08

Sincerely,

Signature

Danielle Dunne
Print Name

190 Verbena Ave
Floral Park NY 11001

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

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

January 2019

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Signature

Kevin Dunne
Print Name

198 Verbena Ave
Floral Park NY 11001

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Sincerely,

Nancy Eisenhuth

Signature

Nancy Eisenhuth

Print Name

73 Hudson Rd

Floral Park NY 11001

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

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Print Name

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Sincerely,

Margaret Elsbeck
Signature

MARGARET ELSBECK
Print Name

15 Geranium Avenue
Floral Park NY 11001

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

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Signature

William F. Farrell

Print Name

7 Ward Street

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

WILLIAM F. EMMEL

Print Name

7 WARD STREET

Floral Park NY 11001

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Assemblyman Edward Ra
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WILLIAM F. EMMEZ

Print Name

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Patricia D Eren
Signature

PATRICIA D. EREN
Print Name

Floral Park, NY 11001
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Empire State Development Corp
Attn Michael Avolio, ESD,
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January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 22 P 1:47
LEGAL DEPARTMENT

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Sincerely,

Helen Esposito
Signature

Helen Esposito
Print Name

7 Birch Street
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN 22 P 1:47

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Signature

Print Name
Francis Ensaio

Floral Park NY 11001
23 Plainfield

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Assemblywoman Michaelle Solages
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P. Evola.

Signature

Paraskevi Evola.

Print Name

446 Tulip Ave.

loral Park NY 11001

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Steven J Ewald

40 Ribbon Lane, Wantagh 11793

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Kenneth B Fairbrother
Signature

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Print Name

35 Bergen St
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January 2019

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Sincerely,

Kenneth B Fairber

Signature

Kenneth B FAIRBER

Print Name

35 BERGEN ST

Floral Park NY 11001

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

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

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35 Berkeley St

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Signature

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S Faeth
Signature

Suzanne Faeth
Print Name

89 Primrose Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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S Faetti

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Suzanne Faetti

Print Name

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Print Name

89 Primrose Ave.
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248 Violet Ave
Print Name

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Print Name

3 Cilla Ave
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Sincerely,

Signature

James C. Farrell
Print Name

3 Calla Avenue
Floral Park NY 11001

PS: To my elected representatives.
I vote.

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Jim C Farrell
Signature

James C Farrell
Print Name

3 Carla Avenue
Floral Park NY 11001

P.S. To my elected representatives.
I vote.

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

January 2019

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

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Print Name

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Stephanie Fattorini
Print Name

328 Plainfield Ave.
Floral Park NY 11001

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ANN FAUGHNAN
Print Name

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Steven Faulkner
1186 Whitehall lane
Wantagh NY. 11793

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Signature

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Print Name

87-35 253rd St,
Floral Park NY 11001 Bellerose NY 11426

c:
tate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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

January 2019

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Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

ROBERT FERREIRO
HOME OWNER
NASSUA COUNTY

From: William Figueroa <wfigueroa13@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/7/2019 7:55 AM
Subject: RE: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

William Figueroa
1751 Atherton Ave
Elmont, NY 11003

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

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Susan M. Filshie
ignature

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int Name

190 Plainfield Ave
oral Park NY 11001

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Sincerely,

Signature

John Filshie

Print Name

190 plainfield Ave

Floral Park NY 11001

Cc:

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

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Sincerely,

Susan M. Filshie
Signature

Susan M. Filshie
Print Name

190 Plainfield Ave
Floral Park NY 11001

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

January 2019

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Signature

John Filshie

Print Name

190 Plainfield Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Susan M. Filshie
Signature

Susan M Filshie
Print Name

190 Plainfield Ave
Floral Park NY 11001

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Signature

John Filshie
Print Name

190 Plainfield Ave
Floral Park NY 11001

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Assemblyman Edward Ra
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633 Third Avenue, 37th floor
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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

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Signature

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Print Name

190 Plainfield Ave
Floral Park NY 11001

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Signature

John Filshie

Print Name

190 Plainfield Ave

Floral Park NY 11001

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Sincerely,

Lea Fisher
Signature

LEA FISHER
Print Name

55 TULIP AVE. APT 42
Floral Park NY 11001

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

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LEA FISHER
Print Name

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Print Name

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Sincerely,

K M Fitzgerald
Signature

Kevin Fitzgerald
Print Name

65 Charles St
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Jennifer Fitzgerald
Signature

Jennifer Fitzgerald
Print Name

65 Charles Street
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Jennifer Fitzgerald
Signature

Jennifer Fitzgerald
Print Name

65 Charles Street
Floral Park NY 11001

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

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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KEVIN FITZGERALD
Print Name

65 CHARLES ST
Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

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Print Name

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Sincerely,

Signature

Kathryn Flood
Print Name

50 Primrose Ave.
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kristin M Flood
Signature

Kristin M Flood
Print Name

86 Elm Ave
Floral Park NY 11001

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Print Name

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Print Name

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Print Name

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Kathryn Flood
Print Name

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January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 14 P 5:07
LEGAL DEPARTMENT

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Hempstead Town Supervisor Laura Gillen

January 2019

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

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Kristin Flood

Signature

Kristin Flood

Print Name

816 Elm Ave

Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Kevin J. Flood
Print Name

86 Elm Ave
Floral Park NY 11001

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

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Kristin M Flood
Signature

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Print Name

86 Elm Ave
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Assemblywoman Michaelle Solages
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Sincerely,

Signature

Kathryn Flood
Print Name

60 Primrose Ave.
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 14 P 5: 06
LEGAL DEPARTMENT

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Signature

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Print Name

50 Primrose Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Kathryn Flood

Print Name

50 Primrose Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Signature

Kathryn Flood

Print Name

50 Primrose Ave.

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Attn Michael Avolio, ESD,
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January 2019

EMPIRE STATE DEVELOPMENT
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2019 JAN 28 A 11: 01

LEGAL DEPARTMENT

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Sincerely, Mary Flynn

MARY FLYNN

Signature

Print Name

~~Floral Park NY 11001~~

Stewart Manor

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

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Ada Forte

Signature

ADA FORTE

Print Name

Floral Park NY 11001

Cc:

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

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Sincerely,

Susan Fox
Signature

Susan Fox
Print Name

25 Maple Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kenneth Fox
Signature

KENNETH T. FOX
Print Name

25 MARK AVE
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
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Signature

Susan Fox
Print Name

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KENNETH T. FOX
Print Name

25 MAPLE AVE
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Sincerely,

Kenneth T. Fox
Signature

KENNETH T. FOX
Print Name

25 MAPLE AVE
Floral Park NY 11001

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

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

January 2019

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Lisa Foy
Signature

Lisa Foy
Print Name

29 Pansy Avenue
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Lisa Foy
Signature

Lisa Foy
Print Name

29 Pansy Ave Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Stephen Foy

Print Name

29 Pansy Rue

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Assemblywoman Michaelle Solages
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Lisa Foy
Signature

Lisa Foy
Print Name

29 Pansy Ave Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Signature

Stephen Foy

Print Name

29 Penny Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

Lisa Foy
Print Name

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Floral Park NY 11001

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Signature

Stephen Fan

Print Name

29 Poppy Rd

Floral Park NY 11001

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

Edward Ambrosino - RE: Belmont Park DEIS

From: RAQUEL FRANCIS <raquelfrancis@mail.adelphi.edu>
To: "BGrodenchik@council.nyc.gov" <BGrodenchik@council.nyc.gov>, "DDeriggiwh...
Date: 1/6/2019 5:27 PM
Subject: RE: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Raquel Francis
46 Green St
Floral Park, NY 11001
--
Raquel Francis

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

January 2019

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Sincerely,

Signature

Print Name

Mrs. Elvira Francischelli
235 Violet Ave.
Floral Park, NY 11001

Floral Park NY 11001

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

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Sincerely,

Sig

Pr

Mr. Louis Francischelli
235 Violet Ave.
Floral Park NY 11001-3024

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Floral Park NY 11001

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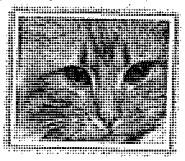

Mr. Louis Francischelli
235 Violet Ave.
Floral Park NY 11001-3024

Floral Park NY 11001

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January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Prin

Mrs. Elvira Francischelli
235 Violet Ave.
Floral Park, NY 11001

Floral Park NY 11001

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

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

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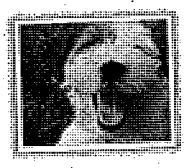

Mr. Louis Francischelli
235 Violet Ave.
Floral Park NY 11001-3024

Floral Park NY 11001

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

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

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If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Keith Fanco
3015 Connecticut Ave
Medford NY 11763

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

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ignature

. FRIEDMAN

rint Name

63 MARTHA ST.
ELMONT, N.Y. 11003

~~oral Park NY 11001~~

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npstead Town Supervisor Laura Gillen

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P. Friedman

ignature

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rint Name

.63 MARTHA ST
ELMONT, NY 11003

~~oral Park NY~~ 11001

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Sincerely,

Signature

R. FRIEDMAN
Print Name

663 ~~DL~~ MARTHA ST.
ELMONT, N.Y. 11003
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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R. Friedman

Signature

R. FRIEDMAN

Print Name

663 MARTHA ST.
ELMONT, N.Y. 11003

~~Floral Park NY 11001~~

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Assemblywoman Michaelle Solages
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Sincerely,

Robert Geier
6 THELMA PL
DEER PARK NY 11729
516-666-5366

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New York, NY 10017

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Mabel M. Galanek
Signature

Mabel M. Galanek
Print Name

14 Geranium Ave
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Print Name

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Mabel M. Galanek

Signature

Mabel M. Galanek

Print Name

74 Geranium Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Catherine Galanik
Signature

CATHERINE GALANEIK
Print Name

91 Tulip Ave GGL1
Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Print Name

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Catherine Galbraith

Signature

CATHERINE GALBRAITH

Print Name

91 Tulip Ave · 66L1

Floral Park NY 11001

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Print Name

132 Carnation Ave

Floral Park NY 11001

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January 2019

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Sincerely,

Melissa Gallo

Signature

Melissa Gallo

Print Name

132 Carnation Ave

Floral Park NY 11001

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

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

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Sincerely,

Melissa Gallagher
Signature

Melissa Gallagher
Print Name

132 Carnation Ave Floral Park Ny 11001
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Gary Gallelli

Signature

GARY GALLELLI

Print Name

1 Childs Ave. Unit #1A

Floral Park NY 11001

Cc:

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

January 2019

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Gary Gallelli

Signature

GARY GALLELLI

Print Name

1 Childs Ave. Unit #11

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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1 Childs Ave. Unit #1A

Floral Park NY 11001

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

Edward Ambrosino - Belmont Park DEIS

From: Virginia Gallo <ginnyg101@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/8/2019 1:03 PM
Subject: Belmont Park DEIS

Re: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will

benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

VIRGINIA GALLO
71 ASPEN ST
FLORAL PARK, NY 11001

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

January 2019

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Signature

JOSEPH GAMBINO

Print Name

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Joseph Gambino
Signature

JOSEPH GAMBINO
Print Name

3 GLADIOLUS AVE
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Print Name

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Print Name

3 Gladiolus Ave.

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Donna Gammaudo
Signature

Donna Gammaudo
Print Name

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Sincerely,

Signature

Louis Gammarito

Print Name

54 Stewart Ave

Floral Park NY 11001

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

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

January 2019

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Donna Gammardo
Signature

Donna Gammardo
Print Name

84 Spruce Avenue
Floral Park NY 11001

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

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Signature

Lewis Tammaro

Print Name

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

54 Spruce Avenue
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Louis Lamonaco

Print Name

54 Stiner Ave

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Print Name

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Patricia Gahun
Signature

PATRICIA GAHUN
Print Name

204 VERBENA AVENUE
Floral Park NY 11001

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Print Name

204 Verbena Ave
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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ROBERT GARVIN

Print Name

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Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Signature

PATRICIA GAHAN

Print Name

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ROBERT GANUN

Print Name

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PATRICIA GANUN

Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Catherine Graham

Signature

CATHERINE GRAHAM

Print Name

91 Tulip Ave GGL1

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

George F. Garcia

Print Name

309 Tulip Avenue

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Rosa Garcia
Signature

ROSA GARCIA
Print Name

309 TULIP AVE.
Floral Park NY 11001

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

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

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Signature

George P. Garcia

Print Name

309 Tulip Avenue

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
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Rosa Garcia
Signature

ROSA GARCIA
Print Name

309 Tulip AVE
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Rosa Garcia

Signature

ROSA GARCIA

Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Sincerely,

Signature

GEORGE P. GARCIA

Print Name

309 Tulip Avenue
Floral Park NY 11001

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

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Sincerely,

Anne G. Gargiolo
Signature

Anne G. Gargiolo
Print Name

49 Chestnut Ave.
Floral Park NY 11001

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

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

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Sincerely,

Signature

Joseph M Gargiulo
Print Name

49 Chestnut Av
Floral Park NY 11001

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

January 2019

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

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Sincerely,

Signature

Joseph M Gargiulo

Print Name

49 Chestnut Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Joseph M Gargiulo

Print Name

49 Chestnut Ave

Floral Park NY 11001

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

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Attn Michael Avolio, ESD,
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Sincerely,

Signature

Patricia Gormley
Print Name

10 Walnut Ave
Floral Park NY 11001

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

Empire State Development Corp
Attn Michael Avolio, ESD,
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New York, NY 10017

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Sincerely,

Signature

GILDA L. GATELY
Print Name

290 CARNATION AVE.
Floral Park NY 11001

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

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Sincerely,

Matthew J Gately
Signature

MATTHEW GATELY
Print Name

118 MAYFAIR AVE
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

GILDA L. GATELY
Print Name

290 Carnation Ave.
Floral Park NY 11001

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

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

January 2019

Dear Mr. Avolio:

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Edward Ambrosino - Belmont Park DEIS

From: Erin Gayron <gayron@adelphi.edu>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/8/2019 11:41 AM
Subject: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operational LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefiting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Erin Gayron

--

Erin Gayron
Director of Advancment
University Advancement
gayron@adelphi.edu / adelphi.edu
516.877.3475

Adelphi University

Nexus, Room 200
One South Avenue
Garden City, NY 11530

Facebook / Twitter / Instagram / Snapchat / Google+ / Pinterest / LinkedIn / YouTube

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

EDWARD W GERAGHTY

Print Name

32 HEMLOCK ST.

Floral Park NY 11001

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

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Edward Geraghty

Signature

EDWARD GERAGHTY

Print Name

32 Hemlock St

Floral Park NY 11001

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

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

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in <u>reducing the scale of the project so that the significant harmful impacts to our community can be avoided.</u>

Sincerely,

Noreen Gill
Signature

Noreen Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12:43
LEGAL DEPARTMENT

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Print Name

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in <u>reducing the scale of the project so that the significant harmful impacts to our community can be avoided.</u>

Sincerely,

Jennifer Gill
Signature

Jennifer Gill
Print Name

9 Walnut Ave
Floral Park NY 11001

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

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

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

PATTY E. GILL
Print Name

Floral Park NY 11001

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

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

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

James Gill
Signature

James Gill
Print Name

9 Walnut Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Jennifer Gill
Signature

Jennifer Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Kaitlyn E. Gill
Signature

KAITLYN E GILL
Print Name

9 Walnut ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:40
LEGAL DEPARTMENT

Dear Mr. Avolio:

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Print Name

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

Dear Mr. Avolio:

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Sincerely,

Signature

Jennifer Gall

Print Name

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

Dear Mr. Avolio:

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Sincerely,

Signature

KAITLYN GILL
Print Name

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

James Gill

Print Name

9 Walnut Ave

Floral Park NY 11001

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

January 2019

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

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Sincerely,

Jennifer Gill
Signature

Jennifer Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Kaitlyn E. Gill
Signature

KAITLYN GILL
Print Name

9 Walnut ave
Floral Park NY 11001

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

January 2019

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

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Noreen Gill

Signature

Noreen Gill

Print Name

9 Walnut ave

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:43
LEGAL DEPARTMENT

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

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Sincerely,

Signature

Print Name

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

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Sincerely,

Signature

Jennifer Gill

Print Name

9 Walnut ave

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

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Sincerely,

Kaitlyn E. Gill
Signature

KAITLYN E. GILL
Print Name

9 Walnut Court
Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

James Gill

Print Name

9 Walnut Ave

Floral Park NY 11001

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

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

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Sincerely,

Jennifer Gill
Signature

Jennifer Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Kaitlyn E. Gill
Signature

KAITLYN E. GILL
Print Name

9 Walnut ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:40
LEGAL DEPARTMENT

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

James Gill

Print Name

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN 23 P 12: 43

LEGAL DEPARTMENT

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Sincerely,

Signature

Jennifer Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 42

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Sincerely,

Signature

KAITLYN E. GILL
Print Name

[illegible]
Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Noreen Gill

Signature

Noreen Gill

Print Name

9 Walnut ave

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Noreen Gill
Signature

Noreen Gill
Print Name

9 Walnut ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Gregory Guerra

Print Name

58 Germania Ave

Floral Park NY 11001

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

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Sincerely,

Christina Girardi
Signature

Christina Girardi
Print Name

58 Geranium Ave
Floral Park NY 11001

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

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Thomas Cardoa
Print Name

38 Geranium Ave
Floral Park NY 11001

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

Empire State Development Corp
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Sincerely,

Signature

Gregory Grimes

Print Name

58 Germon Ave

Floral Park NY 11001

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

Empire State Development Corp
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Signature

Angela Girardi

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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January 2019

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

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Signature

Gregory C Grearson

Print Name

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Christina Girardi
Signature

Christina Girardi
Print Name

58 Geranium Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

Gregory Gnemesi

Print Name

58 Geranium Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Angela Girardi

Signature

Angela Girardi

Print Name

58 Geranium Rd

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Gregory C Grenell

Print Name

Floral Park NY 11001

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

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Christina Girardi
Signature

Christina Girardi
Print Name

58 Geranium Ave
Floral Park NY 11001

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

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Gregory Graves

Signature

Gregory Graves

Print Name

58 Geranium Ave

Floral Park NY 11001

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

January 2019

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Signature

Angela Girardi
Print Name

58 Geranium Rd
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Empire State Development Corp.
633 Third Avenue, 37th floor
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Gregory C Gianelli
Signature

Gregory Gianelli
Print Name

58 Cherrytown Ave
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

Christina Girardi
Print Name

58 Geranium Rd
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Signature

Gregory Giordano

Print Name

58 Geranium Ave

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Angela Girardi
Signature

Angela Girardi
Print Name

58 Geranium Ave
Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Rob Giugliano
890 South 4th St
Lindenhurst, NY 11757

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Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Elizabeth M Glaser
Signature

Elizabeth M. Glaser
Print Name

68 Cypress Street
Floral Park NY 11001

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

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Elizabeth M. Glaser

Print Name

68 Cypress Street

Floral Park NY 11001

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Maureen Glennon Hess

Signature

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Print Name

41 Gladiolus Ave.

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Print Name

41 Gladiolus Ave.
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Signature

Sean Cleavnon

Print Name

8 Chestnut Ave

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Lorraine Goodis
Signature

Lorraine Goodis
Print Name

91 Tulip Ave, AA 1
Floral Park NY 11001

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

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

January 2019

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Lorraine Goodis
Signature

Lorraine Goodis
Print Name

91 Tulip Ave, AA1
Floral Park NY 11001

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

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

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

P Gormley
Print Name

10 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN 23 P 12: 41

LEGAL DEPARTMENT

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

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Sincerely,

Signature

Joseph Gormley
Print Name

1 Gold Ave #1B
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

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Sincerely,

Signature

Kevin Gormley
Print Name

1c Walnut Avenue
Floral Park NY 11001

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

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

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Sincerely,

Joseph Gormley
Signature

Joseph Gormley
Print Name

1 Child Ave #1B
Floral Park NY 11001

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

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

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Sincerely,

Signature

Kevin Gormley
Print Name

10 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Print Name

10 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:43
LEGAL DEPARTMENT

Dear Mr. Avolio:

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Sincerely,

Signature

Joseph Cassidy

Print Name

1 Childs Ave #16

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

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Sincerely,

Signature

Kevin Gormley
Print Name

10 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Patricia Germley
Print Name

10 Walnut Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Joseph Gormley

Print Name

1 Childs Ave #1B

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Kevin Gormley
Print Name

10 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

P Garmley

Print Name

10 Wanda Ave

Floral Park NY 11001

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

mpire State Development Corp.
ttn: Michael Avolio, ESD,
33 Third Avenue, 37th floor
ew York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 43

LEGAL DEPARTMENT

ear Sir:

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ncerely,

gnature

Joseph Gormley

rint Name

1 Childs Ave #4B

oral Park NY 11001

:

:ate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12:41
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Signature

Kevin Gormley
Print Name

10 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Patricia Garrity
Print Name

10 Walnut Ave
Floral Park NY 11001

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

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

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Sincerely,

Signature

Joseph Gormley
Print Name

1 Childs Ave #1B
Floral Park NY 11001

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

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Kevin Gormley
Print Name

10 Walnut Avenue
Floral Park NY 11001

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

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

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Sincerely,

P Gorman
Signature

P Gorman
Print Name

10 Walnut Ave
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Signature

Joseph G Gormley
Print Name

1 Childs Ave #1B
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN 23 P 12: 43

LEGAL DEPARTMENT

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Sincerely,

Signature

Kevin Gormley
Print Name

16 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

WALTER E. GOSDEN

Print Name

197 Mayfair Avenue

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN 14 P 5:07

LEGAL DEPARTMENT

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Sincerely,

Signature

WALTER E. Gosden

Print Name

197 Mayfair Avenue

Floral Park NY 11001

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

Empire State Development Corp
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Signature

WALTER E. Gosden

Print Name

197 Mayfair Avenue

Floral Park NY 11001

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

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

January 2019

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

WALTER E. GOSDEN
Print Name

197 MAYFAIR AVENUE
Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Judith Greene

Signature

JUDITH GREENE

Print Name

156 CHERRY STREET

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Judith Greene
Signature

JUDITH GREENE
Print Name

156 CHERRY STREET
Floral Park NY 11001

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

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Print Name

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Hempstead Town Supervisor Laura Gillen

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Judith Greene
Signature

JUDITH GREENE
Print Name

156 Cherry Street
Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Kevin Greene

Print Name

41 Remsen Lane

Floral Park NY 11001

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

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Carol Y. Gregorio
Signature

Carol Y. Gregorio
Print Name

9 Grayson Ave. Fl. Pk
Floral Park NY 11001

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

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

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Sincerely,

Carol Y Gregorio

Signature

Carol Y Gregorio

Print Name

9 Ganger Ave. Fl. Pk, NY

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to <u>reduce the scale of the project so that use of the North and East Lots will not be required</u>.

Sincerely,

Carol Y Gregoire

Signature

Carol Y Gregoire

Print Name

9 Granger Ave · Fl. Pk

Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Michael Griff
45 W. Montgomery Ave
Bay Shore N.Y 11706

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45 W. Montgomery Ave
Bay Shore N.Y 11706

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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Judith F Grillo
Signature

Judith F Grillo
Print Name

78 Spruce Ave.
Floral Park NY 11001

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

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Sincerely,

Signature

Michael Grillo
Print Name

78 Spruce Ave.
Floral Park NY 11001

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

Mr. Michael Avolio

Empire State Development Corp.

[illegible] Third Avenue, 37th floor

New York, NY 10017

January 2019

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Sincerely,

Signature

Judith F Grillo

Print name

78 Spruce Ave.
Floral Park, NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
[illegible] Edward Ra
[illegible] Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Michael Grillo

Signature

Michael Grillo

Print Name

78 Spruce Ave.

Floral Park NY 11[illegible]

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

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Michael Grillo

Print Name

70 Spruce Ave.

Floral Park NY 11001

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

January 2019

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Judith F Grillo

Signature

Judith F Grillo

Print Name

78 Spruce Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

ment Corp

January 2019

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incerely,

ignature

Anne E Crosbands

int Name

22 Ramsey Avenue

ral Park NY 11001

e Senator Anna Kaplan
emblywoman Michaelle Solages
emblyman Edward Ra
ipstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Anne E Groshans

Signature

Anne E Groshans

Print Name

22 Pansy Ave

Floral Park NY 11001

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Sincerely,

Anne E Groshens

Signature

Anne E Groshens

Print Name

22 Ransey Ave

Floral Park NY 11001

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

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

January 2019

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Anne E Groshans

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Print Name

32 Pansy Place

Floral Park NY 11001

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Print Name

178 Willow Street
Floral Park NY 11001

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A. Gucciardo
Print Name

35 Pansy Ave
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35 Parsons Ave Floral Pk NY 11001

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Print Name

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Sincerely,

Linda Guilmette

Signature

Linda Guilmette

Print Name

29 Clover Ave

Floral Park NY 11001

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11: 58
LEGAL DEPARTMENT

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

January 2019

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

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Signature

FRANCIS GUNTHER

Print Name

66 BOND STREET

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
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Francis Gunzton

Print Name

66 Beech Street

Floral Park NY 11001

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Sincerely,

Jeanne Haid
Signature

Jeanne Haid
Print Name

43-32 247 St
~~Floral Park NY 11001~~ Little Neck, NY 11363

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Assemblyman Edward Ra
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633 Third Avenue, 37th floor
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James Handlin 28 Concord St. Floral Pk, NY 11001

Print Name

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JAMES HANDLIN 28 CONCORD ST. FLORAL PK, NY 11001

Print Name

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Signature

JAMES HANDLIN 28 CONCORD ST., FLORAL PK, N.Y. 11001

Empire State Development Corp. January 2019

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633 Third Avenue, 37th floor

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Sincerely,

JHandlin

Signature

James Handlin 28 Concord St. Floral Pk NY 11001

Print Name

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Sincerely,

Signature

James Hendlin 28 Concord St. Floral Pk, NY 11001

Empire State Development Corp

January 2019

Attn Michael Avolio, ESD,

633 Third Avenue, 37th floor

New York, NY 10017

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P L H

Signature

PAUL HANSON

Print Name

17 LEXINGTON ST.

Floral Park NY 11001

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

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Mary Harkins
Signature

Mary Harkins
Print Name

51 Locust St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Print Name

51 Locust St
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Racetrack

From: jcjkmde <jcjkmde@aim.com>
To: <District27@council.nyc.gov>, <slee@queensbp.org>, <jbond@queensbp.org>,...
Date: 1/7/2019 4:02 PM
Subject: Belmont Racetrack

Please take 5 minutes to share this post and send the attached email to our state and local elected officials asking them to represent our interests and stop ESD & NYAP from destroying our quality of life.

I made it very easy, just copy and paste the email addresses in the To: section into the "To" section of your email as well as the subject line. Then paste the body into the body section of the email. Add your name & address below "Sincerely."

I know we all have a lot of things to do, but taking the 5 minutes to share this will save us a lot of headaches down the road when we stop Cuomo's overdevelopment of Belmont Park.

here is the email:

To: drichards@council.nyc.gov, District27@council.nyc.gov, slee@queensbp.org, jbond@queensbp.org, BGrodenchik@council.nyc.gov, vanelc@nyassembly.gov, rae@nyassembly.gov, SolagesM@nyassembly.gov, hyndmana@nyassembly.gov, WeprinD@nyassembly.gov, braunsteine@nyassembly.gov, braunsteine@nyassembly.gov, MillerML@nyassembly.gov, dursoa@nyassembly.gov, kaplan@nysenate.gov, kaminsky@nysenate.gov, biaggi@nysenate.gov, lkrueger@nysenate.gov, comrie@nysenate.gov, skoufis@nysenate.gov, sanders@nysenate.gov, salazar@nysenate.gov, flanagan@nysenate.gov, griffo@nysenate.gov, brooks@nysenate.gov, lgillen@tohmail.org, eambrosino@tohmail.org, receiver@tohmail.org, scabana@tohmail.org, dgoosby@tohmail.org, bblakeman@tohmail.org, adesposito@tohmail.org, ekingsweeney@tohmail.org, ddunnesr@tohmail.org, lcurran@nassaucountyny.gov, kabrahams@nassaucountyny.gov, sbyone@nassaucountyny.gov, csolages@nassaucountyny.gov, dford@nassaucountyny.gov, Lcurran@nassaucountyny.gov, cwgaylor@nassaucountyny.gov, hkopel@nassaucountyny.gov, vmuscarella@nassaucountyny.gov, rnicolello@nassaucountyny.gov, ebirnbaum@nassaucountyny.gov, DDeriggiwhitton@nassaucountyny.gov, jkennedy@nassaucountyny.gov, NGonsalves@nassaucountyny.gov, Lschaefer@nassaucountyny.gov, rwalker@nassaucountyny.gov, dmackenzie@nassaucountyny.gov, SRhoads@nassaucountyny.gov,

RE: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to

New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,
CARIN Harkins

Sent from my Verizon, Samsung Galaxy smartphone

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

January 2019

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Crystal Harris
Signature

CRYSTAL HARRIS
Print Name

87 VERBENA AVE
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Deborah Hastings

Print Name

48 Remsen Lane

Floral Park NY 11001

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January 2019

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Sincerely,

Signature

Deborah Hastings
Print Name

48 Remsen Lane
Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

January 2019

Dear Sir:

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Sincerely,

Signature

DOUGLAS J HAYNA
Print Name

116 CARNATION AVENUE
Floral Park NY 11001

cc: State Senator Anna Kaplan
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

JOHN HEALY

Print Name

80 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Floral Park NY 11001

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Peggyanne M. Hecker
Signature

PEGGYANNE M HECKER
Print Name

231 VIOLET AVE
Floral Park NY 11001

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Evelyn M Hegler

Print Name

35 Aspen St.

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Sincerely,

Signature

Print Name

35 Aspen St

Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
OFFICE OF
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

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Sincerely,

Lauren Henderson
Signature

Lauren Henderson
Print Name

5 Walnut Ave.
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
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2019 JAN 23 P 12: 40
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Sincerely,

Dan Henderson
Signature

Dan Henderson
Print Name

5 Walnut Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
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Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Lauren Henderson
Signature

Lauren Henderson
Print Name

5 Walnut Ave.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Dan Henderson
Signature

Dan Henderson
Print Name

5 Walnut Avenue
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 43
LEGAL DEPARTMENT

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Lauren Henderson
Signature

Lauren Henderson
Print Name

5 Walnut Ave
Floral Park NY 11001

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

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

January 2019

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Print Name

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Empire State Development Corp.
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Dan Henderson
Signature

Dan Henderson
Print Name

5 Walnut Avenue
Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Lauren Henderson

Signature

Lauren Henderson

Print Name

5 Walnut Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Dan Henderson
Signature

Dan Henderson
Print Name

5 Walnut Avenue
Floral Park NY 11001

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 41
LEGAL DEPARTMENT

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Signature

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Print Name

5 Walnut Ave.
Floral Park NY 11001

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Dan Henderson
Signature

Dan Henderson
Print Name

5 Walnut Avenue
Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Signature

Aileen Hennelly
Print Name

105 Crocus Ave
Floral Park NY 11001

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

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Aileen Henelly

Print Name

105 Crows Ave

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

Aleen Hanly
Print Name

105 Crocus Ave
Floral Park NY 11001

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

January 2019

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

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Sincerely,

Signature

Aileen Hennelly

Print Name

105 Crocus Ave

Floral Park NY 11001

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

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Sincerely,

Lynn Henry
Signature

LYNN HENRY
Print Name

3 GLADIOLUS AVE
Floral Park NY 11001

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

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

LYNN HENRY Lynn Henry
Signature

LYNN HENRY
Print Name

3 GLADIOLUS AVE
Floral Park NY 11001

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

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Signature

LYNN HENRY

Print Name

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Signature

LYNN HENRY
Print Name

3 GLADIOLUS AVE
Floral Park NY 11001

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

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

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 15 P 5: 35
LEGAL DEPARTMENT

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Sincerely,

Carolyn Heb
Signature

Carolyn Heb
Print Name

41 Gladiolus
Floral Park NY 11001

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

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

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Sincerely,

Jim Heb

Signature

Jim Heb

Print Name

41 GLADIOLUS AVE

Floral Park NY 11001

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

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

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Sincerely,

Pat Hill

Signature

PAT HILL

Print Name

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Sincerely,

Pat Hill

Signature

PAT HILL

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Pat Hill

Signature

PAT HILL

Print Name

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Pat Hill

Signature

PAT HILL

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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New York, NY 10017

~~January 2019~~ 2/25/2019

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6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

In this day and age when stores are closing because of internet shopping, why on Earth would another shopping mall be considered as a viable investment anyway!

I am requesting that the ESD take strong consideration in <u>reducing the scale of the project so that the significant harmful impacts to our community can be avoided.</u>

Sincerely,

Katherine Hoey

Signature
Katherine Hoey
Floral Park, NY 11001 21 Larch Avenue

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Robert P Hoey
Signature

Robert P Hoey
Print Name

114 Mayfair Ave
Floral Park NY 11001

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

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

January 2019

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Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Colleen Holden.
10 Primrose Lane
Roosevelt L I 11575
347 245-4761

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

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Thomas Holz

Signature

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Print Name

267 Whitten Ave

Floral Park NY 11001

Cc:
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THOMAS HOLZ

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Karen Hughes
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124 Bellmore St.
oral Park NY 11001

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

January 2019

Dear Sir:

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Shanthy Hughes
Signature

Shanthy Hughes
Print Name

24 Fern Street
Floral Park NY 11001

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

January 2019

Empire State Development Corp
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633 Third Avenue, 37th floor
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Sincerely,

Daniel Hughes

Signature

Daniel Hughes

Print Name

24 Willow St

Floral Park NY 11001

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

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Sincerely,

Signature

JOHN HUGHES

Print Name

31 PRIMROSE AVE

Floral Park NY 11001

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

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Sincerely,

Signature

Heather Heughes

Print Name

24 Willow St

Floral Park NY 11001

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

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Sincerely,

John M. Hughes
Signature

John M. Hughes
Print Name

82 Spruce Ave Floral Park, N.Y
Floral Park NY 11001

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

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Sincerely,

Winfred B. Hughes
Signature

Winfred B. Hughes
Print Name

82 Spruce Ave.
Floral Park NY 11001

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

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Sincerely,

Signature

Chiree Hughes

Print Name

31 Primrose Avenue

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

JOHN HUGHES

Print Name

31 PRIMROSE AVE

Floral Park NY 11001

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

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

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Sincerely,

Signature

Claire Hughes

Print Name

31 Primrose Ave

Floral Park NY 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Winifred B. Hughes
Signature

Winifred B. Hughes
Print Name

82 Spruce Ave
Floral Park NY 11001

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

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

John M. Hughes
Signature

JOHN M. HUGHES
Print Name

82 SPRUCE AVE FLORAL PARK, N.Y
Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Heather Hughes
Print Name

24 Willow St
Floral Park NY 11001

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

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633 Third Avenue, 37th floor
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Sincerely,

Signature

Daniel Hughes

Print Name

24 Willow St

Floral Park NY 11001

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

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Karen Hughes
Signature

Karen Hughes
Print Name

124 Bellmore St.
loral Park NY 11001

:
:ate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Shanthy Hughes
Signature

Shanthy Hughes
Print Name

24 Fern Street
Floral Park NY 11001

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

January 2019

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

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John Hughes

Signature

JOHN HUGHES

Print Name

31 PRIMROSE AVE

Floral Park NY 11001

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Claire Hughes

Signature

Claire Hughes

Print Name

31 Primrose Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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John M. Hughes

Signature

John M. Hughes

Print Name

82 Spruce Ave. Floral Park, N.Y.

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Winifred B. Hughes
Signature

Winifred B. Hughes
Print Name

82 Spruce Ave Floral Park, NY
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Heather Hughes

Print Name

24 Wilton St

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Daniel Hughes

Print Name

84 Willow St

Floral Park NY 11001

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

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John Hughes

Signature

JOHN HUGHES

Print Name

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Print Name

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Winifred B. Hughes
Signature

Winifred B. Hughes
Print Name

82 Spruce Ave.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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John M. Hughes
Signature

John M. Hughes
Print Name

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Floral Park NY 11001

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Signature

Print Name

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Signature

Heather Hughes
Print Name

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Sincerely,

Karen Hughes
Signature

Karen Hughes
Print Name

124 Bellmore St
Floral Park NY 11001

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

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Signature

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Print Name

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Karen Hughes
Signature

Karen Hughes
Print Name

124 Bellmore St.
Floral Park NY 11001

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

January 2019

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

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Sincerely,

Shanthy Hughes
Signature

Shanthy Hughes
Print Name

24 Fern Street
Floral Park NY 11001

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

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If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Peter Hughes
188 Hill circle
Calverton 11933
631 578 3910

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Sincerely,

Daniel R. Jacobson
343 Oakneck Rd West islip

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Sincerely,

Signature

Michael R Jakob

Print Name

201 Tulip Ave

Floral Park NY 11001

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

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Sincerely,

Signature

MICHAEL R JAKOB

Print Name

201 Tulip Ave

Floral Park NY 11001

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

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

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Print Name

201 Tulip Ave

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Sincerely,

Signature

MICHAEL R JAKOB
Print Name

201 Tulip Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Sincerely,

Patricia Clements Jaquay

Signature

PATRICIA CLEMENTS JAQUAY

Print Name

178 LOCUST STREET

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 12 PM 1:54

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

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Sincerely, Robert Johnson

Robert Johnson
118 Weichers Ave,
Ronkonkoma, NY 11779

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Sincerely,

Mary R. Kane

Signature

Mary R. Kane

Print Name

243 Crocus Ave

Floral Park NY 11001

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

January 2019

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Signature

JAMES KANE

Print Name

243 CROCUS AVE

Floral Park NY 11001

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Signature

JAMES KANE

Print Name

243 CROCUS AVE

Floral Park NY 11001

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

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

January 2019

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Mary R Kane

Signature

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Print Name

243 Crocus Ave

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Print Name

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Sincerely,

William Kelleher
Signature

William Kelleher
Print Name

283 Crows Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

176 W. Poplar St.
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JOHN F. KEEGAN

Print Name

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JOHN F. REEDMAN
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

William Kelleher
Signature

William Kelleher
Print Name

283 Crows Ave
Floral Park NY 11001

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

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

January 2019

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Sincerely,

William Kelleher
Signature

William Kelleher
Print Name

283 Crocus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Sincerely,

Anna Kellner
Signature

ANN Kellner
Print Name

10 Daisy Avenue
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Frances C. Kellner
Signature

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Print Name

10 Daisy Ave.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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10 Daisy Rd.
Floral Park NY 11001

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Signature

ANN Kellner
Print Name

10 Daisy Avenue
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Print Name

10 Dorsey Ave
Floral Park NY 11001

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Sincerely,

Ann Kellner

Signature

Ann Kellner

Print Name

10 Daisy Avenue

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Print Name

10 Daisy Rd
Floral Park NY 11001

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Anne Kellner
Signature

Ann Kellner
Print Name

10 Daisy Avenue
Floral Park NY 11001

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Sincerely,

Margaret A. Kelly
Signature

Margaret A. Kelly
Print Name

25 Primrose Avenue
Floral Park NY 11001

Cc:
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Hempstead Town Supervisor Laura Gillen

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J Kelly

Signature

James Kelly

Print Name

25 Primrose Ave

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

James Kelly

Print Name

25 Primrose Avenue

Floral Park NY 11001

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

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

January 2019

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Margaret A. Kelly
Signature

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Print Name

25 Primrose Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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J Kelly

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Sincerely,

Jessica Kelly Brown
Signature

Jessica Kelly Brown
Print Name

38 Geranium Ave
Floral Park NY 11001

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

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Sincerely,

Patrick M. Kennedy
Signature

PATRICK M. KENNEDY
Print Name

37 Crocus Ave
Floral Park NY 11001

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

January 2015

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Signature

Luke Kennally
Print Name

47 Verbena ave,
Floral Park NY 11001

c:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Patrick M. Kennally
Signature

PATRICK M. KENNEALLY
Print Name

37 Crocus Ave
Floral Park NY 11001

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

633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Luke Kennally
Print Name

47 Verona ave
Floral Park NY 11001

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

January 2019

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633 Third Avenue, 37th floor
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Sincerely,

Ellen Kennedy
Signature

Ellen Kennedy
Print Name

47 Verbena Ave
Floral Park NY 11001

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

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Ellen Kennedy
Signature

Ellen Kennedy
Print Name

41 Verbena Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Ellen Kennedy
Signature

Ellen Kennedy
Print Name

47 Verbena Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

47 Verbena Ave
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Sincerely,

Signature

Kevin R. Kennedy

Print Name

182 MAYFAIR

Floral Park NY 11001

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

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

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Sincerely,

Signature

Print Name

182 Maple Ave

Floral Park NY 11001

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

January 2019

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Sincerely,

Kevin R. Kennedy

Signature

KEVIN R KENNEDY

Print Name

182 MAYFAIR AVE

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Signature

Kevin R. Kerwick

Print Name

18 Mayfair Ave

Floral Park NY 11001

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

Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely, Daniel Kennedy

DANIEL KENNEDY
11 CONCORD AVE
BETHPAGE, NY 11714

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11 CONCORD AVE
BETHPAGE, NY 11714

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

January 2019

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Sincerely,

Signature

Amy Kerrigan
Print Name

146 W. Poplar St.
Floral Park NY 11001

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

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Signature

Amy Kerrigan
Print Name

146 W. Poplar St.
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Print Name

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Sincerely,

Signature

Amy Kerrigan
Print Name

146 W. Poplar St.
Floral Park NY 11001

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

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

January 2019

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Sincerely,

Kazi Islam / Pervez Khaled
Signature

Kazi Islam / Pervez Khaled
Print Name

131 Cisney Avenue
Floral Park NY 11001

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

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kazi Islam & Pervez Khaled

Print Name

181 Cisney Avenue.

Floral Park NY 11001

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Assemblyman Edward Ra
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Kazi Fahmida Islam (Sonya)

Print Name

131 Cisney Avenue

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Pervez Khaled / Kazi Islam (Sonya)

Print Name

131 Cosney Avenue

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Signature

Print Name

Floral Park NY 11001

94-31
240th St

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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94-31

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240th St

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Signature

Print Name

Floral Park NY 11001

94231

240th St

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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

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Signature

Print Name

Floral Park NY 11001

94-31
240th St
Floral Park
N.Y 11001

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

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

FAROOQ KHAWAJA

Print Name

330 PLAINFIELD AVE

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

Marylou King
Signature

Marylou King
Print Name

8 Primrose Avenue
Floral Park NY 11001

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

January 2019

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

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Sincerely,

Marylou King

Signature

Marylou King

Print Name

13 Primrose Avenue,

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Marylou King
Signature

Marylou King
Print Name

73 Primrose Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Signature

PKIRBY

Print Name

82 DAISY AVE

Floral Park NY 11001

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

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

January 2019

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Sincerely,

Signature

P Kirby

Print Name

82 Daisy Ave

Floral Park NY 11001

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

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Patricia Kirby

Print Name

82 Dalsp Ave

Floral Park NY 11001

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

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New York, NY 10017

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Sincerely,

Signature

P KIRBY

Print Name

82 DAISY AVE

Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Catherine Kirchhofer
Signature

Catherine Kirchhofer
Print Name

27 Orchard St
Floral Park NY 11001

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

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

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Print Name

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Print Name

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Sincerely,

Signature

Kevin Kiss

Print Name

23 Florence St

Floral Park NY 11001

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kevin Kim

Print Name

23 Monroe St

Floral Park NY 11001

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

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Signature

Kevin Kiss

Print Name

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Assemblywoman Michaelle Solages
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Signature

Kevin Kiss

Print Name

23 Florida St.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Alexandra M. Koester
Signature

Alexandra M. Koester
Print Name

Floral Park NY 11001

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

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

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Alexandra M Koester
Signature

Alexandra M Koester
Print Name

Floral Park NY 11001

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

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Alexandre M Koester

Print Name

Floral Park NY 11001

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

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Andrew Kosinski
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Print Name

33 Larch Ave
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Signature

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Print Name

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Hempstead Town Supervisor Laura Gillen

January 2019

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Anthony Kruszynski
Signature

Anthony Kruszynski
Print Name

170 Ash Street
Floral Park NY 11001

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

January 2019

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Sincerely,

Emily Kruzynski
Signature

Emily Kruzynski
Print Name

170 Ash St
Floral Park NY 11001

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

Empire State Development Corp
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Sincerely,

Thomas Kubler

Signature

Thomas Kubler

Print Name

39 Hickory Street

Floral Park NY 11001

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

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Thomas Kubler

Signature

Thomas Kubler

Print Name

39 Hickory Street

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 14 AM 9:30

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

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Thomas Kuhle

Signature

Thomas Kuhle

Print Name

39 Hickory St

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 14 AM 9:30

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Thomas Kubler

Signature

Thomas Kubler

Print Name

39 Hickory St

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INC. VILLAGE OF
FLORAL PARK
2019 FEB 14 AM 9:30

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Brian D. Coly

Print Name

54 Lord Ave.

Floral Park NY 11001

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

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

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

January 2019

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Sincerely,

Dana Laffey
Signature

Dana Laffey
Print Name

123 Cisney Avenue
Floral Park NY 11001

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

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

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Signature

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Print Name

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Dana Laffay
Signature

Dana Laffay
Print Name

123 Cisney Avenue
Floral Park NY 11001

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Dan Laffey
Signature

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Print Name

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Sincerely,

Kathleen Lally
Signature

Kathleen Lally
Print Name

64 Willis Ave.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Sincerely,

Kathleen Lally

Signature

Kathleen Lally

Print Name

64 Willis Ave.

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Robert La Macchia
Signature

Robert La Macchia
Print Name

21 Mayfair Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Robert La Marche
Signature

Robert La Marche
Print Name

21 Mayfair Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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ROBERT LA MORCHE

Print Name

21 Mayfair Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

ROBERT LA MARCHE
Print Name

21 MAGNOLIA AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
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Darlene Lanza
Signature

Darlene Lanza
Print Name

41 Hemlock St
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
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Hempstead Town Supervisor Laura Gillen

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Frances Lenzetta

Signature

Frances Lenzetta

Print Name

152 Mayfair Ave

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Lisa Lanzetta
Signature

Lisa Lanzetta
Print Name

162 Locust St
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Lisa Lanzetta
Signature

Lisa Lanzetta
Print Name

162 Locust St.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Frances Lanzetta

Signature

Frances Lanzetta

Print Name

152 Mayfair Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Print Name

152 Mayfair Avenue
Floral Park NY 11001

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Assemblyman Edward Ra
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Print Name

162 Locust St.
Floral Park NY 11001

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Print Name

152 Mayfair Avenue
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Frances Lanzetta

Signature

Frances Lanzetta

Print Name

152 Mayfair Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

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Print Name

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Elizabeth Lauria
ignature

Elizabeth Lauria
rint Name

216 Pansy Ave F.P. NY 11001
oral Park NY 11001

::
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semblywoman Michaelle Solages
semblyman Edward Ra
mpstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Elizabeth Lauria
Signature

Elizabeth Lauria
Print Name

26 Pansy Ave Fl. NY 11001
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

26 Pansy
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January 2019

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Elizabeth Laura

Signature

Elizabeth Laura

Print Name

26 Parsy Ave

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Sincerely,

Maureen Lant
Signature

MAUREEN LANT
Print Name

108 Cambridge Ave.
Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 28 AM 10:12

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Maureen Lart
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MAUREEN LART
Print Name

108 Covington Ave
Floral Park NY 11001

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Assemblyman Edward Ra
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INC. VILLAGE OF FLORAL PARK
2019 FEB 28 AM 10:11

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Print Name

108 Geranium Ave.
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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Lauren Lavoie
Signature

Lauren Lavoie
Print Name

60 Pine Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Patricia Lennon
Signature

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Print Name

61 Chestnut Ave
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Meredith Liberman

Print Name

45 E Podar St

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Meredith Liberatore
Print Name

45 E Poplar St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Lucas Librie
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Lucas Librie
Print Name

27 Clover Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11:58
LEGAL DEPARTMENT

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Elaine Licari

Signature

Elaine Licari

Print Name

290 Plainfield Ave

Floral Park NY 11001

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Sincerely,

Elaine Licari
Signature

Elaine Licari
Print Name

290 Plainfield Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

V. Licari
Signature

V. Licari
Print Name

15 S. 16th St., New Hyde Park, N.Y. 11040
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Print Name

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Sincerely,

Carol J. Lipsky

Signature

Carol J. Lipsky

Print Name

29 Hemlock St

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Carol Tilipsky

Signature

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Print Name

29 Hemlock St

Floral Park NY 11001

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Signature

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Print Name

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633 Third Avenue, 37th floor
New York, NY 10017

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Carol J. Lypsky

Signature

Carol J. Lypsky

Print Name

29 Hemlock St

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Peter Liriano

PETER LIRIANO

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

MARIA LOCASCIO

Print Name

176 VERBENA AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
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633 Third Avenue, 37th floor
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Signature

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Print Name

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January 2019

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Pia Loftus

Print Name

2-26-2019 / 231 Crocus Ave.

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Assemblywoman Michaelle Solages

Assemblyman Edward Ra

Hempstead Town Supervisor Laura Gillen

INC. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 1:36

Mr. Michael Avolio

January 2019

Empire State Development Corp.

633 Third Avenue, 37th floor

New York, NY 10017

Dear Mr. Avolio:

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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Sincerely,

Signature

Joseph Loftus

Print Name

231 Crocus Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan

Assemblywoman Michaelle Solages

Assemblyman Edward Ra

Hempstead Town Supervisor Laura Gillen

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2019 FEB 27 PM 1:35

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Sincerely,

Signature

Pia Loftus

Print Name

2-26-2019 / 231 Crocus Ave

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 1:36

Cc:

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Joseph Loftus

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231 Crocus Ave

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K. Loftus

Signature

Pis Loftus

Print Name

2-26-2019 / 231 Crocus Ave.

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Regina Lohen
Signature

Regina Lohen
Print Name

454 Carnation Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Regina Lohen
Signature

Regina Lohen
Print Name

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Sincerely,

Krista Longobardi
Signature

Krista Longobardi
Print Name

5 Cypress Street
Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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DENISE Longobardi

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25 Cypress St.

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Sincerely,

Signature

MICHAEL Longobardi
Print Name

64 Vanderbilt Ave
Floral Park NY 11001

Cc:
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mblywoman Michaelle Solages
man Edward Ra
Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Print Name

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Print Name

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Sincerely,

Signature

Michael Longobardi

Print Name

64 Vanderbilt Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Denise Longobardi

Signature

Denise Longobardi

Print Name

25 Cypress St

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Denise Longobardi
Signature

Denise Longobardi
Print Name

25 Cypress St
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Sincerely,

Krista Longobardi
Signature

Krista Longobardi
Print Name

25 Cypress Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Krista Longobardi

Signature

Krista Longobardi

Print Name

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Mike LOVARI

Print Name

245-20 Superior Rd

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

M. LOVARI

Print Name

245-20 Superior Rd

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Signature

M LOVARI

Print Name

245-20 Superior Rd

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Sincerely,

Signature

Rose Cozzo

Print Name

157 Glenwood Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

Rose Luzne

Print Name

157 Geranium Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Rose Lozano
Signature

Rosalie Lozano
Print Name

157 Geranium Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Print Name

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Sincerely,

Lorraine Lubicich
Signature

Lorraine Lubicich
Print Name

309 Cedar Pl.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Paul Lubicich

Print Name

39 Cedar Pl

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Lorraine Lubicich

Signature

Lorraine Lubicich

Print Name

39 Cedar Pl.

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Print Name

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Signature

Lorraine Lubicich
Print Name

391 Cedar Pl.
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Sincerely,

Peggy E. Lyons
Signature

Peggy Lyons
Print Name

61 Zinnia St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

Peggy Lyons
Print Name

61 Cynthia St
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

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Print Name

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cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Belmont Development Letter of Concern

January 9, 2019

To Whom It May Concern:

My name is Peggy Lyons and I live at 61 Zinnia Street in Floral Park. I'm writing to express my very serious concerns about the size, scale, and scope of the Belmont development project.

I've lived in Floral Park over 20 years. I love my home and I love my neighborhood. The safety, quaintness, beauty, quiet, and small-town feel are what make our village so special and appealing. If the Belmont development project goes ahead based on the scale of current plans and proposal it will devastate the town of Floral Park in terms of quality of life, safety, traffic congestion, emergency response time, property value, and the existing infrastructure.

Please reconsider the proposal and scale back to the original size of the plan. Creating a megamall is not compatible with the existing layout of the grounds, surrounding community, and network of roads. This area does not need and cannot support a megamall. What the project **does** need, is a full-time fully functioning LIRR Belmont Station. The local parkways and roads cannot handle a massive increase in traffic volume.

The existing plan is 4 times the original proposal and is poorly conceived and completely unmanageable in terms of the size, physical layout, and resources of our village and the surrounding communities. The existing streets in Floral Park and the Cross Island Parkway are grossly inadequate for the amount of traffic that would be generated by this large scale project. Traffic would increase exponentially for Floral Park as well as our neighbors in adjacent towns. Shopping on Tulip Avenue or Covert Avenue would become a nightmare; the ease of traveling and “running to the local store” would disappear; and the small town charm of the village would be destroyed. Overflow parking would spill into our residential streets, creating a Belmont Stakes-like congestion. The police and emergency services would be overwhelmed by the demand of so many additional people and traffic. Property value would decline dramatically. These findings are substantiated by much of your own research into the impact of this scale of development. The existing plan is not viable and concerns of the local communities must be addressed and resolved **before** any implementation can go forward.

Our town is precious to us. We are happy and proud to open our village to a reasonable amount of outside involvement and usage. I love my home and have worked hard to be able to own a house here. I don't want the value of my home to be diminished by large-scale and unreasonable development. I don't want the quality of my life and that of my family and neighbors to be ruined by a plan based more on greed then rational thought, compassionate community planning, and good judgment. Please listen to the voice of the community.

Sincerely,

Peggy Lyons

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Maureen MacDonald

Signature

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Print Name

255 Floral Blvd

Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Teresa MacDonald
Signature

TERESA MAC Donald
Print Name

14 Kenneth Court
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

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Sincerely,

Teresa Mac Donald
Signature

TERESA MAC Donald
Print Name

14 Kenneth Court
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

L Macko

Signature

T L Macko

Print Name

248 02 Superior Rd

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

T. Macko

Print Name

245-02, Superior Rd

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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24502 Superior Rd

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VICTORIA MACLEAN

Print Name

88 FLORAL BLVD

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

518 FLORAL BLVD

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Valerie Magee
Signature

VALERIE MAGEE
Print Name

19 DAISY AVE.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Sincerely,

Signature

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Jim Mahoney

Print Name

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Diane Malone
Signature

DIANE MALONE
Print Name

17 Primrose Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Lorcan Malone
Print Name

125 Cisney Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Diane Malone
Signature

DIANE MALONE
Print Name

17 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Lorcan Malone
Print Name

125 Cipney Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Diane Malone

Signature

DIANE MALONE

Print Name

17 Primrose Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Jim Malone

Print Name

17 Primrose Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Lorcan Malone
Print Name

125 Cisney Avenue
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Diane Malone
Signature

DIANE MALONE
Print Name

17 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Lorcan Malone
Print Name

125 Cisney Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Chris Mancz
Signature

Chris Mancz
Print Name

51 Remsen Lane
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Chris Manez
Signature

Chris Manez
Print Name

51 Remsen Lane
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Signature

Jill Manning
Print Name

168 West Poplar
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Corp

January 2019

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ncerely,

Laurel Mann

nature

Laurel Mann

Name

Floral Park, NY 11001

Park NY 11001

enator Anna Kaplan
lywoman Michaelle Solages
lyman Edward Ra
ead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

Jill Manning

Print Name

148 West Poplar

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Laurel Manning

Signature

Laurel Manning

Print Name

Floral Park NY 11001

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cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Jill Manning

Print Name

168 West Poplar

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Laurel Manning
Print Name

Floral Park, NY 11001
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Jill Manning

Print Name

168 West Poplar

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Assemblywoman Michaelle Solages
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Laurel Manning
Print Name

Floral Park NY 11001
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED

2019 JAN -8 A 11: 56

LEGAL DEPARTMENT

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

MAGGIE MANSFIELD
Print Name

76 WEST POPLAR STREET
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Signature

MAUREEN R. O'CONNOR MANSFIELD
Print Name

70 WEST POPLAR STREET
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11: 57
LEGAL DEPARTMENT

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Print Name

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Print Name

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Hempstead Town Supervisor Laura Gillen

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11:58
LEGAL DEPARTMENT

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New York, NY 10017

January 2019

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76 WEST POPLAR Street

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Maureen R O Connor Mansfield

Signature

MAUREEN R. O' CONNOR MANSFIELD

Print Name

76 WEST POPLAR STREET

Floral Park NY 11001

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11: 58
LEGAL DEPARTMENT

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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MAGGIE MANSFIELD

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76 WEST POPLAR Street

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January 2019

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LEGAL DEPARTMENT

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

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Signature

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Print Name

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Hempstead Town Supervisor Laura Gillen

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Print Name

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Print Name

70 WEST POPLAR STREET
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Attn Michael Avolio, ESD,
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New York, NY 10017

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

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Print Name

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

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Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN -8 A 11:58
LEGAL DEPARTMENT

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

MAUREEN R. O'CONNOR MANSFIELD

Print Name

76 WEST POPLAR STREET

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Lenore Marchiano
Signature

Lenore Marchiano
Print Name

286 Crocus Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Lenore Marchiano

Signature

Lenore Marchiano

Print Name

286 Cross Cove

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Lenore Marchiano

Signature

Lenore Marchiano

Print Name

286 Crocus Ave F.P.

Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Lenore Marchiano

Signature

Lenore Marchiano

Print Name

286 Crows Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Frederick Marsiotts
2 George Brown Plaza
Amity Harbor, NY 11701

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Amity Harbor, NY 11701

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New York, NY 10017

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Sincerely,

Signature

JAN MARINO

Print Name

18 Elm Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Janet Marino

Signature

JANET MARINO

Print Name

18 Elm Ave

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Nancy Marino

Signature

Nancy Marino

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

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JANET MARINO

Print Name

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Sincerely,

Signature

Brigid Marmorowski

Print Name

47 Hillcrest St

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Brigid Macmorowski

Signature

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Print Name

47 Hickory St

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Print Name

126 Carnation Ave
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Sincerely,

Robert Mantucci
Signature

Robert Mantucci
Print Name

Robert Mantucci
Floral Park NY 11001 199 Crocus Ave #101 21 RC

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Pauline M. Mastandrea
Signature

Pauline M. Mastandrea
Print Name

9 Trilby Ct.
Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Mary Jane Mastrella
Print Name

46 E. Cherry St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Mary Jane MacFrella
Print Name

46 E. Cherry St.
Floral Park NY 11001

cc: State Senator Anna Kaplan
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Michael Matheson

MICHAEL MATHESON
24 Claire Lane
Sayville, NY
11782

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Sincerely, Ryan Maurer Local 46

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New York, NY 10017

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Michele Bayo
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31 Linden Ave
oral Park NY 11001

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Signature

Michele Mayo

Print Name

31 Linden Ave

Floral Park NY 11001

cc:
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Print Name

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Melissa Mazzicco
Print Name

168 Willow ST
Floral Park NY 11001

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Print Name

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Print Name

168 Willow ST

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Frank + Peg McCaffrey
Signature

Frank + Peg McCaffrey
Print Name

102 Birch St.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Karen McCarren

Signature

Karen McCarren

Print Name

610 McKee St.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Karen McCar

Signature

Karen McCarron

Print Name

66 McKee St.

Floral Park NY 11001

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Signature

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Print Name

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Sincerely,

Heather McClintock

Signature

Heather McClintock

Print Name

40 Floral Blvd

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Heather McClinton

Signature

Heather McClinton

Print Name

40 Floral Blvd

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

BRIAN McCLINTOCK
Print Name

40 FLORAL BLVD
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Patricia McCormack
Signature

PATRICIA McCORMACK
Print Name

2 ROGER PL.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Patricia McCormack

Signature

PATRICIA McCORMACK

Print Name

2 ROGER PL.

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

PATRICIA McCORMACK
Print Name

2 ROGER PL.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Patricia M. McCormack
Signature

PATRICIA MCCORMACK
Print Name

2 ROGER PL
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Linda McGovern

Signature

Linda McGovern

Print Name

34 Adelaide St

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
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New York, NY 10017

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Sincerely,

Signature

Dana McCoy

Print Name

9325 244th st

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Dana McCay

Print Name

9325 244th St

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Dana McCoy
Print Name

9325 244 St
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Dana McCoy
Print Name

9325 244th St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Anne Marie McGeever
Signature

Anne Marie McGeever
Print Name

78 Primrose Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Anne Marie Brancella McGeever
Signature

Anne Marie Brancella McGeever
Print Name

78 Primrose Ave
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Matthew McGeever
Signature

Print Name

Matthew O. McGeever
Floral Park NY 11001
98 Primrose Ave, Floral Park, N.Y. 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Anne Marie McGeever
Signature

Anne Marie McGeever
Print Name

78 Primrose Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

Matthew D. McGrewer

Print Name

78 Rumson Ave Floral Park NY 11001

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

78 Primrose Avenue

Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Anne Marie McGeever
Signature

Anne Marie McGeever
Print Name

78 Primrose Ave, Floral Park, N.Y. 11001
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Anne Marie McGeever
Print Name

78 Primrose Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Roger McGovern

Signature

Roger McGovern

Print Name

34 Adelaide ST.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Brian McGovern
Signature

Brian McGovern
Print Name

39 Clover Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Signature

PHYLLIS MCGOVERN
Print Name

39 CLOVER AVE
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Phyllis McGovern
Signature

PHYLLIS McGOVERN
Print Name

39 CLOVER AVE
Floral Park NY 11001

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Signature

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Print Name

34 Adelaide ST

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January 2019

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Sincerely,

Finola McGovern

Signature

Finola McGovern

Print Name

34 Adelaide St

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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PHYLLIS MCGOVERN
Print Name

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Roger R McGovern
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Roger McGovern
Print Name

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January 2019

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

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Sincerely,

Signature

Print Name

230 Crocus Avenue

Floral Park NY 11001

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G. McGowan

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January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Marian McGrane
Signature

MARIAN McGRANE
Print Name

52 BEECH ST.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Signature

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Print Name

52 Beech St.
Floral Park NY 11001

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New York, NY 10017

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Signature

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Print Name

32 BEECH ST.
Floral Park NY 11001

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Assemblyman Edward Ra
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Sincerely,

Signature

Matthew O. McGeever

Print Name 78 Primrose Ave

Floral Park N.Y. 11001

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

James McGuire
Print Name

10 Meridian Terrace
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Angela McGuire
Signature

Angela McGuire
Print Name

10 Martha Terrace.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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James McGuire
Print Name

10 Madison Terrace
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Print Name

10 Hartman Terrace.

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Print Name

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Print Name

10 Martha Terrace
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Signature

BRIAN McFADDEN

Print Name

71 WALNUT AVE

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Sincerely,

Signature

BRIAN McHALE

Print Name

7 WALNUT AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Brian McHale

Signature

BRIAN McHALE

Print Name

71 WALNUT AVE

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Brian McAvoy

Signature

BRIAN McAVOY

Print Name

71 WALNUT AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park DEIS

From: Brian Mchale <mchaleliny@aol.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/6/2019 2:41 PM
Subject: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely, Brian McHale

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Kathleen Charny
Signature

KATHLEEN McINERNEY
Print Name

47 WALNUT AVE FLPK.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

James McInerney
Signature

JAMES MC INERNEY
Print Name

115 CALLA AVE, FL. PK
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Mary McInerney
Signature

MARY McINERNEY
Print Name

115 CALLA AVE FL. PK.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

James McLaughlin

Print Name 412 Plainfield Ave.

Floral Park NY 11001

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

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Floral Park NY 11001

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c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

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Floral Park NY 11001

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
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LEGAL DEPARTMENT

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Sincerely,

Signature

Heather McNamara
Print Name

210 Crows Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

. State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

MICHAEL MEEGAN
Print Name

125 ASPEN ST
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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Sincerely,

Thomas Merle
Signature

THOMAS MERLE
Print Name

122 VIOLET AVE
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Thomas Merle
Signature

THOMAS MERLE
Print Name

122 VIOLET AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Thomas Merle

Signature

THOMAS MERLE

Print Name

122 Violet Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Thomas Merle
Signature

THOMAS MERLE
Print Name

122 VIOLET AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Russell Merrick

Print Name

44 Lark Ave.

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Russell Mesnick

Print Name

44 Lorch Ave

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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January 2019

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Russell Resnick

Print Name

44 Larch Ave

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Print Name

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Signature

Kurt Merfohat

Print Name

163 Carnation Ave

Floral Park NY 11001

Cc:

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Deborah Meyfoht

Print Name

163 Carnation Ave

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Sincerely,

Signature

Kyle Meyfohrt
Print Name

163 Carnation Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Kyle Meyfohrt
Signature

Kyle Meyfohrt
Print Name

163 Carnation Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Floral Park NY 11001

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Deborah Myfort

Print Name

163 Carnation Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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January 2019

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Signature

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Print Name

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Kurt Heyfourt
Print Name

163 Carnation Ave
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Deborah Mayfahrt

Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Kyle Meinfohrt
Signature

Kyle Meinfohrt
Print Name

163 Carnation Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kurt MayFohrt

Print Name

163 Carnation Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Deborah Meyfowt
Print Name

163 Carnation Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
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Print Name

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
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Sincerely,

Signature

Donald Mezzetti

Print Name

341 Lincoln Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Donald Mazzotta

Print Name

34 Carol Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Signature

Mia Minogue

Print Name

81 Chestnut Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Mia Minogue

Print Name

81 Chestnut Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Print Name

81 Chestnut Ave
Floral Park NY 11001

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633 Third Avenue, 37th floor
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Print Name

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Signature

DEIRDRE MOORE

Print Name

59 HURON RD

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Deidre Moore

Signature

DEIDRE MOORE

Print Name

59 HURON RD

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

DEIRDRE MOORE

Print Name

59 HURON RD

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

KENNETH MOORE
257 HALLOCK ROAD
STONY BROOK N.Y. 11790

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

KENNETH MOORE
257 HALLOCK ROAD
STONY BROOK N.Y. 11790

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project, it would seem that our community's needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Bogd Mazmorowski

Print Name

4 Mickey St

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Sharmon Moroney
Print Name

Bellerose Village
~~Floral Park NY 11001~~

Cc:
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Print Name

13 ONTARIO RD
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Shannon Moroney
Signature

Shannon Moroney
Print Name

Bellerose Village
~~Floral Park NY 11001~~

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Assemblyman Edward Ra
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Print Name

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Sincerely,

Shannon Mooney
Signature

Shannon Mooney
Print Name

Bellerose V. Page
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Thomas J. Mooney
Print Name

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Shannon Morony

Print Name

Bellerose Village

Floral Park NY 11001

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Print Name

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Sincerely,

Kathleen M. Morrongello

Signature

Kathleen M, Morrongello

Print Name

58 Primrose Ave.

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Asmaa Mouaic
rint Name

79 locust street
oral Park NY 11001

:
ate Senator Anna Kaplan
semblywoman Michaelle Solages
semblyman Edward Ra
mpstead Town Supervisor Laura Gillen

January 2019

...State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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Sincerely,

Signature

Asmaa Noorir
Print Name

79 locust street
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

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Kathleen Mulhall
Signature

Kathleen Mulhall
Print Name

73 Clover Ave
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John Mullan

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Signature

Neil Mulhall

Print Name

68 Beech St

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Neil Mulhall

Print Name

68 Beech St.

Floral Park NY 11001

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John Mullall

Print Name

73 CLOVER Ave

Floral Park NY 11001

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Kathleen Mulhall
Signature

Kathleen Mulhall
Print Name

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Floral Park NY 11001

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Print Name

68 Beach St

Floral Park NY 11001

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Print Name

23 CLOVER AVE

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Neil Mulhall

Print Name

68 Beech St

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John Mulhaney

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Sincerely,

Kathleen Mulhall
Signature

Kathleen Mulhall
Print Name

73 Clover Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Print Name

83 Chestnut Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Marc Mullen
Print Name

83 Chestnut Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Elisabeth Mullen
Signature

Elisabeth Mullen
Print Name

147 Iris Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Print Name

83 Chestnut Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

Alfred J. Mullen
Print Name

147 Iris Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Print Name

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Elisabeth Muller
Signature

Elisabeth Muller
Print Name

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Sincerely,

Signature

Judy Moller
Print Name

109 Crocus
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Kathy Muller
Signature

Kathy Muller
Print Name

74 Marshall Ave
Floral Park NY 11001

Cc:
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Hempstead Town Supervisor Laura Gillen

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Signature

Alfred J. Mulle
Print Name

147 Lyons Ave
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Elisabeth Muller
Signature

Elisabeth Muller
Print Name

147 Iris Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

Alfred J. Mulle

Print Name

147 Ivis Ave

Floral Park NY 11001

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633 Third Avenue, 37th floor
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Signature

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Print Name

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Sincerely,

Signature

Judy Miller

Print Name

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Kathy Muller
Signature

Kathy Muller
Print Name

74 Marshall Ave
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Elisabeth Muller
Signature

Elisabeth Muller
Print Name

147 Iris Ave
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Kathy Muller
Signature

Kathy Muller
Print Name

24 Marshall Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Alfred J. Muller

Print Name

147 Lois Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Judy Muller
Signature

Judy Muller
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Judy Muller

Signature

Judy Muller

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Sheila Mulligan
Print Name

71 Pine Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Sheila Mulligan

Print Name

71 Pine Ave

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Sincerely,

Signature

Sheila Mulligan
Print Name

71 Pine Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

Sheila Mulligan

Print Name

71 Pine Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 4, 2019

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Sincerely,

Signature

Christine Mulryan
Print Name

111 Floral Parkway
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Chris Marez
Signature

Chris Marez
Print Name

51 Remsen Lane
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Paul Murasik
Print Name

113 McKee St.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Paul Murasik

Signature

Paul Murasik

Print Name

113 McKee St.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
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Signature

Paul Murasik

Print Name

113 McKee St.

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Paul Murawski
Print Name

113 McKee St.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Camille E Murphy
Signature

Camille E. Murphy
Print Name

129 Violet Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Michael Murphy
Print Name

19 Hudson Rd
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Signature

Lynn Murphy
Print Name

61 Gladiolus Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Devin Murphy

Print Name

61 Shadowlawn Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Mike Murphy

Print Name

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Camille E Murphy

Signature

Camille E. Murphy

Print Name

129 Violet Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Daniel E. Murphy
Print Name

61 Glandolus Ave.
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Signature

Anne Marie Murphy
Print Name

60 Glandolus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Mike Murphy
Print Name

19 Hudson Rd
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Camille E. Murphy

Signature

Camille E. Murphy

Print Name

129 Violet Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Mike Murphy

Print Name

19 Hilson Rd

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Camille E. Murphy

Print Name

129 Violet Ave.

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Nancy Muscat
Signature

Nancy Muscat
Print Name

1102 Iris Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Nancy Muscat

Signature

Nancy Muscat

Print Name

162 Iris Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Nancy Muscat
Signature

Nancy Muscat
Print Name

1602 Iris Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Saralynn S. Musymsk-e

Print Name

52 Hermann Ave

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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John Musynske

Signature

John MUSYNSKE

Print Name

52 GERANIUM AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen ✓

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Print Name

52 GERANIUM AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan ✓
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

C Nardella
ignature

Christina Nardella
rint Name

356 Plainfield Ave
oral Park NY 11001

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Sincerely,

Signature

Marianne + Damian Nardelia

Print Name

117 Cisney Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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C Nardella

Signature

Christina Nardella

Print Name

356 Plainfield AVE

Floral Park NY 11001

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Marianne + Damian Nardella
Print Name

117 Cisney Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Stephanie Naroni's
Print Name

134 Floral Blvd.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Paul Nar

Signature

PAUL NARONIS

Print Name

134 FLORAL BLVD

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Paul Naroni

Signature

PAUL NARONIS

Print Name

134 FLORAL BLVD

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Stephanie Naroni's
Print Name

134 Floral Blvd.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

PAUL NARONS

Print Name

134 FLORAL BLVD

Floral Park NY 11001

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Print Name

134 Floral Blvd.
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Sincerely,

Signature

Brian Naylor

Print Name

28 Gilda Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Dina Nelson

Signature

Dina Nelson

Print Name

21 Primrose Ave.

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Rich Nelson

Print Name

21 Primrose Rd

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Rich Nelson

Print Name

21 Primrose Rd

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Dina Nelson

Print Name

21 Primrose Ave.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

Signature

Rick Nelson

Print Name

21 Primrose Rd

Floral Park NY 11001

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Assemblyman Edward Ra
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Signature

Rick Nelson

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Sincerely,

Michal Nesbet

Signature

MICHAL NESBET

Print Name

7 Superior Road

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Michael Newberg

Print Name

7 Superior Road

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

MICHAEL NORRIS

Print Name

17 SUPERIOR ROAD

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

MICHAEL NEUBERT
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

From: Newman Maureen
Sent: Friday, January 11, 2019 11:44 AM
To: esd.sm.BelmontOutreach
Subject: Belmont Project

Maureen K Newman

Empire State Development Corp January 2019

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633 Third Avenue, 37th floor

New York, NY 10017

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pc: Hon. Andrew Cuomo Hon Michaelle Solages
Hon. Laura Gillen Hon. Kathleen Rice
Hon. Laura Curran Hon. Kristen Gillibrand
Hon. Vincent Muscarella Hon. Richard Nicolello

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Vickey Niles
Signature

Vickey Niles
Print Name

109 Crocus Ave.
Floral Park NY 11001

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Anthony J Norcia

Signature

ANTHONY J. NORCIA

Print Name

115 BEECH ST

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Anthony J Norcia

Signature

ANTHONY J. NORCIA

Print Name

115 BEECH ST

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} "*shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects*". With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

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ANTHONY J. NORCIA

Print Name

115 BEECH ST

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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January 2019

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cerely,

ature

ARA NUGENT

Name

Gladiolus Ave

ark NY 11001

ator Anna Kaplan
voman Michaelle Solages
an Edward Ra
Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

TARA NUGENT

Print Name

46 Gladiolus Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Tara Nugent
Signature

TARA Nugent
Print Name

46 Gladiolus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Lara Nugent

Signature

Lara Nugent

Print Name

46 Gladiolus Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Teri Ann T. Nunney
Signature

Teri Ann T. Nunney
Print Name

239 Violet Av,
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Teri Ann T. Nunney
Signature

Teri Ann T. Nunney
Print Name

239 Violet Ave.,
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Teri Ann T. Nummey
Signature

Teri Ann T. Nummey
Print Name

239 Violet Ave,
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely, Michael Nuttall

2 Mortimer Ave Babylon N.Y.
11702

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633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Frank O'Boyle
Signature

Frank O'Boyle
Print Name

271 Crocus Ave
Floral Park NY 11001
Knapp@lyob@yahoo.com

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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M O'Brien
gnature

M K O'BRIEN
nt Name

4 Pennsylvania Blvd
~~al Park~~ NY 11001
Merose Vlg

Senator Anna Kaplan
nblywoman Michaelle Solages
nblyman Edward Ra
nstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Signature

FERRY O'BRIEN

Print Name

71 STEWART SL

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

RUSSELL O'BRIEN

Print Name

18 REVERE DR. W.

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp

January 9, 2019

Attn Michael Avolio, ESD,

633 Third Avenue, 37th floor

New York, NY 10017

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Anne O'Brien

Signature

Anne O'Brien

Print Name

54 Walnut Ave.

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

TERRY O'BRIEN

Print Name

71 Stewart St.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

RUSSELL O'BRIEN

Print Name

18 Revere Dr. W.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

M K O'Brien

Signature

M K O'BRIEN

Print Name

4 Pennsylvania Blvd
~~Floral Park~~ NY 11001
Roosevelt

Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

RUSSELL O'BRIEN

Print Name

18 BEVERE DR. W.

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.

January 9, 2019

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633 Third Avenue, 37th floor

New York, NY 10017

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Sincerely,

Anne O'Brien

Signature

Anne O'Brien

Print Name

54 Walnut Ave.

Floral Park NY 11001

cc:

State Senator Anna Kaplan

Assemblywoman Michaelle Solages

Assemblyman Edward Ra

Hempstead Town Supervisor Laura Gillen

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Signature

ROSSELL O'BRIEN

Print Name

18 RENEE DR. W.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

MK O'Brien
Signature

MK O'BRIEN
Print Name

24 Pennsylvania Blvd
~~Floral Park~~ NY 11001
Bellerose Vlg

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

M. K. O'Brien
Signature

M. K. O'BRIEN
Print Name

24 Pennsylvania Blvd
~~Floral Park~~ NY 11001
Bellerose Vlg

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Aislinn O'Brien
Print Name

71 Stewart Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Amy G. O'Connor
Signature

Amy G. O'Connor
rint Name

74 Verbena Ave
oral Park NY 11001

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semblywoman Michaelle Solages
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Sincerely,

Amy G. O'Connor
Signature

Amy G. O'Connor
Print Name

114 Verbena Ave
Floral Park NY 11001

c:
tate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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Amy G. O'Connor
Signature

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Print Name

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633 Third Avenue, 37th floor
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ıincerely,

Diane O'Donnell
ignature

LANE ODONNELL
int Name

29 Crocus Ave
ıral Park NY 11001

:e Senator Anna Kaplan
emblywoman Michaelle Solages
emblyman Edward Ra
ıpstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

DIANE O DONNELL
Print Name

89 Crocus Ave
Floral Park NY 11001

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Print Name

14 Huron Rd
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Gerard O'Donoghue

Print Name

208 W. Poplar St.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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John O'Donoghue

Print Name

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Assemblywoman Michaelle Solages
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Print Name

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Jacly O'Donohue
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Jaclyn O'Donohue
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15 Fern St.
oral Park NY 11001

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Sincerely,

Signature

M. O'Donoghue
Print Name

15 Fern St
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

R O Donovan

Print Name

116 Childs Ave

Floral Park NY 11001

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Print Name

16 Childs Ave

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Print Name

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R. O'Donohue

Print Name

16 Childs Ave

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Print Name

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Jacly O'Donohue
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Print Name

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Sincerely,

Joseph E. O'Grady
Signature

Joseph O'Grady
Print Name 81 Pine Ave
Floral Park, NY 11001
Floral Park NY 11001

Cc:
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Assemblyman Edward Ra
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Maria O'Grady
Signature

Maria O'Grady
Print Name

81 Pine Ave
Floral Park NY 11001

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Sincerely,

Joseph E. O'Grady
Signature

Joseph O'Grady
Print Name

81 Pine Ave
Floral Park, NY 11001
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Maria O'Grady
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Print Name

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Margaret O'Keeffe
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Print Name

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Signature

Melissa O'Leary

Print Name

38 Birch

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Dear Empire State Development Corp.,

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

JAMES J OLIVEIRA JR
184 WOOD RD
Centereach NY 11720
631-326-7623

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The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

FRANTZ OLMANN
164-38 228 St
Rosedale, NY 11413
917-806-1666

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

ignature

AnneMarie Oltar
rint Name

84-21 259 Street
oral Park NY 11001

:
ate Senator Anna Kaplan
semblywoman Michaelle Solages
semblyman Edward Ra
mpstead Town Supervisor Laura Gillen

Empire State Development Corp
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Sincerely,

Signature

AnneMarie Olton
Print Name

84-21 259 Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Assemblywoman Michaelle Solages
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Sincerely,

Maria Olynec
Signature

MARIA OLYNEC
Print Name

53 Crocus Ave
loral Park NY 11001

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ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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Maria Olynec

Signature

MARIA OLYNEC

Print Name

53 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

53 Crocus Ave.

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Assemblywoman Michaelle Solages
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January 2019

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New York, NY 10017

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Print Name

53 Crocus Ave.

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
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New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
2019 JAN 23 P 12: 42
LEGAL DEPARTMENT

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Signature

BERNARD O'MALLEY
Print Name

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Bernard O'Malley
Signature

BERNARD O'MALLEY
Print Name

4 WALNUT AVE
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Mary Jane O'Malley
Signature

MARY JANE O'MALLEY
Print Name

4 Walnut Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Nicholas O'Malley
Signature

NICHOLAS O'MALLEY
Print Name

4 WALNUT AVE
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 39

LEGAL DEPARTMENT

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Signature

MARY ANNE O'MALLEY
Print Name

4 WALNUT AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 39
LEGAL DEPARTMENT

Dear Mr. Avolio:

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Sincerely,

Signature

Michael O'Malley

Print Name

4 Walnut Place

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Bernard O'Malley

Signature

BERNARD O'MALLEY

Print Name

4 WALNUT AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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New York, NY 10017

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Sincerely,

Mary Jane O'Malley
Signature

MARY JANE O'MALLEY
Print Name

4 WALNUT AVE.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Nicholas O'Malley

Signature

NICHOLAS OMALLEY

Print Name

4 WALNUT AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT

2019 JAN 23 P 12: 42

LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Signature

BERNARD O'MALLEY

Print Name

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

MARY JANE O'MALLEY

Print Name

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Bernard O'Malley
Signature

BERNARD O'MALLEY
Print Name

41 WALNUT AVE
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

MARY JANE O'MALLEY

Print Name

4 WALNUT AVE

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Nicholas Dimaday
Signature

NICHOLAS O. MAHOEY
Print Name

4 WALNUT AVE
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

MARY JANE C MALONY

Print Name

4 WILLMOTT AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Nicholas O'Malley

Print Name

4 Main St Apt 5

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
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New York, NY 10017

January 2019

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Signature

T BERNARD O'MALLEY
Print Name

4 WALNUT AVE
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

DIAN MILLS O'REILLY
Print Name

1101 FLORAL BLVD.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

DIAN MILLS O'REILLY
Print Name

161 FLORAL BLVD
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

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DIAN MILLS O'REILLY
Print Name

161 FLORAL BLVD
Floral Park NY 11001

cc:
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Christine Orkwis
Signature

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Print Name

24 Marshall Ave
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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Damon Oscarson
Print Name

112 Mayfair Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

Dear Mr. Avolio:

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Sincerely,

K. Oscarson
Signature

Kimberly Oscarson
Print Name

112 Mayfair Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

ANNA OWENS
Signature

Anna Owens
Print Name

Floral Park, NY 11001
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Jaira A. Mnuk Palacios
Signature

Jaira Mnuk Palacios
Print Name

225 Aspen St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Laura A. Munik Palacios
Signature

Laura Munik Palacios
Print Name

225 Aspen Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Tara A. Mirik Palacios

Signature

Tara Mirik Palacios

Print Name

225 Aspen Street

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Emilia Palamara
Signature

Emilia Palamara
Print Name

4 Maple Avenue
Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Emilia Palamara
Signature

Emilia Palamara
Print Name

4 Maple Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

ttn: Michael Avillo, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Emilia Palamara

Signature

Emilia Palamara

Print Name

4 Maple Avenue

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Emilia Palamara
Signature

Emilia Palamara
Print Name

4 Maple Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Christopher Palacio

Print Name

9453 240th St

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

John Taylor

Print Name

35 Princess Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

John Foley

Print Name

35 Primrose Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

John Peter

Print Name

35 Primrose Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

John Riley

Print Name

35 Primrose Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

LAURA PAPE

Print Name

205 FAIRFIELD AVE

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

LAURA PAPE

Print Name

305 PLAINFIELD AVE

loral Park NY 11001

::

ate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

LAURA PAPE
Print Name

306 PLAINFIELD AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio

January 2019

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

LAURA PAPE

Print Name

305 PLAINFIELD AVE.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Jennifer Pappas
Print Name

154 Iris Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Michelle Pappas
Signature

Michelle Pappas
Print Name

154 Iris Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Angela Pappas
Signature

Angela Pappas
Print Name

154 Iris Ave.
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

DONNA PADELLA

Print Name

50 ELM AVE

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Danielle Persampiere
Print Name

94-54 239th St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Diane Paszkiewicz
Signature

DIANE PASZKIEWICZ
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Terry Paterno
Signature

Terry Paterno
Print Name

34 Plum Rose Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Ralph Patteno
Signature

RALPH PATTENO
Print Name

34 Rim Rose Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Ralph Petrone

Print Name

34 Primrose Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Terry Poterno
Signature

Terry Poterno
Print Name

34 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

RALPH PATERNO

Print Name

34 PRIMROSE AVE

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Terry Paterno
Signature

Terry Paterno
Print Name

84 Pamrose Ave
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Terry Posterno
Signature

Terry Posterno
Print Name

34 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Ralph Palermo
Print Name

37 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Patricia V. Pedley
Signature

Patricia V. Pedley
Print Name

213 Oak St
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Print Name

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Robert J Pedley
Signature

Robert Pedley FPPBA President
Print Name

1 Floral Blvd
Floral Park NY 11001

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Signature

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Print Name

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John Peiser
Signature

John Peiser
Print Name

127 Cisney Ave.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kathryn L. Peiser
Signature

Kathryn L. Peiser
Print Name

127 Cisney Ave
Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Kathryn L. Peiser
Signature

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Print Name

127 Cisney Ave
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Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

John Peiser

Signature

John Peiser

Print Name

127 Cisney Ave.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kathryn L Peiser
Signature

Kathryn L. Peiser
Print Name

127 Cisney Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Rachael Penteck
Print Name

602 Charles St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

WILLIAM PENTZEK
Print Name

62 CHARLES ST.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Rachael Pentecost
Print Name

62 Charles St
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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WILLIAM PENTSEK

Print Name

62 CHARLES DR

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Print Name

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Floral Park NY 11001

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Signature

WILLIAM PENTECK

Print Name

62 CHARLES ST.

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

From: Katie Mosie
Sent: Friday, January 11, 2019 6:59:28 PM
To: esd.sm.BelmontOutreach

Subject: Development at Belmont Park

To Whom It May Concern:

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Sincerely,

Kaitlyn Perge

From: Katie Mosie
Sent: Friday, January 11, 2019 7:01:53 PM
To: esd.sm.BelmontOutreach
Subject: Development Belmont Park

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Sent: Friday, January 11, 2019 7:06:50 PM
To: esd.sm.BelmontOutreach
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Subject: Belmont Park Development

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

John C Perry
Print Name

48 Carlton Ave Floral Park NY
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Danielle Persampiere
Print Name

94-54 239th St.
Floral Park NY 11001

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January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Catherine Peterson
Signature

CATHERINE PETERSON
Print Name

57 Rose Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in <u>reducing the scale of the project so that the significant harmful impacts to our community can be avoided.</u>

Sincerely,

Signature

Joseph Petrosino
Print Name

78 Birch St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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Print Name

78 Birch St.
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Uliana Petrosino

Signature

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

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Signature

Joseph Petrasino

Print Name

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Print Name

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Uliana Petrosino

Signature

Uliana Petrosino

Print Name

18 Birch ST.

Floral Park NY 11001

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Signature

CARL PETROSINO

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Signature

Joseph Petrosino

Print Name

78 Birch St.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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January 2019

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Print Name

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Sincerely,

Uliana Petrosino

Signature

Uliana Petrosino

Print Name

78 Birch St.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

CARL PETROSINO

Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

RICHARD PFEIFFER

Print Name

111 MAGNOLIA AVE

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Mary Pfeiffer

Signature

MARY PFEIFFER

Print Name

11 MAGNOLIA AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Robert Phillips
Signature

Robert Phillips
Print Name

170 Beech St.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Robert H. Phillips
Signature

Robert H. Phillips
Print Name

170 Beech St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
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Robert Phillips
Signature

Robert Phillips
Print Name

176 Beach St.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

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January 2019

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Robert Phillips

Signature

Robert Phillips

Print Name

116 Beech St.

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Assemblyman Edward Ra
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Sincerely,

Signature

JULIUS PIGARDI

Print Name

19 REVERE DRIVE EAST

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

19 Revere Drive East

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Julius Pignedi

Print Name

19 Revere Drive East

Floral Park NY 11001

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JULIUS PICARDI

Print Name

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Sincerely,

Richard Picciochi
Signature

Richard Picciochi
Print Name

57 Rose Avenue
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Teresa Piotrowski
Signature

TERESA PIOTROWSKI
Print Name

Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Teresa Piotrowski

Print Name

TERESA PIOTROWSKI

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Teresa Piotrowski
Signature

TERESA PIOTROWSKI
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Anne Pollack
Print Name

97 Chestnut Av
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Anne Pollack
Print Name

97 Chestnut Ave
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Signature

Anne Pollack

Print Name

97 Chestnut Ave

Floral Park NY 11001

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Print Name

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Sincerely,

Signature

Brian Puma

Print Name

286 Carnation Ave.

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Virginia Pourakis
Signature

Virginia Pourakis
Print Name

91 Tulip Avenue #Aster D2
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Virginia Pourakis
Signature

Virginia Pourakis
Print Name

91 Tulip Avenue #Aster D2
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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Print Name

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Sincerely,

Signature

Meagan Power

Print Name

49 Pine Ave.

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Megan Power
Signature

Megan Power
Print Name

49 Pine Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Megan Power

Print Name

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January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Megan Power
Signature

Megan Power
Print Name

49 Pine Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

DANIEL Bairo

Print Name

56 Mayfair Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

DANIEL Praino

Print Name

56 Maylair Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Daniel Prado

Print Name

56 Maylair Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Signature

Daniel Praino

Print Name

56 Motfair Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

Signature

Print Name

35 Carlton Ave.
loral Park NY 11001

c:
:ate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Christopher Prestia
Print Name

35 Calla Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Christopher Prestia

Print Name

35 Calla Avenue

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Kristina Prestia

Print Name

35 Calla Ave

Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Christopher Prestia

Print Name

35 Calla avenue

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Christopher Prestia
Print Name

35 Calla Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Kristin Preston
Signature

Kristin Preston
Print Name

35 Cuba Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Kristine Prestia
Signature

Kristine Prestia
Print Name

35 Carlia Ave., Floral Park NY
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 17 P 12: 48
LEGAL DEPARTMENT

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Sincerely,

Signature

Gregory Przywarek
Print Name

123 Beech Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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RECEIVED

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Sincerely,

Eileen M. Prymaczek
Signature

Eileen Prymaczek
Print Name

173 Brech St.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Laura Puma
Signature

Laura Puma
Print Name

286 Carnation Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

B. Puma

Signature

Brian Puma

Print Name

286 Carnation Ave.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

B. Puma

Signature

Brian Puma

Print Name

286 Cambridge Ave.

Floral Park NY 11001

cc:

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Kathryn Quadrer

Print Name

5 Aspen Street

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Kathryn Quadrano

Signature

Kathryn Quadrano

Print Name

5 Aspen Street

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Kathryn Quadner

Print Name

5 Aspen Street

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Kathryn Quadrer
Print Name

5 Aspen ST
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - # NOBELMONTARENA

From: kathryn quaderer <kquaderer@msn.com>
To: "drichards@council.nyc.gov" <drichards@council.nyc.gov>, "District27@cou...
Date: 1/9/2019 7:02 AM
Subject: # NOBELMONTARENA

RE: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will

benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,
Kathryn Quaderer
5 Aspen Street Floral Park, NY 11001

I vote.....

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Lourdes Quijano
Print Name

129 Cisney Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
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Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Signature

Lourdes Quijano
Print Name

129 Cisney Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Roger Bailford
Print Name

10 Chestnut Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Roger Raiford
Print Name

10 Chestnut Ave,
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Roger Rainford

Print Name

10 Chestnut Ave.

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Assemblyman Edward Ra
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Signature

John Raleigh

Print Name

65 Whitney Avenue

Floral Park NY 11001

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Bridget Raleigh

Signature

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Print Name

5 Whitney Ave.

Floral Park NY 11001

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John Ralleigh

Print Name

65 Whitney Avenue

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Assemblywoman Michaelle Solages
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Bridget Raleigh

Signature

Bridget Raleigh

Print Name

65 Whitney Ave.

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

John Raleigh
Print Name

65 Whitley Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

65 Whitney Ave.
Floral Park NY 11001

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

John Raleigh

Print Name

65 Whitney Avenue

Floral Park NY/11001

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Assemblywoman Michaelle Solages
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633 Third Avenue, 37th floor
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Print Name

65 Westfield Floral Park
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Luise E. Ranegan
Signature

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Print Name

28 Green St
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

Signature

Luise E. Ranegan
Print Name

28 Green St.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Luise E. Ranegan
Signature

LUISE E. Ranegan
Print Name

28 Green Street
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Fran Raggio

Signature

Fran Raggio

Print Name

S S Grantham

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Sincerely,

C. Rasgoni

Signature

C. Rasgoni

Print Name

55 Geranium Ave.

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Fran Rasquin

Signature

Fran Rasquin

Print Name

55 Geranium

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

C Rasquin

Signature

C. Rasquin

Print Name

55 Geranium

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

Fran Rasquin

Print Name

55 Geranium

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Signature

C. Rasquin

Print Name

55 Geranium Ave

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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633 Third Avenue, 37th floor
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Fran Rasguin

Signature

Fran Rasguin

Print Name

55 Geranium

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Chris Rasguin

Print Name

55 Geranium

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Janet Reid

Print Name

37 Crocus Ave

Floral Park NY 11001

INC. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 3:03

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

JANET REID

Print Name

37 CROCUS AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

INC. VILLAGE OF FLORAL PARK
2019 FEB 27 PM 3:03

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Signature

JANET REID

Print Name

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Liz Reisch
Signature

LIZ REISCH
Print Name

258 FLORAL BLVD.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Sincerely, Liz Reisch

Liz Reisch
Signature

Liz Reisch
Print Name

258 Floral Blvd.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Elizabeth Reisch
Signature

ELIZABETH REISCH
Print Name

258 FLORAL BLVD.
Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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L. Reisch
Signature

Liz Reisch
Print Name

258 Floral Blvd.
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Assemblywoman Michaelle Solages
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Signature

MARK REISIG

Print Name

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Floral Park NY 11001

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Christine R. Reisig
Signature

Christine Reisig
Print Name

268 Floral Parkway
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

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Print Name

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Print Name

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Mark Reisig

Signature

MARK REISIG

Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Christine R. Reisig
Signature

Christine Reisig
Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Signature

MARK REISIG

Print Name

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Sincerely,

Amy Richardson

ignature

Amy Richardson

rint Name

283 Crocus Ave

oral Park NY 11001

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Sincerely,

Amy Richardson

Signature

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Print Name

283 Crows Ave

Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Amy Richardson
Signature

Amy Richardson
Print Name

283 Crocus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

T Richardson-Mandel
Signature

Tamara Richardson-Mandel
Print Name

115 Miller Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Tamara Richardson-Mandel
Print Name

115 Miller Avenue
Floral Park NY 11001

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Print Name

115 Miller Ave
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Assemblywoman Michaelle Solages
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Sincerely,

Lynn Riofrio

Signature

Lynn Riofrio

Print Name

189 Mayfair Ave

Floral Park NY 11001

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Signature

LYNN RIOFRIO
Print Name

189 MAYFAIR AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Lynn Riofrio

Signature

LYNN RIOFRIO

Print Name

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Assemblyman Edward Ra
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Sincerely,

Signature

Daniel Riordan

Print Name

53 Verbena Ave.

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Tracey Riordan

Print Name

53 Verbena Ave.

Floral Park NY 11001

Cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Signature

Tracey Riordan

Print Name

53 Verbena Ave.

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Daniel Riordan

Print Name

53 Verbena Ave.

Floral Park NY 11001

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633 Third Avenue, 37th floor
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Print Name

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Print Name

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Mary Erica Rispoli

Print Name

45 Birch Street

Floral Park NY 11001

CC: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th Floor
New York, NY 10017

January 2019

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Dr. Joseph Rispoli
Print Name

45 Birch St.
Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Print Name

45 Birch ST.
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New York, NY 10017

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Print Name

45 Birch Street

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Empire State Development Corp

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Signature

Milagros Rivera

Print Name

91 Tulip Avenue

Mr. Michael Avolio

January 2019

Empire State Development Corp.

633 Third Avenue, 37th floor

New York, NY 10017

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Sharon Rivilli
Signature

Sharon Rivilli
Print Name

116 Bellmore St
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
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Assemblyman Edward Ra
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Signature

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Print Name

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Print Name

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Jane Rizzo

Signature

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Print Name

12 Floral Blvd

Floral Park NY 11001

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Sincerely,

Jane Rizzo

Signature

Jane Rizzo

Print Name

12 Floral Blvd

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

EDWARD RODIER
220 FIRST AVE
MASSAPEQUA PARK NY 11762

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our**

community can be avoided.

Sincerely,

Donna Roller

Signature

Donna Roller

Print Name

55 Primrose Ave.

Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Michaela Roller

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55 Primrose ave.

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Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

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Sincerely,

Donna Roller

Signature

Donna Roller

Print Name

55 Primrose Ave.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Janet Rosamond Murray

Print Name

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Sincerely,

Janet Romano Murray

Signature

Janet Romano Murray

Print Name

1616 Violet Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

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166 Violet Ave

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Patricia Ronan
Signature

PATRICIA RONAN
Print Name

100 Belmore St.
Floral Park NY 11001

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semblywoman Michaelle Solages
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mpstead Town Supervisor Laura Gillen

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Signature

James J. Rooney
Print Name

243 Violet Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Azbela Rooney
Signature

Azbela Rooney
Print Name

243 Violet Ave
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

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Signature

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243 Violet Ave.

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Sincerely,

Azbela Rooney
Signature

Azbela Rooney
Print Name

243 Violet Ave
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Mathew Rosenkranz

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Paula Rowe
Signature

PAULA Rowe
Print Name

92 Cypress St.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Christopher Rudis
28 Cumberland St
West Babylon NY
11704
631-745-0195
christopherrudis@yahoo.com

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Signature

Jonathan Rueda
Print Name

209 Beech St
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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M Ruscica
Signature

M. Ruscica
Print Name

89 King St
Floral Park NY 11001

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Sincerely,

Kathleen M. Ryan
Signature

KATHLEEN M. RYAN
Print Name

53 FLORAL BLVD. #1
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

CHRISTOPHER SALOGUB
Print Name

6 DAISY AVE
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

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Print Name

6 DAISY AVENUE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Signature

Allen Sankovich

Print Name

Floral Park NY 11001

137 OAK St

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Allen Sankovich

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Allen Sankovich

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137 OAK St

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Assemblywoman Michaelle Solages
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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Allen Sankovich

Print Name

137 Oak

Floral Park NY 11001

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Anne Marie Santangelo
Signature

Anne Marie Santangelo
Print Name

75 Cisney Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Print Name

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Signature

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Print Name

75 Gissey Ave.
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Vito Santoruvo

Signature

VITO SANTORUVO

Print Name

279 Crocus Ave

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Daisy Santoruvo
Signature

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Print Name

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Daisy Santoruvo
Print Name

279 Crescent
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January 2019

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Sincerely,

Daisy Santoruvo
Signature

Daisy Santoruvo
Print Name

279 Crocus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Elizabeth Santo
Signature

Elizabeth Santo
Print Name

35 Marshall Ave
Floral Park NY 11001

c:
tate Senator Anna Kaplan
ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

January 2019

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Signature

Elizabeth Santos
Print Name

35 Marshall Ave
Floral Park NY 11001

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Elad A. [illegible]
Signature

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Print Name

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Eugenia Sarro and Robert Sarro
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Print Name

70 Pine Ave
Floral Park NY 11001

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Print Name

70 Pine Ave

Floral Park NY 11001

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Signature

Linda Sartini
Print Name

160 Verbena Ave
Floral Park NY 11001

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Signature

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Print Name

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ROBERT M SAVAGE

Print Name

18 Mildred Ct.

Floral Park NY 11001

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Sincerely,

Robert M Savage

Signature

ROBERT M SAVAGE

Print Name

18 Mildred CT

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
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M. Saville

Signature

MICHAEL SAVILLE

Print Name

30 PANSY AVE.

Floral Park NY 11001

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Signature

THOMAS SAVILLE

Print Name

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Signature

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Print Name

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Floral Park NY 11001

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Print Name

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January 2019

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Print Name

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Print Name

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Assemblyman Edward Ra
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Print Name

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Print Name

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

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Sincerely,

Signature

Deborah Sawicki
Print Name

62 Beverly Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Signature

Michelle Schneider
Print Name

82 Maple Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

268 Crocus Ave.

Print Name

Margaret Schlechter

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kenneth Schlesinger

Print Name

268 Crows

Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Margaret Schlechter

Print Name

268 Cocus Ave

Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

268 Crocus Ave

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Signature

Kenneth Schlechter
Print Name

265 Crocus Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Margaret M. Schlecht

Print Name

268 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Kenneth Schlecht

Print Name

268 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Kenneth Schlechter

Print Name

268 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

William Schneider

Print Name

82 Maple Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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SR

Signature

WILLIAM SCHNEIDER SR

Print Name

33 FLORAL PARKWAY

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
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Michelle Schneider
Print Name

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Floral Park NY 11001

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.

Sincerely,

Signature

WILLIAM SCHNEIDER SR

Print Name

33 FLORA PARKWAY

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

William Schneider SR

Signature

WILLIAM SCHNEIDER SR

Print Name

33 FLORAL PARKWAY

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

:mpire State Development Corp.
Attn: Michael Avolio, ESD,
533 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

William Schneider

Print Name

82 Maple Ave

Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Michelle Schneider

Print Name

82 Maple

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Kevin Schorf

76 Walnut Ave. E Farmingdale N.Y. 11735

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Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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As I place significant value on the community, ~~Floral Park~~ ELMONT, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Evelyn Schultz
Signature

EVELYN SCHULTZ
Print Name

540 RIDGE ROAD
~~Floral Park NY 11001~~
ELMONT, N.Y. 11003

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

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Print Name

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Evelyn Schultz
Signature

EVELYN SCHULTZ
Print Name

540 RIDGE ROAD
~~Floral Park NY 11001~~
ELMONT, N.Y. 11003

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
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633 Third Avenue, 37th floor
New York, NY 10017

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Evelyn Schultz
Signature

EVELYN SCHULTZ
Print Name

540 RIDGE ROAD

~~Floral Park NY 11001~~
ELMONT, NY 11003

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Carol Scimè-Raiford
Signature

Carol Scimè-Raiford
Print Name

10 Chestnut Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
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Signature

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Print Name

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

January 2019

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Carol Scimè-Raiford

Signature

Carol Scimè-Raiford

Print Name

10 Chestnut Ave

Floral Park NY 11001

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January 2019

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Print Name

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Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Amy Sebber

Print Name

54 Landau Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Amy Sebbea

Print Name

59 Landau Ave
Floral Park

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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54 Landau Ave

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633 Third Avenue, 37th floor
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Print Name 54 Landau
Floral Park
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Joe Serra

Print Name

144 Ash Street

Floral Park NY 11001

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STEVEN SETTELE

Print Name

43 PANSY AVE

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Print Name

43 PANSY AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

As a resident of the Incorporated Village of Floral Park, I find it distressing to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act 6266(1) which the ESD operates under specifically states that the {ESD} *"shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project it would seem that the community needs and desires are not being met.

Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

ignature

Amy Sexton
rint Name

201 Verbena Ave
oral Park NY 11001

:
ıte Senator Anna Kaplan
emblywoman Michaelle Solages
emblyman Edward Ra
npstead Town Supervisor Laura Gillen

Empire State Development Corp
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Sincerely,

Signature

John Sexton

Print Name

201 Verbena

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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Sincerely,

Signature

Matthew Sirsta

Print Name

201 Verbena Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Matthew Sexton

Print Name

201 Verbena Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Print Name

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Signature

AMY SEXTOD

Print Name

201 VERBENA AVE

Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Matthew Sexton

Print Name

201 Verbena Rd

Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Signature

John Sexton

Print Name

707 Verbena

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Print Name

201 Verbena

Floral Park NY 11001

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Signature

Matthew Sexton
Print Name

201 Verbena Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

AMY SEXTON
Print Name

201 VERBENA AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park DEIS

From: Matthew Sexton <matthewsextonlmsw@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/6/2019 12:11 PM
Subject: Belmont Park DEIS

Dear Honorable Elected Official:
I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.
The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.
As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.
Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.
Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,
Matthew Sexton, LMSW
Floral Park, NY

Edward Ambrosino - RE: Belmont Park DEIS

From: Amy Sexton <harvey56531917@gmail.com>
To: <drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@queensb...
Date: 1/6/2019 12:45 PM
Subject: RE: Belmont Park DEIS

Dear Honorable Elected Official:

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Sincerely,

Amy Sexton

Floral Park, NY

Edward Ambrosino - Belmont Park Redevelopment Project

From: js <jacksiqtell@gmail.com>
To: <District27@council.nyc.gov>, <slee@queensbp.org>, <jbond@queensbp.org>,...
Date: 1/6/2019 12:53 PM
Subject: Belmont Park Redevelopment Project

Dear Honorable Elected Official:

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Sincerely,
Jack Sexton
Floral Park, NY

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

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Sincerely,

Signature

AMY SEXTON

Print Name

201 VERBENA AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Kathleen P. Shaw
Signature

Kathleen P. Shaw
Print Name

161 Verbena Ave F.P. N.Y. 11001
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
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Print Name

161 Vulcan Ave. F.P. N.Y. 11001
Floral Park NY 11001

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Greg C Shevlin

Print Name

132 Aspen Street

Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Nora P Shevlin

Print Name

132 Aspen Street

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Sincerely,

Terry Sica

Signature

Terry Sica

Print Name

108 Emerson Ave

Floral Park NY 11001

e Senator Anna Kaplan
emblywoman Michaelle Solages
mblyman Edward Ra
pstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Terry Sica

Signature

Terry Sica

Print Name

108 Emerson Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Terry Sica

Signature

Terry Sica

Print Name

108 Emerson Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Amy Sica

Signature

Terry Sica

Print Name

108 Emerson Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Thomas Sigismonti
Signature

Thomas Sigismonti
Print Name

20 Cypress Street
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

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Print Name

20 Cypress Street
Floral Park NY 11001

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Assemblywoman Michaelle Solages
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Print Name

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Print Name

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Attn Michael Avolio, ESD,
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New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 18 P 4: 37
LEGAL DEPARTMENT

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Sincerely,

Lisa Sindoni

Signature

Lisa Sindoni

Print Name

67 Locust Street

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

Lisa Sindoni

Print Name

67 Locust Street

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

EMPIRE STATE DEVELOPMENT
2019 JAN 18 P 4:37
LEGAL DEPARTMENT

Empire State Development Corp. January 2019
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Signature

Lisa Sindoni
Print Name

67 Locust Street
Floral Park NY 11001

cc:
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Hempstead Town Supervisor Laura Gillen

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Lisa Sindoni

Signature

Lisa Sindoni

Print Name

67 Locust Street

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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2019 JAN 18 P 4: 37
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Sincerely,

Timothy Slav

Signature

TIMOTHY SLAVIN

Print Name

64 CHESTNUT AVE

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Stacy E Slavin

Signature

STACY E SLAVIN

Print Name

64 Chestnut Ave

Floral Park NY 11001

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Sincerely,

Signature

Alex Slavin

Print Name

64 Chestnut Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Timothy Slavin

Signature

TIMOTHY SLAVIN

Print Name

64 CHESTNUT AVE

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Stacy E. Slavin
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Print Name

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Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

1/4/18

Signature

SHIV SOHAN

Print Name

119 CISNEY AVE

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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Sincerely,

Signature

IRMALINDA SOHAN
Print Name

119 CASNEY AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Pooran Sohan
Signature

Pooran Sohan
Print Name

119 Cisney Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Pratapatee D. Sohan
Signature

PRATAPATEE D. SOHAN
Print Name

119 GASNEY AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

Karen J Sommer
Signature

Karen J SOMMER
Print Name

73 Spruce Ave
Floral Park, NY 11001
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Anne Soviero
Signature

Anne Soviero
Print Name

1534 Marshall St
~~Floral Park NY 11001~~ Elmont, NY 11003

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Anne Soviero

Signature

Anne Soviero

Print Name

1534 Marshall St.

Floral Park NY 11001 Elmont, NY 11003

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Assemblyman Edward Ra
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Sincerely,

John Spect
Signature

John Spect
Print Name

77 CROCUS AVE
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Maggie Speck
Signature

Maggie Speck
Print Name

77 Crocus
loral Park NY 11001

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ssemblywoman Michaelle Solages
ssemblyman Edward Ra
empstead Town Supervisor Laura Gillen

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Sincerely,

John Speck
Signature

John Speck
Print Name

77 CROCUS AVE.
Floral Park NY 11001

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Sincerely,

Signature

Maggie Speck
Print Name

11 Crocus
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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John Speck
Signature

John Speck
Print Name

74 CROCUS AVE.
Floral Park NY 11001

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Signature

Maggie Speck
Print Name

77 Crocus
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Sincerely,

John Speck
Signature

John Speck
Print Name

77 CROCUS AVE.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Signature

Maggie Speck

Print Name

77 Crocus

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Cheryl L. Spignardo
Signature

Cheryl Spignardo
Print Name

93-20 245th Street
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Vanessa Spinner
Signature

Vanessa Spinner
Print Name

30 Belmont Ave.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Vanessa Spinner
Print Name

30 Belmont Ave.
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cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Stephen Sprague

Print Name

5 Hinsdale Ave Apt 2

Floral Park NY 11001

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Sincerely,

Signature

Marilyn J Sprague

Print Name

5 Hinsdale Ave

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Stephen Sponge

Print Name

5 Hinsdale Ave Apt 2

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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EMPIRE STATE DEVELOPMENT
2019 JAN 28 A 11: 02
LEGAL DEPARTMENT

January 2019

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J. Stanco
Signature ELMONT

Josephine STANCO
Print Name

~~Floral Park~~ NY 11001
ELMONT

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Signature

JOAN SULLIVAN
Print Name

225 CROCUS AVE
Floral Park NY 11001

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Print Name

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M Sullivan
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Margaret Sullivan
Print Name

5 Ash Street
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Sincerely,

M Sullivan
Signature

Margaret Sullivan
Print Name

5 Ash Street.
Floral Park NY 11001

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Joan Sullivan

Signature

JOAN SULLIVAN

Print Name

225 CROCUS AVE

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Print Name

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Assemblywoman Michaelle Solages
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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Robert Sullivan
Print Name

5 Ash St, Floral Park
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Joan Sullivan

Signature

JOAN SULLIVAN

Print Name

225 CROCUS AVE

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
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2019 FEB 11 P 2:56
LEGAL DEPARTMENT

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Sincerely,

Erica Summer
Signature

Erica Summer
Print Name

217 Bryant Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

Carolyn E. Susino
Signature

Carolyn Susino
Print Name

71 Magnolia Ave.
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

EMPIRE STATE DEVELOPMENT
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2019 JAN 23 P 12: 40
LEGAL DEPARTMENT

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Carolyn Susin
Print Name

71 Magnolia Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Signature

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Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

January 2019

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Print Name

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Sincerely,

Tara Sweeney
Signature

Tara Sweeney
Print Name

31 Ontario Road
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Kathy Sweeney

ignature

Kathy Sweeney

int Name

8 Stewart St

oral Park NY 11001

te Senator Anna Kaplan
emblywoman Michaelle Solages
emblyman Edward Ra
npstead Town Supervisor Laura Gillen

January 2019

Development Corp.
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633 Third Avenue, 37th floor
New York, NY 10017

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Tara Sweeney
Signature

Tara Sweeney
Print Name

31 Ontario Road
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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January 2019

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Kathy Sweeney
Signature

Kathy Sweeney
Print Name

28 Stewart St.
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Tara Sweeney
Signature

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Print Name

37 Ontario Road
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Sincerely,

Tara Sweeney
Signature

Tara Sweeney
Print Name

37 Ontario Road
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Kathy Sweeney

Signature

Kathy Sweeney

Print Name

28 Stewart St.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2015

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Helena Swierkosz
Signature

HELENA SWIERKOSZ
Print Name

Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Helena Swierkosz
Signature

HELENA SWIERKOSZ
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

ttn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Helena Swierkosz
Signature

HELENA SWIERKOSZ
Print Name

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Helena Sinzlauss
Signature

HELENA SWIERKOSS
Print Name

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 11, 2018

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 FEB -8 P 4: 33
LEGAL DEPARTMENT

Dear Sir:

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Sincerely,

Melanie Szabo
84 Hudson Road
Bellerose Village, NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 11, 2018

EMPIRE STATE DEVELOPMENT
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LEGAL DEPARTMENT

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Jason Szabo
84 Hudson Road
Bellerose Village, NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 11, 2019

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84 Hudson Road
Bellerose Village, NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 11, 2019

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Jason Szabo
84 Hudson Road
Bellerose Village, NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 11, 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Melanie Szabo

Melanie Szabo
84 Hudson Road
Bellerose Village, NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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January 11, 2019

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Sincerely,

Kathleen M Szala
Signature

Kathleen M Szala
Print Name

13 Holland Ave
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Signature

Joseph Szala
Print Name

13 Holland Ave.
Floral Park NY 11001

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State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Kathleen M Szala
Signature

Kathleen M Szala
Print Name

13 Holland Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Assemblywoman Michaelle Solages
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January 2019

EMPIRE STATE DEVELOPMENT
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2019 JAN -8 A 11: 57
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PAUL SYMANSKI

Print Name

39 E Poplar ST

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Print Name

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Print Name

39 E Poplar ST

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park Construction

From: Paul Szymanski <ncfm111@aol.com>
To: <To: drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@que...
Date: 1/6/2019 1:32 PM
Subject: Belmont Park Construction

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Paul Szymanski

39 E. Poplar St Floral Park NY 11001-3137

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Joan Talamo

Signature

Joan Talamo

Print Name

88 Chestnut Avenue

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

Signature

THERESA TAR
Print Name

1 Hemlock St
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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DOUGLAS TAM

Print Name

1 HEMLOCK ST

Floral Park NY 11001

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Ingrid S Taveras

Signature

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Print Name

84 Floral Blvd

Floral Park NY 11001

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Sincerely,

Ingrid Staveras

Signature

Ingrid S. Staveras

Print Name

84 Floral Blvd

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Sincerely,

Shannon R. Tengi
Signature

Shannon R. Tengi
Print Name

117 Mayfair Avenue
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to <u>reduce the scale of the project so that use of the North and East Lots will not be required</u>.

Sincerely,

Christopher Tengi
Signature

Christopher Tengi
Print Name

117 Mayfair Ave.
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Shannon R. Tengi
Signature

Shannon R. Tengi
Print Name

117 Mayfair Avenue
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Sincerely,

Christine Thorpe

Signature

Christine Thorpe

Print Name

36 Willis Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

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Sincerely,

Christie Thorpe

Signature

Christie Thorpe

Print Name

36 Willis Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Christine Thorpe

Signature

Christine Thorpe

Print Name

36 Willis Avenue

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Christine Thorpe

Signature

Christine Thorpe

Print Name

36 Willis Ave.

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

ıt Corp

January 2019

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Sincerely,

L. Tommony

gnature

Laura Tommony

int Name

186 Mayfair ave

ral Park NY 11001

e Senator Anna Kaplan
mblywoman Michaelle Solages
mblyman Edward Ra
ɔstead Town Supervisor Laura Gillen

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

L. Tommony
Signature

Laura Tommony
Print Name

186 Mayfair ave.
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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New York, NY 10017

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Sincerely,

L. Tommony
Signature

Laura Tommony
Print Name

186 Mayfair Ave.
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

George N Torres

Signature

George N Torres

Print Name

9506 240th St

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Sincerely,

George N. Torres

Signature

George N. Torres

Print Name

9506 240th St

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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George N Torres
Signature

George N. Torres
Print Name

9506 240th st
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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George N Torres
Signature

George N. Torres
Print Name

9806 240th St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Mary Torney
Signature

Mary Torney
Print Name

275 Crocus Avenue
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Michael Tower

Print Name

275 Crown Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway and further acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. The DEIS states that the applicant proposes no improvements to the parkway. Despite this, the DEIS goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts.

Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Mary Toney
Signature

MARY TONEY
Print Name

275 Crocus Avenue
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Michael Toarg

Print Name

275 Crocus Ave

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Mary Toney
Signature

MARY TONEY
Print Name

275 Crocus Avenue
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Signature

Michael Towy

Print Name

275 Cromwell Ave

Floral Park NY 11001

cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Signature

Michael Towey

Print Name

275 Cross Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Mary Torney
Signature

MARY TORNEY
Print Name

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Assemblyman Edward Ra
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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

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Sincerely,

Signature

KATE TRANCK
Print Name

191 ASPEN ST
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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John T. Trainor

Signature

John T. Trainor

Print Name

111 Bellmore St.

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Signature

John T. Trainor

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111 Bellmore St

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Signature

ANN TRAINOR
Print Name

111 Bellmore St
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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John T. Trainor

Signature

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Print Name

111 Bellmore St

Floral Park NY 11001

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Signature

KATE TRAINCR

Print Name

191 ASPEN ST

Floral Park NY 11001

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Signature

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Print Name

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Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

INC. VILLAGE OF FLORAL PARK
2019 FEB 19 PM 3:19

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Print Name

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INC. VILLAGE OF FLORAL PARK
2019 FEB 19 PM 3:49

January 2019

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Sincerely,

Signature

KATE TRAINOR

Print Name

191 ASPEN ST

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp.
Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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John T. Trainor

Signature

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Print Name

111 Bellmore St

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Ann Trainor
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ANN TRAINOR
Print Name

111 Bellmore St
Floral Park NY 11001

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Assemblyman Edward Ra
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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Sal Trentacoste Marina Trentacoste

Signature

SAL TRENTACOSTE MARINA TRENTACOSTE

Print Name

61 Cedar Place

Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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Laura J Trentacoste
Signature

Laura J Trentacoste
Print Name

Floral Park NY 11001
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

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Laura J Trentacoste
Signature

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Print Name

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Print Name

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MARINA TRENTACOSTE SAL TRENTACOSTE

Print Name

61 Cedar Place

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Sincerely,

Amanda Tripmacher
Signature

Amanda Tripmacher
Print Name

26 Superior Road
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Tim Turner
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55 Fuller Ave
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Paul C. Tut

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Print Name

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Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

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Sincerely,

Signature

CATHERINE TUTRONE
Print Name

15 GRANGER AVE
Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
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THOMAS J. TWEEDY
Print Name

9 ELM AVENUE
Floral Park NY 11001

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State Senator Anna Kaplan
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Sincerely,

Roy Tyson

Signature

ROY TYSON

Print Name

76 Pine Ave

Floral Park NY 11001

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Assemblyman Edward Ra
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ROY TYSON

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Attn Michael Avolio, ESD,
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January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 42
LEGAL DEPARTMENT

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Signature

Grodzka Franciszka
Print Name

Grodzka Franciszka
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

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45 BIRCH STREET

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Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
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January 2019

EMPIRE STATE DEVELOPMENT
RECEIVED
2019 JAN 23 P 12: 42
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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

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Assemblywoman Michaelle Solages
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Dear Empire State Development Corp.,

As a Long Island resident and a member of Metallic Lathers & Reinforcing Ironworkers Local 46, I am writing to express concern about the Belmont Park project.

I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Michael Cuan

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

February 2019

Dear Mr. Avolio:

As a resident of the Incorporated Village of Floral Park, I am distressed to learn that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed. The UDC Act requires ESD to *"give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning and development of its projects"*. With regards to the proposed project, it would seem that our community's needs and desires are not being met. The project was already too big. The recent changes have made it far worse.

MALL: At the onset of the project, the proposal included an arena, retail experience, hotel on Site A and parking on Site B. The revised proposal in the Draft Environmental Impact Statement (DEIS) will cause much more significant adverse impacts due to the increase in magnitude of the project. These changes:

1) Add 30,000 square feet to the size of the arena
2) Add 37,000 square feet to the size of the proposed hotel
3) Eliminate significant amounts of open space
4) Insert a Retail Village on Site B, which was designated for parking
5) Reduce the parking at Sites A and B south, necessitating the excessive use of the North and East Lots
6) Dramatically increase the number of potential visitors to the site (an estimated 45,000 per day!)
7) Change the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The latest model shows cars coming to more than 300 arena events per year. This will cause a constant disruption to our residential lives.

Due to internet shopping and already-existing traffic congestion on Long Island, brick & mortar stores in our area are CLOSING and storefronts sit VACANT. The last thing we need is another mall. It will most likely fail within a few years. But before that happens, the mall customers will crowd out the arena visitors, jeopardizing the success of the arena project. Therefore eliminating this added "retail village" is not just in the best interests of Floral Park. It is also in the **best interests of the Belmont project itself.**

TRAFFIC: The DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway, and then contradicts itself by acknowledging that the Cross Island Parkway does not have the capacity to handle the additional traffic. Yet the DEIS states that the applicant proposes no improvements to the parkway. This means local roads will suffer greater impacts. In addition, since trucks cannot use the Cross Island or Southern State Parkways, deliveries of building materials during construction, and of other supplies once the complex is in operation, will presumably have to go through our local streets.

The DEIS concedes that a number of intersections will be adversely effected by the project, including Plainfield/Tulip Ave, Jericho Tpke/ Plainfield, and others in Floral Park. But the estimated volume increases for Plainfield Ave and Jericho Turnpike are only 85 vehicles per hour at maximum. Since the assumption that vehicles will only use the Cross Island is clearly flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation. Traffic on these streets is already very heavy. This additional traffic burden will negatively impact the quality of life of Floral Park residents.

Even more concerning, **emergency response time will be slowed down due to increased traffic on local streets, risking lives.**

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TRAFFIC: The DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway, and then contradicts itself by acknowledging that the Cross Island Parkway does not have the capacity to handle the additional traffic. Yet the DEIS states that the applicant proposes no improvements to the parkway. This means local roads will suffer greater impacts. In addition, since trucks cannot use the Cross Island or Southern State Parkways, deliveries of building materials during construction, and of other supplies once the complex is in operation, will presumably have to go through our local streets.

The DEIS concedes that a number of intersections will be adversely effected by the project, including Plainfield/Tulip Ave, Jericho Tpke/ Plainfield, and others in Floral Park. But the estimated volume increases for Plainfield Ave and Jericho Turnpike are only 85 vehicles per hour at maximum. Since the assumption that vehicles will only use the Cross Island is clearly flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation. Traffic on these streets is already very heavy. This additional traffic burden will negatively impact the quality of life of Floral Park residents.

Even more concerning, **emergency response time will be slowed down due to increased traffic on local streets, risking lives.**

Edward Ambrosino - Belmont Park DEIS

From: <debbielupo1@aol.com>
To: <To: drichards@council.nyc.gov>, <District27@council.nyc.gov>, <slee@que...
Date: 1/6/2019 1:36 PM
Subject: Belmont Park DEIS

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Debbie Urban

39 E. Poplar St Floral Park NY 11001-3137

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Signature

Print Name

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Michael Valente

Print Name

35 Walnut

Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

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Sincerely,

Joe Vale

Signature

JOE VALE

Print Name

186 CROCUS AVE

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Joe Vale

Signature

JOE VALE

Print Name

186 CROCUS AVE

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Signature

JOE VALE

Print Name

186 CROCUS AVE

Floral Park NY 11001

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Sincerely,

Signature

Anne Marie Vargas
Print Name

84-21 259th Street
Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Signature

Trisha Vecchione

Print Name

21 Elm Ave

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Trisha Vocchione

Print Name

21 Elm Ave

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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Signature

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Print Name

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Sincerely,

Paul Viggiano

Signature

PAUL VIGGIANO

Print Name

238 FLORAL BLVD

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

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Sincerely,

Signature

JOSEPH VERTIMIGLIA

Print Name

72 VERBENA AVE

Floral Park NY 11001

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Assemblyman Edward Ra
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Signature

JOSEPH VENTIMIGLIA

Print Name

72 VERBENA AVE.

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Signature

JOSEPH VERTIMIGLIA

Print Name

75 VERBENA AVE

Floral Park NY 11001

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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EMPIRE STATE DEVELOPMENT
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2019 JAN 23 P 12: 39
LEGAL DEPARTMENT

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Sincerely,

Bernadette Verdu
Signature

Bernadette Verdu
Print Name

114 Hawthorne Avenue
Floral Park NY 11001

Thank you for your support.
Bernadette Verdu

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Paul Viggiano

Signature

PAUL VIGGIANO

Print Name

238 FLORAL BLVD

Floral Park NY 11001

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Signature

PAUL VIGGIANO

Print Name

238 Floral BLVD

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hristina Vincent
t Name

5 Spruce Ave
l Park NY 11001

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Sincerely,

'gnature

'hristina Vincent
int Name

'25 Spruce Ave
ral Park NY 11001

e Senator Anna Kaplan
mblywoman Michaelle Solages
mblyman Edward Ra
pstead Town Supervisor Laura Gillen

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Sincerely,

Signature

Christina Vincent
Print Name

65 Spruce Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park - Concerned Citizen

From: Edward Vincent <edward.a.vincent@gmail.com>
To: <District27@council.nyc.gov>, <slee@queensbp.org>, <jbond@queensbp.org>,...
Date: 1/7/2019 3:19 PM
Subject: Belmont Park - Concerned Citizen

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will

act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Ed

--

Edward A. Vincent, Esq.
Borchert & LaSpina, P.C.
19-02 Whitestone Expressway, Suite 302
Whitestone, NY 11357
Work: (718) 767-3333
Cell: (732) 266-8306
Website - Edward Vincent Law

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Print Name

65 Spruce Ave
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Sincerely,

Linda Vota

Signature

Linda Vota

Print Name

142 Carnation Ave

Floral Park NY 11001

Cc:
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Hempstead Town Supervisor Laura Gillen

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Linda Vota

Print Name

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Sincerely,

Signature

Linda Vota
Print Name

142 Carnation Av
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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NATHAN P. SANTIAGO JR.
Print Name

77 ELIZABETH ST.
Floral Park NY 11001

Cc:
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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

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Kathleen Wagner-Tyson
Signature

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Print Name

78 Pine Avenue
Floral Park NY 11001

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I am troubled to see that New York Arena Partners have not yet signed a project labor agreement (PLA) with the Long Island Building Trades. Furthermore, they have not committed to hiring a significant number of local residents to work on building Belmont Park.

If the developers do not sign a PLA and commit to hiring local workers, there would be a significant negative impact on local construction workers like me – an impact that is *not* considered in the Draft Environmental Impact Statement.

Belmont Park is a large, complicated project that will receive considerable public subsidies. It comes at a time when a concerning number of high-profile projects on Long Island are being built by irresponsible, low-road contractors that do not pay their workers fair wages and benefits. Many contractors at work on Long Island have disturbing track records of wage theft and unsafe practices. For a project like Belmont Park to be built under similar conditions would dangerously exacerbate this race to the bottom.

The developer of a comparable project, the Nassau Hub redevelopment, has already committed to a PLA -- despite that project being much earlier in the planning process than this one. Building without a PLA at Belmont would deviate from this positive precedent, and might even undermine the deal at the Hub.

I therefore echo the demands that have already been made by the Long Island Building Trades and Hempstead supervisor Laura Gillen that this project be governed by a PLA and draw a significant portion of its workforce from local residents.

If New York Arena Partners will not commit to developing this project responsibly, Empire State Development must take into account the strongly negative socioeconomic impact that choice will have on local workers like me.

Sincerely,

Brendan Wahl
16 Bay Street
Center Moriches NY 11934

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633 Third Avenue, 37th floor
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Lester F. Wahrenburg

Signature

LESTER F. WAHRENBURG

Print Name

448 FERN ST

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Specifically, the DEIS states that approximately 90% of the vehicle traffic will arrive via the Cross Island Parkway but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project and the applicant proposes no improvements to the parkway. This means that the DEIS's assumption that 90% of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer greater impacts. Additionally, even with the flawed assumptions regarding use of the Cross Island Parkway, the DEIS concedes that a number of intersections will be adversely effected by the proposed project with a few of those intersections being in Floral Park (i.e. Plainfield/Tulip Ave, Jericho Tpke/Plainfield, etc). For example, the proposed volume increases for Plainfield Ave and Jericho Turnpike are at its maximum only 85 vehicles per hour. However, since the assumption that vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Lester F. Wahrenburg

Signature

LESTER F. WAHRENBURG

Print Name

414 BEECH ST

Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Joan Walsh

Signature

Joan Walsh

Print Name

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

633 Third Avenue, 37th floor
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Print Name

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park

From: Eileen Walsh <eileenwalsh@yahoo.com>
To: "drichards@council.nyc.gov" <drichards@council.nyc.gov>, "District27@cou...
Date: 1/9/2019 9:30 PM
Subject: Belmont Park

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Eileen Walsh

173 Beech Street

Floral PArk, NY

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Caroline Ward

Signature

Caroline Ward

Print Name

53 Primrose Ave.

Floral Park NY 11001

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Thomas Ward

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THOMAS WARD

Print Name

53 PRIMROSE AVE

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Tracy Ward
Signature

Tracy Ward
Print Name

53 Primrose Ave
Floral Park NY 11001

Cc:
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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Caroline Ward

Signature

Caroline Ward

Print Name

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THOMAS WARD

Print Name

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Print Name

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Caroline Ward

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Caroline Ward

Print Name

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Sincerely,

Thomas Ward
Signature

THOMAS WARD
Print Name

53 PRIMROSE AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Tracy Ward
Signature

Tracy Ward
Print Name

53 Primrose Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

MARGARET WEINERT

Print Name

50 PINE

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Print Name

60 Pine Ave

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Janet Wille
Signature

Janet Wille
Print Name

23 Massachusetts Blvd.
Floral Park NY 11001 Bellerose Village

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Assemblywoman Michaelle Solages
Assemblyman Edward Ra
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23 Massachusetts Blvd.
Floral Park NY 11001 Bellerose Village

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Assemblywoman Michaelle Solages
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January 2019

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

STEVE WINTERS
Print Name

90 CLOVER AVE
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Signature

GEORGE WRAGE
Print Name

6 SPRUCE AVE
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Print Name

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Print Name

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Richard Wysocki
Signature

Richard Wysocki
Print Name

25 E Poplar St
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Sir:

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Sincerely,

Signature

AKIKO Yamamoto
Print Name

71 Stewart Street
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Edward Ambrosino - Belmont Park DEIS

From: <byoungfert@aol.com>
Date: 1/6/2019 1:06 PM
Subject: Belmont Park DEIS
Bc: Edward Ambrosino

Dear Honorable Elected Official:

I am writing you today in regards to Empire State Development Corporation's (ESD) proposed development at Belmont Park. Under murky circumstances, ESD awarded the Belmont Park RFP to New York Arena Partners (NYAP), a conglomerate of wealthy developers who seem to have donated to Governor Cuomo's re-election campaigns in the hope of receiving preferential treatment by ESD, such as those developers associated with the Buffalo Billions.

The proposed development at Belmont Park will have a negative impact on the communities surrounding Belmont Park. These communities include Floral Park, Elmont, Cambria Heights, Queens Village, South Floral Park, Bellerose, and Bellerose Village. According to the US Census Bureau's 2017 population estimate, the combined population of the communities surrounding Belmont Park is 117,248 and we have not had any representation in regards to the development at Belmont Park.

As documented in the recently released Draft Environmental Impact Statement, it is quite clear that NYAP's proposal at Belmont Park will have a negative impact on the surrounding communities and the 117,248 residents surrounding Belmont Park. NYAP's proposal will detrimentally impact our resources, environment and overall quality of life.

Due to this, we are requesting that as our elected official you join us in petitioning Empire State Development Corporation to immediately halt the SEQRA process at Belmont Park and cancel the RFP. Furthermore, as our elected officials we call on you to advocate for the following prior to the issuance of any new Belmont Park RFP:

1. A Community Advisory Board as created at Saratoga and Aqueduct. This advisory board will have the authority to represent the 117,248 residents of the communities surrounding Belmont Park.
2. The development of a master transportation plan that will include a full time operatorial LIRR station at Belmont Park that will benefit the 117,248 residents in the communities surrounding Belmont Park while also mitigating the environmental impact of those who are traveling to Belmont Park for work or pleasure.
3. A comprehensive master plan to be developed for Belmont Park with the goal of benefitting the 117,248 residents as well as the small businesses of the surrounding communities. This master plan should include development such as STEM that will benefit the regional economy and tax base by creating high skilled jobs as well as the low skilled jobs that support it.

Thank you for taking the time to review my correspondence. It is my hope that you will act within according to your oath and represent the interests of the residents who elected you to office by advocating for thoughtful development at Belmont Park and representing your 117,248 constituents.

Please, represent our interests as our elected officials, and do not allow ESD and NYAP to destroy the quality of life we work so hard to maintain.

Sincerely,

Bill Youngfert
258 Roosevelt Avenue
Franklin Square, NY 11010
byoungfert@aol.com
516-775-7260 (office)
516-503-1045 (mobile)

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

Dear Mr. Avolio:

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Sincerely,

Herbert Zahner
Signature

Herbert Zahner
Print Name

220 Tulip Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Herbert Zahner
Signature

Herbert Zahner
Print Name

220 Tulip Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

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Attn: Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

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Specifically, the North Lot and East Lots (as defined in the Draft Environmental Impact Statement) were not going to be used, according to ESD's requests for proposals (RFP) documentation. These lots are immediately adjacent to Floral Park's schools, soccer fields, playground, and our homes. The North Lot, per the ESD responses to RFP Question #62, was not intended to be used but now will be fully utilized. Additionally, the use of the East Lot was not in any of the proposed plans until it appeared in the DEIS on December 6, 2018. The use of these lots and the accompanying significant increase in noise (e.g. car horns, etc.), local air pollution, light pollution (i.e. lighting of a space that is not currently lit), and refuse (e.g. garbage left by attendees) will significantly affect the adjacent neighborhood as well as our schools, athletic field, and playgrounds.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to **reduce the scale of the project so that use of the North and East Lots will not be required**.

Sincerely,

Herbert Zahner
Signature

Herbert Zahner
Print Name

220 Tulip Aye
Floral Park NY 11001

cc:
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Hempstead Town Supervisor Laura Gillen

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project 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.**

Sincerely,

Herbert Zahner
Signature

Herbert Zahner
Print Name

220 Tulip Ave
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Kerry E Zalepa
Signature

Kerry E Zalepa
Print Name

119 Beech Street
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Sincerely,

Kerry E Zalepa
Signature

Kerry E Zalepa
Print Name

119 Beech Street
Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Jennifer Zampini

Print Name

24 Florence Street

Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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New York, NY 10017

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Sincerely,

Alfonzo Zampini
Signature

Alfonzo Zampini
Print Name

24 Florence Street
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Sincerely,

Signature

Jennifer Zampin,
Print Name

24 Florence Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Signature

Alfonzo Zampini
Print Name

24 Florence Street
Floral Park NY 11001

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Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

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Alfonzo Zampini
Signature

Alfonzo Zampini
Print Name

24 Florence Street
Floral Park NY 11001

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Hempstead Town Supervisor Laura Gillen

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As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to <u>reduce the scale of the project so that use of the North and East Lots will not be required</u>.

Sincerely,

Signature

Jennifer Zampini

Print Name

24 Florence Street

Floral Park NY 11001

c:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

January 2019

Mr. Michael Avolio
Empire State Development Corp.
633 Third Avenue, 37th floor
New York, NY 10017

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Additionally, the DEIS fails to address any significant mitigation of the increased traffic. Significantly, at the Public Information Session conducted by ESD on December 10, 2017, both of the respondents to the Request for Proposals for this project commented that the transformation of the Belmont LIRR Station into a full time, year-round facility was integral to their proposals. However, despite the fact that the plan proponents identified that a full time LIRR Station at Belmont is essential to this project, the DEIS proposes only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, **secure firm commitments from New York State and the MTA that a full time, year-round train station shall be constructed and operational at Belmont <u>PRIOR</u> to commencement of events at an arena or the addition of any facilities at Belmont.**

Sincerely,

Kerry E Zalepa
Signature

Kerry E Zalepa
Print Name

119 Beech Street
Floral Park NY 11001

cc: State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

January 2019

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Specifically, at the onset of the project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have adverse impacts on the daily lives of Floral Park and its residents, the revised proposal as presented in the DEIS will now cause much greater significant, adverse impacts. The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a Retail Village on Site B. These project changes 1) added 30,000 square feet the size of the arena, 2) added 37,000 square feet to the size of the proposed hotel, 3) eliminated significant amounts of open space, 4) reduced the parking that was designated for Site A and B south, which necessitated the use of and excessive reliance on the North and East Lots, 5) dramatically increased the number of potential visitors to the site and 6) changed the impact times from occasional (i.e. event times) to constant (i.e. event times plus hours stores will be open including seasonal peaks). The project was already too big. The recent changes have made it far worse.

As I place significant value on the community, Floral Park, in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in **reducing the scale of the project so that the significant harmful impacts to our community can be avoided.**

Sincerely,

Joseph Zolet
Signature

Joseph Zoleta
Print Name

115 Mayfair Ave
Floral Park NY 11001

Cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
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Signature

JANE ZOLETA
Print Name

115 MAYFAIR AVE
Floral Park NY 11001

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Print Name

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Signature

JANE ZOLETA
Print Name

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Print Name

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Signature

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Print Name

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Floral Park NY 11001

cc:
State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

EMPIRE STATE DEVELOPMENT CORPORATION

----------X

RE: BELMONT PARK REDEVELOPMENT CIVIC
AND LAND USE IMPROVEMENT PROJECT
Public Hearing

----------X

Elmont Public Library
700 Hempstead Turnpike
Elmont, New York

January 8, 2019
6:00 p.m.

BEFORE:
EDWARD KRAMER, ESQ.,
Hearing Officer

VOLUME I

A P P E A R A N C E S:

For the Empire State Development Corporation:

Thomas Conoscenti, Vice President of
Real Estate Development

For AKRF:

John Neill, Vice President and Project Manager on
ESD's Consulting Team for DEIS

Also Present:

Members of the Applicant Team

ESD Staff

Members of the Press

Members of the Public

Nicole Ellis, Stenographer

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01-08-19 - Belmont Park Redevelopment Public Hearing

THE HEARING OFFICER: Good evening, ladies and gentlemen. My name is Edward Kramer and I'm an attorney duly admitted to practice law in the state of New York.

I have been asked by the New York State Urban Development Corporation, doing business as Empire State Development, ESD, to conduct a public hearing pursuant to Sections 6 and 16 of the New York State Urban Development Corporation act, known as the UDC Act, and Article 8 of the New York State Environmental Conservation Law and its implementing regulations.

This hearing is being held pursuant to legal notice published in accordance with the UDC Act and the State Environmental Quality Review Act, or SEQRA, in the December 8th, 2018 edition of Newsday.

The purpose of this hearing is to afford you an opportunity to make statements and comments about ESD's proposed General Project Plan; the Draft Environmental Impact Statement, DEIS; and the essential terms of

01-08-19 - Belmont Park Redevelopment Public Hearing

the proposed conveyances and leases with respect to the proposed Belmont Park Redevelopment Civic and Land Use Improvement Project.

My purpose here today is to run the hearing in a fair and impartial manner and to try to make sure that everyone who wishes to speak has an adequate opportunity to be heard. This is not a question and answer session; it is, instead, an opportunity for you to present your views so that ESD can consider them in making its final determinations.

Please note that a stenographic transcript of this hearing is being made.

Comments presented at this hearing will be taken into consideration by ESD as part of the final approval of the proposed project. Comments may also be submitted to ESD in writing. Comments must be received by 5:00 p.m. on February 11th, 2019. Instructions for submitting written comments can be found at the sign-in table located outside this room.

01-08-19 - Belmont Park Redevelopment Public Hearing

First, Mr. Thomas Conoscenti, ESD's Vice President of Real Estate Development, will present information about the project on behalf of ESD. He will be followed by Mr. John Neill of AKRF, the environmental consultants, who will present a summary of the DEIS.

Following the presentations, I will begin to recognize those who wish to make a comment about the project. If you wish to speak at today's hearing, please be sure to sign in at the speaker registration table located outside this room.

For your information and convenience, copies of the proposed General Project Plan, the GPP, and the executive summary of the Draft EIS for the proposed project are available at the table outside this room.

A full copy of the Draft EIS is also located at that table available for inspection only. Upon request, the GPP and the Draft EIS may be inspected at ESD's offices, 633 Third Avenue, New York, New York

01-08-19 - Belmont Park Redevelopment Public Hearing

10017, between the hours of 9:30 a.m. and 5:00 p.m., Monday through Friday, public holidays excluded.

To inspect and/or obtain copies of the foregoing documents, please contact Michael Avolio at ESD at the address above or at 212-803-3729. Copies of the General Project Plan have been filed in the offices of the Nassau County Clerk and the Hempstead Town Clerk, and have been provided to the Town of Hempstead Supervisor; the Nassau County Executive; the presiding officer of the Nassau County Executive; and the chair of the Nassau Planning Commission.

Copies of the DEIS have been provided to all involved agencies and to other parties as required under SEQRA. In addition, copies of the DEIS are available to review at the Elmont Public Library; the Floral Park library; the Queens library at Bellerose, Queens Village, and Cambria Heights. The Draft EIS can also be viewed on ESD's website at http://esd.ny.gov/belmont-park-redevelopment-

01-08-19 - Belmont Park Redevelopment Public Hearing

project.

In order to give everyone an ample opportunity to speak, I request that speakers keep their oral presentations to no more than three minutes. Speakers unable to conclude their remarks in the allotted time may be given an opportunity to conclude their remarks once all speakers have been given an opportunity to speak, should time allow.

In order to ensure an accurate transcript and to enable all assembled to hear your remarks, I ask each speaker, when called, to come to the microphone in the front of the room, please state your name and address. If you are appearing as a representative of an organization or governmental entity, please identify the organization or entity and state its address.

Finally, I want to remind you that the purpose of this hearing is to afford you an opportunity to make comments about the General Project Plan, the essential terms of the proposed conveyances and leases for the proposed project and Draft EIS. This is not a

01-08-19 - Belmont Park Redevelopment Public Hearing question and answer session.

Now I would like to take care of some administrative matters by asking the stenographer to mark the following documents as exhibits to the hearing transcript:

Exhibit 1, a copy of the public hearing notice that appeared in Newsday, along with the affidavit of publication attesting for the publication of the notice;

Exhibit 2, the proposed General Project Plan;

Exhibit 3, the notice of completion of the Draft Environmental Impact Statement for the project;

Exhibit 4, the Draft Impact Statement, a copy of which is on display for public review on the table outside the room;

And Exhibit 5, a copy of environmental notice bulletin of December 12th, 2018, notice of acceptance of Draft EIS and public hearing.

These documents will now be deemed admitted.

(Whereupon, documents were deemed

01-08-19 - Belmont Park Redevelopment Public Hearing

marked as Exhibits 1 through 5 for identification.)

THE HEARING OFFICER: Mr. Conoscenti will now present information about the project, and he will be followed by Mr. John Neill of AKRF who will present a summary of the DEIS.

Mr. Conoscenti.

MR. CONOSCENTI: Thank you and good evening. My name is Tom Conoscenti and I'm with Empire State Development.

As noted earlier, this is the public hearing on the proposed General Project Plan and draft environmental impact statement for the Belmont Park Redevelopment Land Use Improvement and Civic Project.

Following the public hearings this week, there is a written comment period until February 11th in which the public can submit written comments on the project. Following the written comment period, we will review and prepare written responses to each substantive comment which will be presented as part of the Final Environmental Impact Statement in a

similar format to how we responded to comments in the draft scope we released in August.

Following the completion of the Final Environment Impact Statement, which is expected in the second quarter of this year, we would seek a final decision on the project from the Empire State Development directors, the New York State Franchise Oversight Board, and the Public Authorities Control Board. If approved, the project can begin construction in the middle of this year.

Before I get into the summary of the proposed General Project Plan, I wanted to note ESD's significant commitment to public outreach for this project. So far there have been six public meetings; 20 tours and smaller community meetings; 16 community advisory committee meetings and elected official meetings; and ongoing communication with elected officials, government agencies and staff.

The project is generally the same as was announced at the end of 2017. It contemplates an 18,000-seat arena for the

Islanders with 19,000 seats for concerts. The program further proposes an up to 250 room hotel with amenity space, up to 435,000 square feet of retail, up to 30,000 square feet of office and 10,000 square feet of community facility space.

In addition, per the RFP, gaming, such as video lottery terminals and casino games, are prohibited in this development and there are contracting requirements for 30 percent certified Minority- and Women-Owned Business Enterprises and 6 percent for Service-Disabled Veteran-Owned Businesses.

Based on the feedback to date, the site plan has changed in the following ways:

First, the hotel moved away from the Grandstand and the height was reduced and capped at 150 feet;

Second, most of the retail space which was originally proposed to be north of Hempstead Turnpike has moved south of Hempstead Turnpike to Site B;

Third, in lieu of building recreation space on Site B, the developer will

01-08-19 - Belmont Park Redevelopment Public Hearing

renovate Elmont Road Park;

Fourth, in reconfiguring the use of Site A, new open spaces have been added to create a unique destination;

And last, the PSEG substation in the north lot have been moved further south closer to Exit 26D.

In total, the project cost is approximately 1.18 billion and is projected to yield over 10,000 construction jobs and nearly 3,000 permanent jobs.

In terms of parking, the project will utilize approximately 8,250 parking spaces, including existing surface parking lots at Belmont as well as parking in the arena, hotel and underneath the retail village. There will be no access to the site from Plainfield Avenue, and the management of the parking will be coordinated between the New York Racing Association and the development team.

In terms of public transit, we have secured two Long Island Railroad trains prior to events from Jamaica and two trains

back. The developer will contribute to the Long Island Railroad upgrades and train operations. ESD will concurrently work with the Long Island Railroad to explore future opportunities for a full-time station at Belmont to meet the needs of commuters and residents.

The next few slides are diagrams and renderings of the project.

This is a slide of the full project with the parking areas highlighted.

This is a slide of the site plan for the development with the uses.

And the last slide, these are several renderings of the project.

Last, there are a couple of transaction items to cover. The business deal that is contemplated is a 49-year lease with renewal options up to 99 years. There would be a $40 million upfront lease payment from the developer for the 49-year term.

The lease would be with the New York Belmont Development Partners, an affiliate of the New York Arena Partners. ESD

01-08-19 - Belmont Park Redevelopment Public Hearing

would reinvest the $40 million into onsite infrastructure and transit improvements, and any money spent on infrastructure improvements would be repaid by the developer through a percentage of sales.

In addition, due to State ownership of the property, a Payment in Lieu of Taxes structure for this development is proposed which would be remitted back to the taxing jurisdiction.

The arena would guarantee a minimum annual payment of $1 million escalating annually, the hotel would 20-year abatement on the improvements which would be phased in on a straight line with annual escalations, and the retail village would have a 15-year abatement on the improvements which would be phased in on a straight line with annual escalations.

Now John Neill from AKRF will review the Draft Environmental Impact Statement. Thank you.

MR. NEILL: Thank you, Tom. Good evening, everyone. Can you hear me okay?

01-08-19 - Belmont Park Redevelopment Public Hearing

My name is John Neill, I'm a Vice President at AKRF and a project manager on ESD's consultant team for the Draft Environmental impact Statement, what I'm going to refer to as the DEIS.

The DEIS considers the proposed project's environmental affects for many different analysis areas, they are shown on the screen here.

In addition to these analysis categories, the DEIS evaluates alternatives to the proposed project and describes mitigation that would be required to eliminate or reduce identified significant adverse impacts. I'm going to focus my time, about five minutes, on areas of analysis where the DEIS identified the potential for significant adverse environmental impacts.

During construction, the DEIS finds that the project could result in significant adverse impacts at traffic intersections and from construction noise. The DEIS identified measures to eliminate the traffic impacts during construction and to

partially mitigate the identified impacts from construction noise. Interior noise levels would be fully mitigated at all locations, but exterior construction noise would not be fully mitigated.

The DEIS also identified the potential for significant adverse impacts on certain transportation systems during operational conditions. Specifically on the local traffic network, on Cross Island Parkway highway segments, on bus service and potentially parking.

The DEIS proposes mitigation measures that would eliminate the potential for significant adverse impacts identified on bus service, potential parking impacts, and all but two local traffic intersections. At those two locations, mitigation measures would only partially mitigate the impacts.

ESD continues to coordinate with involved agencies, including State DOT and New York City DOT, to confirm the viability of the proposed mitigation measures in the DEIS, and updates will be provided as part of the Final

01-08-19 - Belmont Park Redevelopment Public Hearing

EIS.

I'm going to focus the remainder of my time on one important component of the proposed project's mitigation strategy, which is the Transportation Management Plan, I'm going to refer to it as the "TMP."

The DEIS analysis of traffic impacts represents worst-case conditions, like during a sold-out arena event. That doesn't take credit for measures that would be implemented under a Transportation Management Plan, a TMP.

The DEIS identifies a number of possible TMP strategies. ESD is working with transportation agencies and the applicant team to advance, as part of the Final EIS, actionable commitments that would reduce and manage traffic demand along key segments along the Cross Island Parkway and other regional highways linking to the Cross Island Parkway. I'm going to briefly run through examples of TMP strategies that are under consideration for this project.

The first is demand of management

strategies that would incentivize use of transit and carpooling. For example, identifying offsite parking lot locations. There are also onsite strategies, such as designated drop-off and pickup locations to promote use of ride share, carpool and transit, as well as carpooling priority zones within parking lots.

Additional parking strategies would provide advanced and realtime information to visitors about where to park and how to get there. Measures include, for example, when a customer buys an event ticket, they would be assigned a particular lot within Belmont Park and would be provided driving instructions specific to that lot. These types of measures would help optimize travel efficiencies and avoid conflict with local neighborhood roads.

Transportation apps have become important tools for transportation management. The applicant plans to work directly with app providers, such as Waze, to route event traffic by integrating parking facility

information into the navigational app. The applicant will also be using events' specific information from travel apps post-opening day to continually work to improve on this Transportation Management Plan.

Information would be available publicly through apps and through signage on major Long Island thoroughfares. Advanced and realtime notifications would encourage non-event motorists to consider alternate routes. This is a regional strategy that helps locally by reducing background traffic on the Cross Island Parkway.

ESD is requiring that the applicant design and implement onsite event management plans. These plans would detail strategies for signage and staffing, shuttle buses, pedestrian management, everything that's shown here on this slide, and those strategies would be tailored for different types of events. So hockey would be different than a concert, would be different than a family event. And also account for different sizes and ranges of attendance. These plans

would be designed and implemented for opening day and would continue to evolve and improve over time using transportation data collected from actual event days.

Finally, another important set of strategies for the TMP center around encouraging event visitors to arrive early and stay late. It serves the benefit of redistributing vehicular traffic away from the peak arrival and departure hours for events, spread out the traffic generating trips to eliminate worst-case peak conditions. This could include specific actions such as scheduling and promoting pregame and postgame events and activities on the project's plaza, or having shopping and dining specials for arena and non-arena events.

ESD continues to work with the applicant to advance, as part of the FEIS, actual commitments that would reduce and manage forecasted worst-case traffic conditions.

As Tom explained earlier, the comment period will stay open until

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February 11th, instructions for submitting comments and reviewing documents are here on the screen and are also available at the sign-in desk.

Thank you for your time, and we look forward to hearing your comments.

(Applause.)

THE HEARING OFFICER: Thank you.

We will now begin the public comment portion of this hearing. The procedures to be followed are as follows:

If you wish to speak at today's hearing, and if you haven't already done so, please register at the sign-in table outside the room. Public figures and certain project participants will be allowed to speak as soon as possible after their arrival at the hearing room. In all other instances, speakers will be called on in the order in which they have registered.

I will be calling names in groups of five. When you hear your name, please take a seat in the row reserved for speakers near the microphone.

Now I'd like to ask our first five speakers to approach the microphone at the front of the room. That will be: Senator Todd Kaminsky, Virginia Amato, Riselli Gonzalez, Adrienne Esposito, and Steven Schneider.

And the first speaker will be Senator Todd Kaminsky.

SENATOR KAMINSKY: Good evening. I'm Senator Todd Kaminsky and I have the honor of representing the Elmont community, a community that is extremely concerned and alarmed by what's been presented.

And after reading the preliminary report that was released last month, has more questions than, frankly, answers that were provided from the documents.

So I'd like to highlight some of the concerns that I share with the community that need satisfactory answers.

The first, and I think, the overwhelming one, is the traffic and transportation issue. I think the presentation you just made where you're asking

thousands of people to change their driving behavior, frankly, underscores how unprepared this current plan is to absorb the thousands of people that are coming here.

(Applause.)

SENATOR KAMINSKY: I was present when the promise was made at the opening of this of a full-time train station that takes trains from the east and west as necessary.

(Applause.)

SENATOR KAMINSKY: That's necessary in order to make this project work. Until we see a real plan from the MTA with a full-time station and service from the east, so that someone from, let's say, Huntington who wants to come to the community can do it through public transportation, which also benefits our environment, is a necessary and critical part of this and the fact that it's missing is extremely troubling and something that must be answered satisfactorily as we go forward.

I'd like to address the issue of jobs. There's too much there that we don't

know either. People want good quality jobs, people want union jobs. What will those jobs be? How will people get there? There's too much of that we don't know at this time.

I think the community center is a crucial thing that the community was promised. Where is it? What will it do? Who will fund it? I want to make sure that between the money going to our schools in the form of PILOTs, which we need to know more about, and how much that will be over time, I think the community wants to know, and I want to know, exactly what this project is going to do to help our young people.

And so millions of dollars are going to our schools and we have a robust community center that are teaching the young people the skills they're going to need to be successful in this world, that's one thing. We don't know that yet and there's a lot of questions I have about that.

I certainly think that there are noise and pollution issues we need to know more about. When you look at the slide before

that said "Site Plan Close Up," it had a road running right along the backyard of many communities. What is going to protect them from noise pollution, smog, smoke, exhaust, light pollution? There are many issues that we have. We need to get serious about doing that, not just in the construction phase but as we move forward.

So I want to end with a general theme of the following: This project is an important one, but there's nothing inevitable about it. And until we have solid answers of critical -- on critical topics and questions in this area, this community is not going to rest and the elected officials representing this community are not going to rest asking and demanding answers to these questions. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Senator.

I'd like the speakers to know that there will be a sound that they will hear when there's 30 seconds left to go for your

convenience and then there will be another buzzer when the three minutes are up.

The next speaker is Virginia Amato.

MS. AMATO: Virginia Amato, I from Elmont, I've been here 57 years. My family came here in 1940s, they built a lot of homes around here, they helped build up Elmont.

And what you're proposing here is just too big and it's going to infringe upon all the neighbors around here. You want to build retail? Retail is going out. I don't know if you watch the news, Sears is going, so I don't know why you want to put in retail.

The Islanders, what did they do for Uniondale? They didn't do anything for Uniondale, and over there, at least they've got a lot of land, they aren't surrounded by residential people. We're surrounded by residential people here and you're going to put it over here. You don't care about the traffic that we have here. It's already bumper-to-bumper around here, no matter what time of day, it's bumper-to-bumper.

And a hotel. I don't see anybody staying there. I see it turning into a casino, which is what Cuomo wants, anyway. I see it underutilized so they'll probably put another church there, Section 8 housing. We've got too many churches so we're tired of that, that's all tax evasion.

Railroad. Unless you're going to make a direct train from out on the island straight there, people from Long Island, they are going to be using their cars, they are not going to Jamaica and coming way back. That, they are definitely not doing.

The parking for Belmont Stakes Day, I don't know how you're going handle that 'cause they were already overcrowding our streets. Now, I read something in the thing you handed out that it was underutilized, the lot on Belmont Stakes Day, that's because they are parking on the streets. They are stealing all our spots, they park in front of my driveway so I can't even get out. My sister had a half-hour standoff with a limo one night. I mean, it's ridiculous what goes on

in this neighborhood.

And you're saying it's underutilized, that's not true. You're saying the racetrack only races 90 days, I work there, that's not true. We race from the end of April to mid-July, they go to Saratoga and while they are there, we're simulcasting in both racetracks down here, and then they come back after Labor Day and we're racing until the end of October. So this is not true what you've handed out.

Just because you don't like us doesn't mean we're stupid people. We don't want to be walked on anymore. Thank you.

THE HEARING OFFICER: Thank you for your comments.

The next speaker is Riselli Gonzalez.

MS. GONZALEZ: My name is Riselli Gonzalez and I live in Elmont on Norfeld Boulevard, this is my 35th year there.

I'm here on behalf of the Elmont Against the Mega Mall, we are a local group of residents of registered voters who have

opposed this project.

Here in Elmont I have raised four children and now I have five grandchildren and through the years, I've seen many changes in the community to what it is now. And I know that in life there is change, but that doesn't mean that it's good and appropriate.

During the Belmont Stakes normally tens of thousands of people come into our community and during that time, it will take me from Elmont Road to get to the Cross Island between 42 to 46 minutes. That said, I'm sure -- and during that time, also, when I have my children and my grandchildren, I keep them off the street because there's cars coming, people trying to take side roads and trying to get all over the place and there's definitely too many cars.

Now what we're being asked is to have a race day every day. Certainly that's going to be the case if we have an arena with the mega mall that is nearly twice the size of the Americana in Manhasset. That's going to be a full-time headache for us residents of

Elmont.

In addition to that, that means it's going to be more traffic on our local streets impacting our children and community.

So I also want to speak a little about the full-time train station. So I wonder who is going to pay for it? I don't think that this project should go forward, but that being said, it shouldn't go forward without having fully funded train station before the arena opens and before the mall opens.

For me, like, I use Waze and I use GPS and I'm sure everyone else does, and it will not send people on the Cross Island. So the trucks and all the traveling people traveling to the arenas are going to be -- they are going to go through our communities, through our streets, there's going to be more trucks, more congestion and more pollution.

My biggest concern about this is the children and our lifestyles, the way we live. I urge you to reject the project and send it back to the drawing board, get rid of

the arena and drastically reduce the mega mall and bring us a plan the community can support. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Gonzalez.

Next speaker is Adrienne Esposito.

MS. ESPOSITO: Adrienne Esposito, I'm the executive director of the Citizens Campaign for the Environment. I'll be speaking today specifically on water resources and the water resources section in the Draft EIS, which, I would like to say, is woefully anemic.

The Draft EIS actually didn't analyze any of the water resources used or that would be used and that needs to be corrected in the Draft EIS. In fact, it makes the statement, quote, "The proposed actions would not result in significant adverse impacts to water resources," and then offers no meaningful or substantive facts of how it came to that wonderful conclusion. That's more of a statement of hope than it really is

a statement of fact. So, for instance --

(Applause.)

MS. ESPOSITO: For instance, in Chapter 9, the "Water Resource" section, it doesn't identify any water quantity number that would be used. There is some vague reference in the executive summary that they believe the project will use 136,000 gallons per day, which is equivalent to 49 million gallons per year. But they don't say where that number came from, there's a footnote that doesn't include water for irrigation purposes, which sometimes can be the vast majority of water use in a development proposal, and it doesn't say anything about it in the "Water Resource" section.

So here's what needs to be done. All significant or regionally significant proposals should be able to quantify water use from our aquifer system. We have a finite resource for water, particularly here in western Nassau where water use is now being regulated by the DEC because we are over pumping our aquifer system.

How much water will you use -- will the proposal use each year, not only for withdrawing for consumption and production but also for irrigation purpose?

How much does that draw down the aquifer system?

What impact does that have on the sustainability of the aquifer?

Also, does that impact any nearby plume that is undergoing remediation and will it redirect those plumes and the path of those plumes so water use and water withdrawal is extremely significant in regional development proposals such as this one?

And the issue is not addressed and it's not even discussed in the Draft EIS.

Also very quickly, it does talk a little about waste water, but it gets it wrong. The Draft EIS talks about hooking up to the Bay Park Sewage Treatment Plant which it says is under TMDL for the ocean. That's completely wrong, there was some hallucination when somebody wrote that. There is no TMDL for the Bay Park Sewage Treatment Plant. It

doesn't discharge currently into the ocean, it discharges into the bays, into the western bays. There's no TMDL for the bays and the ocean.

But, anyway, so the "Water Resource" section is woefully lacking, it needs to be written because what you have now is bad. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you for your comments.

The next speaker is Steven Schneider.

MR. SCHNEIDER: Hi. I'd like to know if I can get more than three minutes, I'm hired by a group of people.

THE HEARING OFFICER: No, you can't.

MR. SCHNEIDER: Can I take somebody else's place later?

THE HEARING OFFICER: No, that's not permitted unless there's time at the end, then you can.

MR. SCHNEIDER: I also have a copy

of my comments. This is very technical, that's why.

THE HEARING OFFICER: You can start his time now.

MR. SCHNEIDER: My name is Steven Schneider from Schneider Engineering, I'm a licensed professional engineer. I've been doing traffic engineering for 48 years at 1 Comac Loop in Ronkonkoma, New York.

We had reviewed the DEIS over the last week and a half and we divided it into three parts: One was the traffic end; one was the parking end; and the other we called conclusions.

The traffic end we have the following comments, so I'm going to briefly go through this.

The higher capacity software that was used is an outdated version. Calculations should be made using the Version 10 of the Higher Capacity Manual, which is the latest version;

There were no printouts made available, even in the Appendix, to allow for

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a complete analysis and evaluation of the calculations;

A fully booked concert was never analyzed with the 19,000 seat capacity for concerts;

The retail in Site A is comprised primarily of restaurants and the ITE, which is industry standard for restaurants, should have been used for trip generation instead of shopping center. Makes a big difference in the calculations;

The disposition of the current of car vehicles, 6600 to 7200 vehicles, which is mentioned in the DEIS, has not been addressed at all;

There was no mention of adjusting the counts taken in January and February for this study by seasonal variation factors;

The normal format for a traffic impact study was not followed;

No signal warrant analysis was done for the signal proposed at Hempstead Turnpike and Cross Island Parkway;

The weekday 32 percent pass-by

traffic, which I'm not going to explain, it takes too long, was way too high. The actual number should be 28 percent, which is a 6 percent difference, which is quite a bit for this type of site;

Trip generation, the book was out of date which they had used;

In trip generation, the 2018 and 2019 Islanders schedule, the times of evening, hockey games are actually 7:00 p.m., whereas the study showed 7:30 to 8:00 p.m. for the peak hours of traffic, that's incorrect.

I've got a whole list, to be honest, of items in here that are technically incorrect, completely incorrect. I'd like them to be able to review it, and obviously they are going to.

The information about what to do with the parking is an issue now, they haven't resolved it, even the report says they haven't resolved it. They haven't resolved who is to be responsible, where these spaces are going. The mechanisms for the parking between many of the entities hasn't been approved yet. This

DEIS should not have been written yet, should have not been given to the public yet until they do this. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you. As I said before, if time permits, you can continue towards the end of hearing.

The next five speakers are: Tammie Williams, Nadia Howubnyczyk, Laura Ferone, Patricia Browne, and Kate Trainor.

The next speaker is Tammie Williams.

MS. WILLIAMS: Good evening. My name is Tammie Williams and I'm representing the Belmont Park Community Coalition in Elmont, New York.

The Belmont Park Community Coalition concerns, the comments on Chapter 7, which is the social economic conditions, page 23.

During the scoping process, the Belmont Park Community Coalition and Attorney Norman Siegel stated that the research shows that professional sports arenas and stadiums

are generally not economic engines of economic growth and they are a drain on local economies and do not fulfill the economic promises made to communities.

The coalition and Norman Siegel ask that for the record, AKRF, Empire State Development Corp., and the proposed developers provide academic evidence-based research on the impact of sports arenas and stadiums on local communities around the United States.

The Draft Environmental Impact Statement, DEIS, does not provide academic evidence-based research to support the developer's claim that sports arenas are economic engines. However, the developers and AKRF give examples of where luxury outlet retail developments work in Shanghai, China and the United Kingdom; nothing in the United States.

BPCC finds this to be a significant deficiency in the DEIS. The DEIS has not taken a hard look at these points BPCC pointed out under the SEQRA act.

Are these hearings and the entire

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SEQRA process just a sham with ESD having already made up its mind?

On July 18th, 2018 at Elmont Public Library, ESD produced a planning and approval timeline, which you saw here tonight, to the Belmont Park Community Coalition which indicated release of Final Environmental Impact Statement in the second quarter of 2019 and the start of construction in that same quarter, which you saw here tonight.

Apparently there is no need for ESD and the proposed developers to mitigate significant adverse environmental impacts or further assess issues raised in the DEIS process. ESD is even bold enough to state when the project will be opening in the fourth quarter of 2021.

BPCC assumes that ESD inserted whatever dates New York Arena Partners told them to put in the document. The statute of limitations to file an Article 78, administrative abuse, is four months after the public notice of the findings statement, which must by law be published by ESD.

Seems as if ESD's and New York Islanders co-owner Jon Ledecky's comments regarding the groundbreaking this May 2019, the second quarter, is an attempt to do an end-around and circumvent the SEQRA process.

Apparently all these people who have attended these public hearings for the last year and a half have been wasting their time on the project if it's a done deal.

ESD should be ashamed of itself. BPCC will continue to review the DEIS and submit comments and concerns via e-mail. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker will be Nadia Howubnyczyk.

MS. HOWUBNYCZYK: In August of 2018, Empire State Development released a response to comment for final scope of the Draft Environmental Impact Statement. It contained all public statements made during the public comment period, including a statement I read as president of the Floral

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Let it be known here and now that the Empire State Development misread the intent of the statement as quoted made by me on behalf of the civic association.

Empire State Development extracted a very small portion of the statement to manipulate it to their needs. The entire statement is adamantly opposed to the development and its proceedings as it is currently proposed.

In fact, reading further into the statement I made on March 22nd, 2018, it should be noted the plan as is currently intended is a self-contained environment fabricated to generate income solely for its own private for-profit cause, taking advantage of tax loopholes all on the backs of the host municipalities.

Evidently the motive by Empire State Development is to conjure up support from communities that in reality does not exist. If you have twisted the truth with regards to the Hillcrest Civic Association,

how many other truths have been manipulated?

One is then forced to wonder about the transparency of the entire process. The Latin phrase, falsus in uno, falsus in omnibus; false in one thing, false in everything, easily comes to find.

To be clear, the Floral Park Hillcrest Civic Association rejects the portrayal of support as documented in the response to comments for final scope of the Draft Environmental Impact Statement dated August 28th, 2018.

(Applause.)

THE HEARING OFFICER: Thank you very much for your comments.

The next speaker is Laura Ferone.

MS. FERONE: Good evening. My name is Laura Ferone, I'm president of the Floral Park Bellerose School District Board of Education, as well as a 30-year Floral Park resident.

I'm here tonight to speak on behalf of the children and families of our community. I've 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 stated previously, the Floral Park Bellerose Elementary School is home to over 900 students, pre-K through sixth grade. Our playground is literally 15 feet from the fence. The school property shares more than a 1,000-foot border with Belmont Park delineated by a chain-link fence.

We have repeatedly asked that a berm or barrier be created protecting our children and residents from construction noise and pollution. 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. May I remind you of recent tragedies such as Las Vegas. Let's not begin a project that puts our children at risk from the very start.

Although there have been rumors that there will be a berm or barrier, it does

not appear on any document and there's no guarantee in writing to our school district. Despite the fact that your own document states on page A8 dated August 29th, 2018, and I quote, "School districts with facilities in the study area will be contacted." As of today, neither the Floral Park Bellerose School District, nor the Sewanhaka Central High School District has been contacted.

If you are listening and indeed working with us, then draw a 50-yard barrier along our shared property line with approximately 23 acres in the north lot, which would be quite simple, to move the entire project back 50 yards.

In addition, this barrier must be placed prior to any construction beginning. The plans specifically shows storage of construction equipment in the north lot, exposing our children and residents to unvetted strangers, noise, pollution, as well as the dirt and debris of construction.

Another point with regard to the north lot is irrigation. Our district is

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scheduled to renovate and irrigate our athletic field this summer. We need a written assurance from the Empire State Development group that any damage or water drainage which develops or occurs at any point to the development on your side of the fence will be rectified to our satisfaction by the Empire State Development group.

These are simple requests with easy solutions. I ask you to back your own statements and assure us that these needs will be met.

With regard to traffic and safety, there are four schools within the boundaries of Floral Park Village; two are located on Plainfield Avenue, one directly across the street from the Plainfield gate. To date, the Plainfield Avenue gate is not slotted to be an active gate. We need assurance in writing that this gate will remain closed for daily public use, tours, buses or shuttles.

The vast majority of students walk to and from school. Despite the traffic study, common sense dictates that 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 three accidents --

(Sound of timer.)

THE HEARING OFFICER: Thank you for your comments.

(Applause.)

THE HEARING OFFICER: Next speaker is Patricia Browne.

MS. BROWNE: Hello. My name is Patricia Browne, I live at 100 Fillmore Street in Floral Park with my husband and son, and as a resident of the Incorporated Village of Floral Park, I find it distressing that the Belmont Park Redevelopment Civic and Land Use Improvement Project has grown in scale and scope since it was originally proposed.

The UDC Act, 6266(1), which the ESD operates under, specifically states that the ESD, quote, "Shall give primary consideration to local needs and desires and shall foster local initiative and participation in connection with the planning

and development of its projects," unquote.

With regard to this proposed project, it seems that the community needs and desires are not being met. Specifically the point I want to hit is the north lot and east lot as defined in the Draft Environmental Impact Statement were not going to be used, according to ESD's requests for proposals, RFP, documentation. These lots are immediately adjacent to Floral Park schools, soccer fields, playgrounds and our homes. The north lot, per the ESD responses to RFP question 62, was not intended to be used but now it will be fully utilized.

Additionally, the use of the east lot was not in any of the proposed plans until it appeared in the DEIS on December 6th of 2018, just weeks ago. The use of these lots and the accompanying significant increase in noise, such as car horns, et cetera, local air pollution, light pollution, the lighting of spaces not currently lit, and refuse, such as garbage left by attendees, will significantly affect the adjacent neighborhoods as well as

our schools, athletic fields and playgrounds.

As I place significant value on this community of Floral Park in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they are given, take prompt action to reduce the scale of this project so the use of the north and east lots will not be required.

In addition, ESD has acknowledged certain impacts, but the proposed mitigation is woefully inadequate and in other cases, ESD was just predicting no impact and this is frankly disingenuous. There will be a 28-month construction disruption concurrent with third track construction.

There's the question of how the construction materials will be shipped to the site. There's the impact of NYRA expansion. There's the estimated 47,000 daily visitors which is comparable to the Belmont Stakes Day, which we all know is nightmare. Google Maps directs cars right through Floral Park to get to Belmont. We will need to add police and other staff which we'll be paying for.

There's inadequate Long Island Railroad service. The question of the electrical meters extending from the proposed substation passing through Floral Park. The questions of water supply and additional sewage, and the lack of benefit to our residents is always promised and it usually is not materialized.

(Applause.)

THE HEARING OFFICER: Thank you. Our next speaker is Kate Trainor.

MS. TRAINOR: Good evening. My name is Kate Trainor, I live at 191 Aspen Street in Floral Park. I've lived in Floral Park my entire life and I'm now raising my family there, I have two small children.

The DEIS states that approximately 90 percent of the vehicle traffic will arrive via the Cross Island Parkway, but goes on to assume that vehicles will not use other means to access the site if traffic does not flow rapidly to the site, even though the DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the

additional traffic caused by the project, and the applicant proposes no improvement to the parkway.

This means that the DEIS's assumption that 90 percent of the traffic will arrive via the Cross Island Parkway is irrational and has no logical basis. Instead, local roads will suffer great impacts.

Additionally, even with the flawed assumption regarding the use of Cross Island Parkway, the DEIS concedes that a number of intersections sections will be adversely affected by the proposed project with a few of those intersections being in Floral Park; Tulip, Jericho Turn and Plainfield.

For example, the proposed volume increases for Plainfield Avenue and Jericho Turnpike are, at its maximum, only 85 vehicles per hour. However, since the assumption that the vehicles will only use the Cross Island is obviously flawed, the assumed increase of 85 vehicles per hour is almost certainly a significant underestimation.

As I place significant value on

the community of Floral Park in which I live, I request that ESD, in ensuring they operate under the responsibility that they are given, take strong consideration in reducing the scale of the project so that the amount of additional traffic that will need to transverse Floral Park will not be a measurable increase for the existence this will provide.

And in addition, I just -- the Long Island Railroad would not bring any relief. Nobody from Nassau County is going to go all the way to Jamaica to come back. People are going to take Ubers which will create more traffic to Floral Park. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be: Nassau County Legislator Carrie Solages, Mayor Don Longobardi, Deputy Mayor Kevin Fitzgerald, Nancy Gross and Amy Kelleher.

LEGISLATOR SOLAGES: Good evening.

As legislator for the 3rd

Legislative District, which includes Belmont Park, I understand that the property at Belmont Park is a big opportunity to develop. I'm here tonight to speak for residents who have expressed concern to me and to protect the community.

It is an absolute shame that the proposed site of the development is currently used as a parking lot for new and used cars. We can do better than this, but that does not mean that we as a community should settle for just any development. It is important that the community is made a partner in whatever is developed there.

After all, it is the surrounding community that will be forced to deal with any negative impact such as traffic, noise and overall impact on the environment. This project may be good for the County in terms of sales tax, for the State, for the nation, for the sports world, but if it's not good for the community, then we all fail.

My main concern for this project is transportation. To build this project and

not have, at its inception, a fully functioning train station with a commuter hub for local residents is a nonstarter. For the State to only be offering two trains per event is unacceptable.

Currently residents of Elmont that need to travel to the city for work or for pleasure are forced to either take a bus to the Valley Stream Station, because of limited parking for non-village residents, or take a bus to Jamaica for the railroad or subway.

Residents, and I believe even without the development that a fully functioning train station, is needed to service the community. To my understanding, after discussion with the ESD, the Long Island Railroad has not even surveyed the local community to assess how many local residents use or need LIRR service. This is unfortunate as a study like this is truly needed and should be forced by the ESD.

Further, if the governor is able to obtain assistance from Elon Musk to keep the L train operational during repairs, I'm

sure the State, the developer and the LIRR can work together to ensure a fully functioning train station can be completed before the project is.

Along with mass transit, traffic is a major concern. In discussions with members of the ESD, the traffic study only used a half-mile radius. It's unreasonable to limit the traffic study to half a mile, when the surrounding community has already dealt with multiple accidents including deaths, injuries and more to our young people. It's negligent to do a study of only half a mile.

Many assurances have been made, too often, on similar projects, unenforceable agreements have been broken with no punishment to the developer. Therefore, I'm requesting that the following demands be placed into the lease and liquidated damages be given to the municipality if they are not met:

A project labor agreement;

A plan to build a train station and a commuter hub;

A state-of-the-art community

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center;

Agreements with the local schools for infrastructure;

And updates and improvements to the facilities of the 5th Precinct and Elmont Fire Department;

And jobs created for our young people.

Lastly, we have yet to discuss the issue of the PILOTs and that's a very concerning as we saw what happened in Valley Stream, another central high school district.

Thank you very much, I'll submit my comments.

THE HEARING OFFICER: Thank you.

Next speaker is Don Longobardi.

MAYOR LONGOBARDI: I have a long list of comments here, but what I'm going to do is I'm going to make sure that I submit them in writing and make them brief now so other people can be heard.

Good evening, members of the Empire State Development Corporation. My name is Dominick Longobardi, I'm Mayor of the

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Incorporated Village of Floral Park. I want to thank you on behalf of the residents and business owners of the village for your time and consideration of our concerns regarding any proposed development at Belmont.

Back on July 10th, 2017, a listening session was hosted by members of the State legislature regarding proposed development at Belmont. 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.

While this was all well and good, to date, some issues have been addressed but new detrimental issues to our village have been raised, and they have been raised as a result of the ever-changing redesign of this project.

This project started out as an 18,000-seat arena, stores, a hotel and restaurants all north of Hempstead Turnpike

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located on the property south of the Grandstand at Belmont with parking on the south lot. 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 was expressly said were not going to be used, absolutely no infrastructure improvements to the main arteries of Hempstead Turnpike and Cross Island Parkway, two Long Island Railroad 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 Terrace, Queens, South Floral Park and of course Elmont:

Traffic. The increase in daily traffic that will be heading toward this destination will be rerouted through all the

above communities as a lack of infrastructure improvements only causes drivers to explore other options;

Truck traffic for deliveries during construction and beyond will cause major decomposition of secondary and tertiary roadways as these are the only options for travel to these facilities;

First responder response times. The inability to access routes to homes and businesses for residents, the list goes on and on.

And as an aside, ESD's plan to get people to change their driving habits, I won't comment on that tonight.

Parking. Several issues arise at the outset 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 Floral Park. Verbal discussions of a natural barrier or berm to help alleviate the detrimental affects of noise, light and air pollution that will occur with the development of these lots is a good

first step; however, the lack of detail or plan in the DEIS can only lead one to believe that these detrimental affects may not be addressed and may become actual ways of life for our children and residents.

The Long Island Railroad train station, I'm going to summarize, I don't want anybody taking my microphone. 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 their full attention.

Again, the size and the expansion of the project has created more issues than initially thought. Tonight I simply ask you to listen to the many concerns that we will express to you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Deputy Mayor Kevin Fitzgerald.

DEPUTY MAYOR FITZGERALD: Thank you. Good evening, I'm Kevin Fitzgerald,

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Deputy Mayor of the Incorporated Village of Floral Park. The Village shares a century-old border with beautiful Belmont Park. Thank you from our residents to comment on this potentially significant obtrusion to our daily lives.

Over the past decades there have been a number of suggested uses for the most valuable land and vast open space left in between Queens and western Nassau County. Tonight I want to focus on one topic, the impact of the proposed development of community character as set forth in Chapter 2.

The DEIS states and describes in detail, starting on page 2-17, the existing uses in the surrounding communities including Floral Park. The DEIS acknowledges in Chapter 2 that most of the surrounding communities are predominantly single- or detached one- or two-family homes which have specific requirements on items such as maximum height, minimum lot size, minimum side yard, minimum rear yard setbacks, et cetera, which are the hallmark of the suburban community.

The proposal, as presented, would insert buildings that not only do not meet those standards, but grossly do not conform with the buildings and lot sizes in the surrounding communities as set forth by their zoning codes and laws.

Secondly, the DEIS acknowledges on page 2-7 that in Floral Park there is minimal commercial development. On page 2-9 it states most, if not all, commercial properties in Floral Park are, quote, "ground-level stores with residential uses above."

These stores typically cater to our residents' everyday needs. The proposal, as presented, would insert 325,000 gross square footage of destination retail which would look to draw patrons into a concentrated area and with the vast majority of us being from outside communities which surround it. This is out of character with the suburban community such as Floral Park, as a newly-formed commercial area will not be for the benefit or service the daily needs of the residents of Floral Park.

As the DEIS states, the proposed project would require proposed General Project Plan, GPP, to overwrite the zoning codes of the Town of Hempstead. I strongly urge the ESD board to closely examine all the aspects of the impacts of potential changes that the existing proposal will have on the suburban nature of these communities.

Most suburban communities are based on zoning codes such as Floral Park's own code, as well as the Town of Hempstead. It is important to note that the DEIS acknowledges on page 2-25, quote, "The communities within Nassau County are quintessentially suburban and are comprised of predominantly two-story single-family residences."

To dismiss the decades of work that went into the creating the suburbs that still attracts residents to live and raise families, would be a disservice not only to the existing and future residents, but to our predecessors' visions for their future.

In closing, I respectfully ask the

project be significantly scaled back as it will significantly permanently alter the suburban character of Floral Park. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Nancy Gross.

MS. GROSS: Good evening. My name is Nancy Gross, I'm a resident of the Village of Floral Park. I've lived in Floral Park over 40 years. I grew up in the area, my children now live in the area with my husband and myself. One of my children attends Floral Park Memorial High School, my other daughter attends private high school, my third child is a kindergartner at Floral Park Bellerose School and I'm deeply concerned about the impact of this project on our community.

From the onset of the Belmont project, the proposal included an arena, a retail experience and a hotel on Site A and parking on Site B. Although the original concept would have had adverse affects on the daily lives of Floral Park and its residents, the revised proposal that's presented in the

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DEIS will now cause much greater more significant adverse impacts.

The reason for the difference is primarily due to the increase in magnitude and scope of the project and the insertion of a retail village site on Site B.

The project that changes 30,000 square feet added to the arena; 37,000 square feet added to the proposed hotel; the elimination of significant amounts of onsite open space for the community, not the refurbishment of the park off-site, something on-site for the community; the reduced parking that was designated for Sites A and B south, which now necessitate the use and overreliance on the north and east lots, will bring shuttle buses to and from the main area to those lots creating further pollution, noise and disruption to the site itself and the surrounding communities; and considering that the daily increase of visitors, potential visitors, to the site has increased dramatically.

The impact times now for the daily

events went from occasional, with the Islanders games, now are becoming more of a constant in this current picture, with retail hours, restaurants, the hotel. That's more of a 365 day per year impact on the community as opposed to just the occasion Islanders game.

The project is already too big and the recent changes have made it far worse. As I place significant value in the community of Floral Park in which I live, I would request that the ESD, in ensuring that they operate under the responsibility that they given, take strong consideration in reducing the scale of this project so that the significant and harmful impacts to our community can be avoided.

The Cross Island is a mess as it is. To drive that on a normal day, to drive through Plainfield, Hempstead Turnpike, Jericho Turnpike, commuting to and from Queens every day for work is a mess. Our surrounding communities will pay the price for this project. Please consider changing it. Thank you.

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(Applause.)

THE HEARING OFFICER: Thank you.

Ms. Amy Kelleher now has the microphone.

MS. KELLEHER: Good evening. My name is Amy Kelleher, I live with my husband and two children in the Incorporated Village of Floral Park. I've been a resident for three and a half years and in that short amount of time, I can attest that Floral Park truly is a great place to live and I think we'd all like to keep it that way.

In my statement I would like to further address the traffic and transportation concerns relating to the proposed Belmont redevelopment project.

As previously mentioned, the DEIS states that approximately 90 percent of the vehicle traffic will arrive via the Cross Island Parkway. It further acknowledges that the Cross Island Parkway does not have the capacity to handle the initial traffic caused by the project, yet it states that the applicant proposes no improvements to the

parkway.

Despite this, the DEIS goes on to assume that vehicles will not use other means of access to the site if traffic does not flow rapidly. This assumption is irrational in today's world of traffic apps and navigational technology; instead, local roads will suffer greater impacts. Additionally, the DEIS fails to address any significant mitigations for traffic.

Significantly, at the public information session conducted by ESD on December 10th, 2017, both of the responses to the request for proposals for this project commented that the transformation of the Belmont Long Island Railroad station into a full-time year-round facility was integral to their proposals. However, despite the fact that the plan components identified that a full-time Long Island Railroad station at Belmont is essential to the project, the DEIS proposed only adding two extra trains when there are events at the arena. This is clearly insufficient.

As I place significant value on the community of Floral Park in which I live, I would request the ESD, in ensuring that they operate under the responsibility that they are given, secure firm commitments from New York State and the MTA that a full-time year-round train station shall be constructed and operational at Belmont prior to the commencement of events at the arena or the addition of any facilities at Belmont. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be Jon Johnson, Ciro Cesarano, Rosarino Fuschetto, Christy Reisig and Dr. Lynn Pombonyo.

The first speaker is Jon Johnson.

MR. JOHNSON: Good evening. I won't stand here with a script because I stand here with passion.

I'm a 20-plus year resident of Elmont and I'm going to ask a question: Where was all this, wanting a 24-hour train station, before this arena? Because the 24-hour train

station was needed for many years, but our politicians didn't care to want to address it then, but they want to stand up here at this mic and address it now as if it's a deal breaker, but you haven't been doing your job.

Why haven't you fought to get a 24-hour train station prior to this? But now what we want to do is use this as a leverage point because our politicians who we vote for haven't done their job.

When Todd Kaminsky stands here at this mic and says the things he says is disingenuous to Elmont because Floral Park has a full functioning train station, but the residents of Elmont has to go to Valley Stream or Queens to park to go to the Manhattan.

So Todd Kaminsky, where were you at five, six, seven years ago when this was a need? But now you want to come out and filibuster for everybody in this room and act like you care now because it's a real project. Come on.

Now, let me say this also. I understand that I don't live in Floral Park

and I wish I did 'cause you have a beautiful village. But let me say this: Visit Elmont. Come over to Elmont, spend a little bit of time in what we have to deal with. No one else -- everybody that has come to the mic is from Floral Park. And I understand you have concerns, I do not put down anyone that has concerns. But when people come to this mic and you're not speaking about Elmont, and then I'm hearing in videos that we're a partnership. What kind of partnership is there when you don't come to Elmont?

Please show me when you have sat in Elmont and seen the rate that we have. When you see the parts that we have. When you do that, then you can come up here and then speak for the people.

The saddest thing that I see, and it bothers me because of no one comes to this mic and talks about the kids, the future. This project can last long past any of us here, the key part is this: Having a vision. You're sitting in a library right now that people didn't want ten years ago. People

didn't want this library, but now you're sitting in here comfortable. But when this was a delipidated junior high school and they wanted to put this here, you didn't want it.

So just like this is a project for the future and that's not what you're looking at, you're looking at now. Traffic is always going to be traffic, that's what it's going to be.

But let's look at the bigger picture, people, look at what the future can bring and economic opportunities for our young people. We have kids, retirees, we have people that can benefit from a project. Talk about the benefits. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Johnson.

The next speaker is Ciro Cesarano.

Is he here?

(No response.)

THE HEARING OFFICER: In that case the next speaker is Rosarino Fuschetto.

Is Rosarino Fuschetto here?

(No response.)

THE HEARING OFFICER: How about Christy Reisig?

MS. REISIG: Good evening. My name is Christy Reisig, I live at 268 Floral Parkway in Floral Park, and I'm happy to be here to talk in a partnership with Elmont.

We all work together. I think -- this is not my first meeting, my first rally, I have lived in the village for ten -- well, actually, 15 years. I'm not only a mom there and a wife and a daughter and a friend and a neighbor, I shop in your stores, I take my kids to the library, I take the girls to Girl Scouts, I try to make a difference.

But what I'm talking about today is when I talk about "my town," "your town," "every town," we do not need this huge expansion in our area. When I was running out tonight and I had to call my husband to pick up a pizza, it takes 20 minutes to get down Plainfield to Tulip now 'cause all the traffic with the third track. You know what's going on there, that's in our area there too. We're

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done.

When I tell my friends from high school and college, the beloved area that I live in, I consider our town, our community like Bedford Falls in It's a Wonderful Life. We have a wonderful life, why are we changing it? Who's benefitting from it? I'm not, you're not. Let's make a difference.

So tonight I asked four of my friends, who have spoken before me, and we are submitting to this board and this organization 901 signed letters that each of you have written opposing this. And I say to the committee and the DSI and so on and so forth, we are done. We are done. We've talked about this. I've spoken to many of you. I've discussed things on and on and you don't respond to anything. You have a plan, you're on a track, well let's change it.

We need to change it. When we walk out of here tonight, you're going to say the 20 speakers, the 30 speakers, the 100 speakers are for this. Because that's in your magical dream. But this is the reality: 901

people have come forward in one week and said, we don't want it. So let's scale it back and make it appropriate.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Reisig.

The next speaker is Dr. Lynn Pombonyo.

DR. POMBONYO: Good evening. My name is Lynn Pombonyo, I'm speaking to you as a resident and trustee of the Village of Floral Park and the proud commissioner of the Floral Park Fire Department.

And I will, tonight, address two issues which are of major concern: Transportation mitigation in the DEIS and the seriousness of the work done by Floral Park and the other fire departments.

In Chapter 11, on page 72, only two paragraphs are devoted to "Effect on emergency vehicle response times." This is serious. 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" -- going on, "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 affect on emergency vehicle response times." This conclusion is erroneous and based on serious misconceptions.

Our village and other surrounding communities' fire and rescuing trucks obviously 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 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 the very same increased traffic volume and delays to get to the scene. These emergency response times will all increase in cases of mutual aid fires.

We all know that seconds count. How many 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 flawless?

To another point, the DEIS Chapter 17 presents proposed mitigation measures for transportation impacts that do not address emergency vehicle response times. For example, limitations of the Cross Island Parkway.

First, the increased number of trucks for deliveries and buses, which are being planned to transport Belmont patrons to and from other communities and Long Island

Railroad stations in different areas, are not permitted on the Cross Island parkway and would be forced to travel on the smaller secondary roads surrounding Belmont adding congestion and gridlock.

There is also plans to include diversionary signage on the Cross Island advising motorists to plan alternate routes, obviously through our communities.

We urge Empire State Development to work closely with our local fire, emergency, police agencies; scale down the magnitude of this project and ensure that seconds will count in Final EIS. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Dr. Pombonyo.

The next five speakers will be Kathleen Wagner-Tyson, Jerry McGowan, Frank Gunther, John Mulhall and Stephen McAllister.

The next speaker is Kathleen Wagner-Tyson.

MS. WAGNER-TYSON: Good evening, everybody.

My husband and I recently moved to the Village of Floral Park with full knowledge that an Islanders arena was to be constructed somewhere on the 430 acre property of Belmont Park. There were no plans for shopping malls, hotels or office space at that time, nor should there be any such plans now.

The Cross Island Parkway has always been troubled with traffic, day or night, weekends or weekdays. The creation of these new buildings will cause an influx of drivers to seek shortcuts throughout our streets. Our residential streets will become thoroughfares and parking lots.

And let's talk about construction vehicles, those heavy working machines. They are not allowed on the Belt Parkway, nor the Cross Island Parkway. Traveling from the LIE, trucks will head south using north/south roads such as Lakeville Road, New Hyde Park Road, Little Neck Parkway, Springfield Boulevard, et cetera. And they will travel further south, after consulting Google Maps, along Plainfield Avenue, Carnation Avenue and Tulip Avenue to

then merge onto Hempstead Turnpike. These roads are not able to withstand the heavy deliveries to the construction sites. This is intolerable.

There should be no parking north of Belmont Racetrack. Parking should be created south of Hempstead Turnpike after you remove the plans for the hotel, shopping mall and offices.

(Applause.)

MS. WAGNER-TYSON: Certainly all the residents in all neighborhoods would be happier.

And here's why you should eliminate those buildings. No sports arenas in the metropolitan area have hotels within walking distance of them except MSG and Barclays; not Citi Field, not Yankee Stadium, not Nassau Coliseum. There's no reason to have a hotel at Belmont.

Secondly, a number of malls and outlet centers are empty or have a significant number of vacant stores. For example, Fortunoff's mall in Westbury, the outlet

center at Deer Park and recently Lake Success shopping center. The list can go on and on. And the reason for this: Amazon.

Thirdly, office space is available in all areas of Nassau County and Queens County. There is no need for a new office building.

These new buildings will quickly become mere skeletons in our landscape to which the communities of Floral Park, Elmont and Queens Village will say, "I told them not to build it." Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Wagner-Tyson.

The next speaker is Jerry McGowan.

MR. McGOWAN: Good evening, everyone, thank you for coming.

My name is Jerry McGowan, I'm a lifelong resident of Floral Park, over 50 years, and the reason for my attendance here is to voice my strenuous objection to the proposed development at Belmont Park and its certain negative impact on our village and our

way of life.

The idea of adding 47,000 daily visitors to our streets, and that impact on our neighborhood from a traffic and safety point of view, is cause for great concern among our residents.

The addition of a shopping mall to the proposal gives my pause because in some research I've done recently that indicates such malls can have a negative impact on nearby communities. For example, in an article in The New York Times on January 6th, it was reported that stores are closing in these malls and the impact on tax revenues and the communities affected can be very debilitating.

There was another article in The Times on June 8th of 2018 reporting that a Macy's store in D.C. suburb down in Washington, our nation's capital, empty stores are being occupied by the homeless, by the poor, by the less fortunate, and consequently turning it into a crime and housekeeping social problem.

Plus, as it's already been mentioned here, the number of stores that are being closed, among others, Sears, K-Mart, The Gap, Penney's, suggests that this is not a good idea to go into the retail mall business.

Just as a piece of information, the vacancy rates on retail malls nationwide at the end of 2018 was 9 percent, and the projection is that that will grow over the next several years. And also, because of the impact that online shopping has had, we don't have to get in our cars and drive through traffic in the streets and communities, we can dial it in, we can go online, we can have it shipped. And that is what's happening in the retail business.

Did I mention the staggering increase that traffic can have on the roads in Floral Park. Just think of 47,000 more people on these streets. We gotta be nuts to accept something like that.

So my plea to you, please do the right thing and cancel this project with its potential destruction on this wonderful

community that so many of us have called home and will call home for years to come. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Frank Gunther.

MR. GUNTHER: My name is Frank Gunther, I'm also a 50-year residents of Floral Park. I'm addressing the transportation and mitigation issues in the DEIS which I consider an abysmal failure and I'll tell you why.

The report acknowledges that the Cross Island Parkway is overcapacity today, cannot be mitigated in any way, but that mitigation will occur by virtue of mobile app diversion of traffic to local streets.

Mitigation approach has two parts to it: Adjust of traffic controls on existing streets while not acknowledging the fact that the traffic will grow tremendously after coming off the Cross Island Parkway. And those traffic controls are signals, single lanes, turn prohibitions and things like that

which are really not going to solve the problem.

It also proposes a Transportation Management Plan, which you heard. To be honest, this is an absolute failure. Why? Well, as a Transportation Management Plan would be required in any project of this scope, the one identified in the DEIS fails to identify the adverse affects triggered by the proposed strategies of the TMP itself.

For example, it identifies background traffic to avoid using the Cross Island Parkway on page 17 of the mitigation chapter, promoting diverting traffic from the Cross Island Parkway to local streets but does not provide any substantial mitigation to address this very traffic, which is sent onto our streets.

Further, 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 afterwards. While continuing monitoring the traffic conditions around the

proposed project is beneficial, deferring improvements until after the construction of the project is contrary to the very purpose of EIS process. It's a fraud and it should not be permitted.

Physical improvements that could occur as a result of issues identified after it's open take years to occur and who knows what the results would be.

And one last comment. The TMP plan, which was described in the slides earlier today, who will be in charge of that? What say does the community have in how that works? To whom do they respond? Silence in the report. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Gunther.

The next speaker is John Mulhall.

MR. MULHALL: Thank you. John Mulhall. I've only lived in the town of Floral Park for 35 years and I would say I appreciate the courage of the gentleman who delivered the TMP plan, but it is laughable.

It's just laughable; however, I will change my opinion for half the tax benefits that was given to the vendors of this plan.

(Applause.)

MR. MULHALL: My primary concern is traffic, and I guess it's a volume issue. But primarily, my primary concern is not volume, although that will clearly be a lousy experience for the patrons of this arena and a lousy experience for the local residents as they try to get around town, but my primary concern is how dangerous the traffic will be.

We talk about Plainfield Avenue, Tulip Avenue, Elmont Road, these are not major thoroughfares, these are single lane local roads. One little accident, a car spinning off a little bit and we lose a child on the sidewalk, not trying to cross the street, on the sidewalk. And that's happened at Tulip Avenue and Plainfield Avenue while I've lived in this town.

There's no room for error in this situation, and this -- and they say we're going to put off a decision here, we're going

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to put off how we're going to manage this situation. It just can't be, it's just too dangerous for citizens, let alone patrons. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Stephen McAllister.

MR. McALLISTER: Good evening and thank you. My name is Stephen McAllister, I'm the police commissioner for Floral Park and also I'm a 20-year resident as well.

Couple things in researching this project. In Floral Park, one thing we're starting to feel a little besieged. Before, it was a casino, third track, now we got this Belmont redevelopment. Basically ten pounds of crap into a five-pound bag. It's really --

(Applause.)

THE HEARING OFFICER: I came across the Joni Mitchell song in 1970 called "Big Yellow Taxi": "Don't it always seem to go" -- I won't sing, I'll just read -- "that you don't know what you've got till it's gone.

They paved paradise and put a parking lot with a pink hotel, a boutique and a swinging hot spot."

Isn't that great?

(Applause.)

MR. McALLISTER: All right. Some facts: Floral Park, 11,000 people per square mile, we're one of the most densely populated villages in all of Nassau County. More than Hempstead, 6300; Nassau, as a whole, 4600.

Right now, today, 6,000 vehicles north and south on Plainfield Avenue per day, that's per day; 180,000 per month, 2 million -- over 2 million per year.

Let's just add 1200 cars to that on a daily basis. 47,000 visitors, it's reasonable to think maybe 1200 cars north and south on that road, I think that's reasonable. That's 36,000 more per month, 432,000 per year. Half a million.

"It is not anticipated" -- this is their study -- "that the project's generated traffic volumes would unduly influence the rate of accident occurrence." Are you kidding

me? I've seen you people drive, 36,000 cars additional on the month? Terrible.

I live next to, really immediately adjacent to the horse track. I watch the horses every morning, it never gets old, 20 years of watching that. The increase in vehicles in the last ten years has put a lot of pressure on the existing roads, which ultimately result in road accidents. I don't care how you dice that up, that's just a fact.

We pride ourselves, the Floral Park Police Department, to get to you as quickly as we possibly can, sometimes under 30 seconds. You're no sooner putting down the phone that we respond. They are cutting our time in half with this increased traffic. That makes it difficult for us to respond to you.

Lynn talked about the fire and rescue, we're there first, we're there before those guys. We have to get to you to save babies, to save you, to save your parents. That's a problem. A real big problem not addressed. Thank you.

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(Applause.)

THE HEARING OFFICER: Thank you, Police Commissioner McAllister.

The next five speakers are Joseph Fishinger, Margaret Weickert, Russell Mesnick, Jessica Alfonsi and Joe Alfonsi.

And the first of those speakers is Joseph Fishinger.

MR. FISHINGER: Good evening. My name is Joseph Fishinger with NV5 Inc. I'm the director of traffic engineering there, we were hired by the Village of Floral Park to review the DEIS with regard to transportation and parking.

Like my colleague that spoke earlier, we will be providing detailed comments, I'll hit some of the highlights again tonight.

Again, there, the traffic counts and the capacity analysis were not included in the DEIS. We can't review what we're not given.

The DEIS for the evening commuter peak looked at the 7:00 to 8:00 peak hour, not

the traditional 5:00 to 6:00 p.m. commuter peak, it's deficient in that regard. And also, as others have stated, the Islanders games are starting at 7:00 p.m., the DEIS assumes they are starting later.

Again, as you've heard before, the majority of the traffic is assumed to use the Cross Island Parkway. My numbers are coming upwards of 95 percent in some time periods. And to that point, 67 percent of the project's traffic, the DEIS is saying, can't be handled by the Cross Island Parkway, yet they've proposed no improvements to do that. The traffic obviously has to get there, it's going to divert to a local roadway once the Cross Island is congested.

A revised analysis needs to be done to take that into account, and given the size of this project, some sort of traffic demand model that actually projects how much traffic will be using the local streets is necessary, something that uses either straight line data or the systems that Google generates to come up with their travel times needs to be

considered.

Again, as others have said, the TMP recommends a number of improvements including traffic count times identifying improvements after the development is in place. That's not the time for physical improvements, they need to be done before the project starts so that they are in place before the traffic is there.

Given that there's unmitigated impacts with the DEIS, they need to come up with something to solve the problem. One alternative that was never looked at was reducing the size of the development, that was not even considered as an option in the DEIS.

(Applause.)

MR. FISHINGER: And lastly, what no one else, I believe, has mentioned tonight, is the construction section in the DEIS failed to mention that all the work for the third track for the Long Island Railroad is going to be going on at the same time that the EIS is projecting construction of this arena, yet the third track isn't even mentioned as part of

the DEIS. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Fishinger.

The next speaker is Margaret Weickert.

MS. WEICKERT: With my noted time, I'd like to use my three minutes to focus on two things: Lack of community representation and safety.

The community's been unfairly represented. A Belmont advisory committee was formed in the dark of night and most of the members were in favor of the overdevelopment of Belmont, some had special interests and many had no business being on that committee.

Residents deserve to be heard and they deserve to have their needs met and in the right way, not through formalities that will be ignored as minds and pockets have already been made up.

The politicians have a social contract to their constituents, not to their donors, not to deep pockets. Why are their

constituents being more misled? The DEIS is ambiguous and, as already states, leaves more questions than it actually answers.

I can understand how the community would think that the community is giving mixed signals. Several elected officials came out and supported the arena and are backtracking. While some community members and officials gave their approval, the project was not at this capacity.

Do the surrounding communities want growth and job opportunities? Of course. This will bring these opportunities potentially, but only temporarily. What happens when restaurants and bars and shopping go into Belmont? No one will stop in the surrounding town to eat or drink or go shopping, our businesses will start to slow down and start to shut their doors. That is not good for our communities.

Retail jobs are not jobs that provide livable wages. Union jobs will be available to only a select few and nepotism will favor not the local residents. We need a

proposal that will secure well-paying jobs and opportunities for the people in the surrounding communities. Moreover, outcomes with the promise of things like proposed community green space to Elmont constituents, and the statements were made including school districts with facilities in the study area. Our school leaders have not been given the opportunity to have input.

And the parking lots neighbor two of our community schools. Public parking lots with no sufficient border are proposed. Which leads me to safety. For many houses also border this project. For the sake of time, I'm not going into how this will decimate my property value and the taxpayers will be the ones paying for all the problems, others will surely come up and attest to that; besides, I'm too concerned with the safety of my young children.

I'm worried about new traffic in our towns that will for sure make it unsafe for my children to be able to walk to school, which for me is one and a half blocks. As it

is now, it would be perfectly acceptable to let my fourth-grader walk herself to school next year. But it will not be acceptable to let her walk to and from school when there's Uber drivers speeding down our blocks, not a chance.

A statistic was passed around that at the Town Hall meeting that approximately 17k daily visitors will come to the area, the amount of a Non-Triple Crown Belmont Stakes. Do you know what happens on Belmont Stakes Day in our town? Streets are littered, driveways are blocked, the police force is drained, there are confused, possibly drunk drivers, intoxicated pedestrians and gridlock.

This last year I had the unfortunate opportunity to be threatened with sexual assault against me because I asked two males to not loiter on my property while they were eyeing the construction in my backyard. Does that sound like a safe environment? No.

I'm running out of time so I'll have to end it. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you very much for your comments.

The next speaker is Russell Mesnick.

MR. MESNICK: Good evening. My name is Russell Mesnick, six-year resident of Floral Park. I also want to thank everyone for coming out to speak your minds, greatly appreciate how we can bind together and join and fight this horrible idea.

I share many of the same concerns including security. Our emergency response teams are amazing, their response is being put at risk. Our children's safety is being put at risk. Our community is being put at risk.

We chose Floral Park because of the sense of community, we embrace the grounds of Belmont Park. We live with Belmont Stakes once a year. Once a year we can deal with, 200 times a year, not a chance. That's not going to work out for us.

The north lot, as was mentioned earlier, is adjacent to our homes and the school, the east lot is also nearby schools,

that's not going to work for us.

The TMP strategies are unrealistic. Car pooling, really? That's the best that we can do?

Encouraging people to come early and stay late. In my head, I just hear more drunk drivers at night.

(Applause.)

MR. MESNICK: The idea of a mega mall. People, retail is dying. Someone earlier mentioned Lake Success. Look at the intersection of the Cross Island Parkway and the Long Island Expressway. Macy's is gone. Toys "R" Us is gone. The movie theater is gone. We also lost Sears, JCPenney. Stores are closing off left and right.

Newsday reported last year, the second quarter of 2018, retail had its highest vacancy rate in 18 years. People have been talking about a full-time Long Island Railroad station. Long Island Railroad can't manage what they have now. They have dozens of full-time railroad stations, Floral Park station is literally crumbling. Channel 2

News did a segment on it last year, concrete was falling onto the street below.

Finally, Nassau Coliseum is eight miles away from here. Do we really need another arena? This is asinine. Eight miles away, $130-plus million just spent on renovating the place. People want to bring the Islanders home, western Nassau/Queens border is not home.

The Islanders belong in Uniondale or further east, put them in Suffolk. Then people do not have to travel west to Jamaica to come to Belmont, that's ridiculous. Thank you for your time.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Jessica Alfonsi.

MS. ALFONSI: Hello. I'm Jessica Alfonsi, I'm a third-generation Floral Parker, I've lived here as an adult about the last ten years after moving back to the city for a few years.

Your noise study was incomplete

and skewed. You based the study on levels that were measured at the Coliseum during concert, not an Islanders game. There was no mention of the infamous Islanders honk.

The DEIS lists the noise levels rising a negligible amount by our elementary schools. How can that be when the north lot is currently used for storage with barely any activity and is proposed to be utilized as a parking lot used by thousands of patrons to party, consume alcohol, barbecue, play music and honk their horns? Not to mention the shuttle buses zooming around which are necessary as the walk to the arena will be approximately 20 minutes from the north lot.

Will your proposed buffer composed of dense vegetation and chain-link fence block that out and protect our children from it? Nassau Coliseum borders Hofstra, Nassau Community College, parks and parking lots, not private residential streets. As mentioned, the workers who have, nobody is remembering them, there's thousands of back trench workers that live in Belmont in dormitories who begin

work at 5:00 a.m., and those with families bring their kids to the daycare center in Belmont at 5:00 a.m. Those kids need to be sleeping at night.

I have a brief article from Newsday that I think is relevant, it's called "The Horn Identity: Islanders fans bond through parking-lot tradition at the Coliseum."

"At the end of the day, all Islanders fans really want to do is honk. In the tradition that might be as old as the Islanders, fans celebrate each victory at Nassau Coliseum by honking their car horns to the beat of 'Let's Go Islanders.' The sound of that rhythmic beating is as predictable as the traffic jam leaving the parking lot.

"The coliseum is not easy to exit, especially when thousands try to leave it at the same time. Fans wind up stuck in their Islanders cars with nothing do while they inch toward the exits except honk their horns. It's the most joyous traffic jam you'll ever see.

"'That's definitely a sign of a New York Islanders fan,' former Islanders great Bobby Nystrom said. 'They definitely have that beep down, I love hearing it actually, you know it was a good night.'

"Fans love hearing it, too. After a victory, Islanders fan John said he and a buddy celebrated around the coliseum before embarking on their ten-minute drive home, and of course they honked all the way home. Well, at least he tried to. 'I remember driving home and honking so much that I drained the battery,' he said. 'I'm sitting there banging on the horn and I couldn't get another sound out of car.'

"Steve, another fan, remembers one time when there were words between a Rangers fan and an Islanders fan through the car window led to a drink being thrown. But instead of a fight breaking out, the sound of the surrounding cars honking in unison drowned out the trash talk, silenced the Rangers fan, and in a weird way, deflated the situation.

"And now that it's warm enough for

fans to tailgate, it's common to hear random honks in the parking lot before games. 'It's like a little secret signal that you're part of the club,' said David. He's sometimes done the Islanders honk as far as away as south Jersey and Connecticut when he happens to pass a car with an Islanders sticker on it.

"Like many fans, he roots for the team because his dad did, too, and now he's passing it on to his sons. If there's one thing his five-year-old son really likes, it's the post-game honking. 'Win or lose, as soon as I turn onto Hempstead Turnpike, he asks for the Islanders honk, and I oblige.'

"'If I pass'" --

THE HEARING OFFICER: Could you finish up, please.

MS. ALFONSI: I'm done.

-- "'I do it. It could be a Saturday morning and the Islanders could be on the west coast, it doesn't matter. If I pass the Coliseum, we do it. It's not just 'cause they won a hockey game, it's what we do.'"

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Alfonsi.

The next speaker, I take it no relation, Joe Alfonsi.

MR. ALFONSI: Thank you very much. My name is Joe Alfonsi, my wife, Jessica, just spoke, and I'm going follow on where she went.

I'd like to read a brief article that came out December 2nd, 2018, and for all of you that have been here for a long time, I've got a very special surprise at the end of this so stay tuned.

December 2nd, 2018, Eyes on Isles:

"Last night, the New York Islanders returned to the Nassau Coliseum to play their first regular season game. Tailgaters arrived at 1:30, still five and a half hours before puck drop, and the lot was filled with grills, cornhole and hundreds of Islanders fans partying. Tailgating, or lack thereof, was one of the biggest issues at the Barclays Center. Sure you can have beers on the train, but it's not nearly the same.

"The fans were loud and ready to

go hours before the doors even opened to let them in. By the time the sun was down and it was time to go inside, the parking lot was full. The Islanders went on to win the game 3-2. Fans filed back out, still pumped to do the 'Let's Go Islanders' honk. All was right in the world again."

Now, I've had to do some research 'cause I'm fairly new to the Floral Park area and I'm not a Rangers or an Islanders fan, so I have no dog in the fight. But I think it's important, as I did my research, that I share with you exactly what we're talking about because this is something that's going to really affect everybody. If I can just bring this up.

(Plays an audio file.)

MR. ALFONSI: Anyway, you get the idea. There's a lot of horn blowing, it goes on all day and night, and this is something we have to consider.

So please with the 40 seconds I have left, please think about this. Please consider the scope of this project, this type

of traffic, the honking, the noise pollution has not been considered.

We've got LaGuardia and JFK here, we've got planes flying over left and right, we've got a third track being built and now we've got this huge mega mall. And if you get an opportunity go to YouTube, google "The Dead Malls Series." Retail is dead, I'll give -- I'll be here tomorrow night and have better audio-visual materials. Retail is dead. Amazon is alive. Let's scale this back, everyone. Thank you so much for your time.

(Applause.)

THE HEARING OFFICER: Thank you.

Paul Sapienza, Aubrey Phillips, Gerard Bambrick, Matthew Sexton and Randy Friederich.

The next speaker is Paul Sapienza.

MR. SAPIENZA: Good evening. My name is Paul Sapienza, I'm a native Elmont resident. My family has had a bakery business in Elmont for over 70 years, since 1948.

I own and still operate a bakery in Elmont for over 45 of those years. I'm

currently the president of the Elmont Chamber of Commerce and I was former vice president of the Chamber for over 18 years.

The Elmont Chamber of Commerce is a volunteer-based organization. We focus on the business plan and quality of life for the benefit of our members. And the community at large, and I have long contended that we are all in this together. What is good for business is good for the residents, and this development I see is a win-win for both sides.

The Chamber feels what is needed in this area is economic development, something that will produce a revenue stream and not one that will drain revenue and resources like a community center would. So the Elmont Chamber of Commerce sees this as an opportunity to energize the local business community, enhance the economic base of the entire region as long as we confer with and alleviate the concerns that are expressed here tonight by both side, for the fire departments, police departments, and all those that need to be able to support such a

project.

We had concerns about the hotel height, we had concerns about the power station, the substation. Both of those were met, they were receptive and they were responded to.

I don't think that there's a horse racing facility anywhere in the United States that has been able to survive without adding some other component, be it a casino, shopping center or something to that effect. So let me ask you: How big would this development have to be to encompass all the other acres that they are not talking about now if Belmont does not survive? Would that be a lot more enormous and a lot of traffic?

I see this as a racing jewel -- this has been a racing jewel for generations and I think that we can turn it into a gem that we can be proud of for generations to come.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Aubrey Phillips.

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MR. PHILLIPS: Good evening. Ladies and gentlemen, fellow taxpayers.

For argument's sake, let's assume I'm as ignorant, unsophisticated and uninformed as you, the dutiful staff of the Empire State Development Corporation, the governor's office, who you represent, and the ad hoc committee. Good evening, today.

Further, let's assume that between the lines of the 700-plus pages of the Draft Environmental Impact Study, all of the hopes and dreams of the Elmont taxpaying residents reside. Let's assume.

You see, we the taxpayers have to assume that the truth of your intention is hidden between the lines because it's not explicit in your actions, nor is it explicit in the 700-plus pages of the DEIS.

But let's get real for a minute. I hold in my hand a copy of an Elmont resident's 2017 and 2018 tax bill. And like mine, it reveals a certain truth. The truth is not hidden between the lines, they are there in black and white and yellow. No room

for interpretation or misunderstanding there.

First, the bill reveals an increase of approximately 5 percent from 2017 to 2018. So I ask, where between the lines of the DEIS do we, the uninformed, the unsophisticated, see how this uninvited project slows the rate of growth in our tax increases?

Secondly. I will briefly note that he shared his mortgage company letter that informed him, like many of us at this time of year, that his monthly payment -- I'll round the numbers -- would be $2100 of which 850 is designated for principal and interest, and $1200 for taxes. Notice that his taxes are a whopping 141 percent more than his mortgage.

This is my question: With PILOT money now front and center, we at Elmont don't have to imagine our tax future, we simply look to our Valley Stream neighbors to understand the devastated affect of PILOTs on the school districts.

Let me close by noting that you,

ESD, and the governor of the state of New York, appears to be on the same hurried road traveling at the same drunken speed that allowed the Tappan Zee Bridge to be built using defective bolts.

How can we at Elmont think the very people associated with the threat to public safety would have concern for the taxpayers and their general quality of life?

THE HEARING OFFICER: Thank you very much.

(Applause.)

THE HEARING OFFICER: The next speaker is Gerard Bambrick.

MR. BAMBRICK: Good evening. My name is Gerard Bambrick, I'm the Village administrator for the Village of Floral Park. I have more extensive comments, but because of time constraints, I'll summarize the points I'm making tonight.

The DEIS acknowledges there are certain unmitigated adverse impacts; however, the DEIS tends to justify the creating of this project by asserting that the purported

benefits of the project outweigh the unavoidable adverse impacts. However, this attempt to claim the balancing of purported benefits outweigh the very real effects if this project fails for two very simple reasons.

The first reason is the DEIS's description of the unavoidable adverse impacts is grossly understated. Many others have mentioned the traffic impacts, I won't even discuss that, the traffic engineer has addressed it already so I'll go to the second point.

The second reason is the DEIS's balancing of the benefits to the detriments is falling apart because the purported benefits of the project are greatly overstated. I'm going to give one example of the overstated benefits the DEIS seems to claim.

First one is that the DEIS portrays -- tries to portray that the project is furthering the goal of the 1998 Nassau County Master Plan. This claim is simply unfounded. Several years ago I had the

privilege of serving as the vice chairman of Nassau County Planning Commission. In 1998, I was the planning commissioner when the Nassau County Master Plan was adopted by the planning commission. The development's principals and goals set forth in the 1998 Nassau County Master Plan do not lend support for this project.

The DEIS 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 of the Nassau County Master Plan identified the potential at Belmont was redevelopment as new housing and mixed-uses. Mix-used residential development is entirely consistent with the existing Town of Hempstead governing for this property which provides for business development for 100 square feet on Hempstead Turnpike and 6,000-square-foot residential parcels beyond that.

Permitted density of development under Town of Hempstead zoning provisions is

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nowhere near the excessive and over intensive development proposed by this project. Perhaps more importantly, though, the Nassau County Master Plan support of this project, what's ridiculous about that is the Nassau County plan does not support the establishment of malls.

When the overarching goal of the Nassau County Master Plan was fostering potential of downtown retail in the small villages and neighborhoods, both Floral Park and Elmont are identified as such centers worthy of the Nassau County Master Plan's protections.

Nassau County Master Plan, in discussing the shopping mall says, this is back in 1998: "Today, limitations of land use patterns all too clear, and it points to traffic congestion caused by such use."

I'm running out of time, I'll state that the Nassau County Master Plan refutes the assertion that this project will help the downtown areas. This project needs to be significantly scaled back in order to

protect the suburban character of the communities that surround Belmont.

(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Matthew Sexton.

MR. SEXTON: Matthew Sexton, Floral Park, New York.

I find it very hard to believe that ESD and the developers can mitigate any traffic when Governor Cuomo can't even mitigate the corruption in his own Albany and Empire State Development Corporation.

(Applause.)

MR. SEXTON: Governor Cuomo likes to sit around and take on President Trump so I'm going to tell you tonight that Governor Cuomo is a carbon copy of President Trump.

President Trump talks about building a wall. Well, Governor Cuomo already built a wall, it surrounds Belmont Park and his donating developers, the Belmont Billion we can call it. This scheme was comprised in December 2015 with the late Charles Weiss and

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Cuomo NYRA board appointed member Michael Dunn. They got together that early, drew up designs and sat around and worked with Empire State Development Corporation and NYRA to tailor a bid for the New York Islanders.

This proposal is not culturally competent, it borderlines on institutional racism. Our community is a diverse community, it's made up of Cambria Heights, Queens Village, Bellerose, Floral Park and Elmont. We are African-American, we are Haitian, we are Dominican, Hispanic, Indian, Italian and Irish. And the developers come here and say, you're only good enough for retail and sales jobs. No, we're not.

Our community demands good jobs. STEM jobs. But instead, we're being shoved NHL hockey, which Milton Brady, by the way, says that over 95 percent of its viewership is what? Nothing against white people, but how does this reflect our community?

A major deficiency in the DEIS is you compare our community of 118,000 to Shanghai, China, one of the most homogenous

communities in the world.

Our communities, we have made our community great. We make America great. We are a potpourri, we're the melting pot, and this entire project has to cease and desist immediately. Immediately we have to have the creation of a board, similar to Saratoga and Aqueduct, so our community of 118,000 diverse individuals have a right to due process and our 14th Amendment.

Second of all, we need a comprehensive master plan. All of us have invested in our community. The same way Donald Trump took away the salary reduction, Governor Cuomo with this plan is going to take away our wealth, our investments, which are our homes, which will go down in value.

Finally, we need an overall master plan. We need a plan that brings all of our communities together to the table. Governor Cuomo always says that Donald Trump is a divider. Well, I got one for you, Governor Cuomo, why don't you get down here, why don't you stop this project, why don't you start a

committee and unite our communities so that we can all talk together and work on projects that benefit our community. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Randy Friederich.

MR. FRIEDERICH: Thank you very much for this opportunity.

I live here in the Elmont area for 25 years with my brother, and we've had terrible accidents on Dutch Broadway and Elmont Road. And we've had a student in Memorial High School actually been killed in that area. And we've had -- recently had some very serious accidents there. And I think that the traffic should probably should be very well looked at before we have another death.

I'm not very eloquent, but if I have any time left for speakers, I hope these other eloquent speakers, if there's anybody after me, will have a chance to speak. Thank you very much.

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(Applause.)

THE HEARING OFFICER: Thank you for your comments.

The next five speakers will be Cheryl Lee, Joseph O'Grady, Michael Sussman, Archie Cheng, and Brenda McDonald.

The first is Cheryl Lee.

MS. LEE: All right. Good evening, everyone. My name is Cheryl Lee, my address is 2182 Baylis Avenue, Elmont, New York. I've been in Elmont for over 30 years and I'm president of the Parkhurst Civic Association located within the shadows of Belmont Park. I'm just going to focus on transportation because I think this is the Achilles' heel of the whole situation.

Belmont was supposed to receive a full-time LIRR stop operating 24/7, 365 days. That is something surrounding communities always wanted and was mentioned when New York Governor Andrew Cuomo awarded the hockey team development rights to the stake land.

Recently, we were advised that the 24/7 railroad station service at Belmont Park

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was dead. There is now a scaled-back version. The fact is without a guarantee and upfront resolution to the LIRR service situation at Belmont Park, all other ancillary benefits are meaningless.

The proposed development will have a negative impact on families as it converges an intersection of Belt Parkway, Southern State and Cross Island Parkway along the Grand Central. Yet the draft study did not consider in its finding the reference to traffic mentioned, Hempstead Turnpike and the Cross Island Parkway north of Hempstead Turnpike. This concedes that there are no concurrent solutions to the anticipated increase in traffic.

Overlooked facts are the JFK and LaGuardia airport expansions and their impact on these parkways, adjoining ramps and residential streets. Due to time constraints, because the last time they threw me off, I'll refer you to the Port Authority enplanement and deplanement monthly reports, which also includes transportation activity and analysis,

just in case you guys need some help.

In summation, the train service is vital to the success of the project according to LIRR statements submitted April 4th, 2018 by Donna Betty, chief planning officer of the LIRR. She indicated, "In order to get an understanding of how large events impact the surrounding streets, network and transportation infrastructures, the LIRR recommends conducting a traffic study and analysis during a Belmont Stakes Day event as this will be more reflective of the traffic conditions associated with typical arena events."

Was this recommendation ever implemented on June 9th, the date of the Belmont Stakes? No.

THE HEARING OFFICER: Your time is up. Thank you. We have to get everybody in.

MS. LEE: -- indicated that because what exists cannot handle the projected types of travel that will be coming to Belmont, what's going to make this project or break this project is the transportation.

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On December 17th --

THE HEARING OFFICER: Thank you, Ms. Lee.

The next speaker is Joseph O'Grady.

(Applause.)

MR. O'GRADY: Good evening, everyone. My name is Joseph O'Grady, I'm a lifelong resident of the Village of Floral Park. Currently I also serve as chairman of Citizens' Party of Floral Park.

As a lifelong resident of the Incorporated Village of Floral Park, it's disturbing to me to see the proposed Belmont Park redevelopment project turning into a comprehensive project of overdevelopment right in our very own backyards. More importantly, it is alarming to see that the release of the DEIS, Empire State Development Corp. seems to have turn a deaf ear on many of our previously stated concerns.

As a resident of 81 Pine Avenue in Floral Park, my property is literally within 70 feet of the Belmont Park property. My wife

and I purchased this home and have worked extremely hard to improve and maintain it while increasing its property value. We have raised a family with three children who enjoy the home, the atmosphere and the security of its location next to Belmont Park.

This location has certainly added to the value and charm of my home. Now I see the future looks grim with the overcrowding of buildings and the overutilization of parking lots on neighbor-shared property lines.

I'm concerned about the future noise pollution generated from traffic jams entering and exiting the facility for numerous events at that new arena. No one likes to sit in an automobile waiting to leave an event in a traffic jam with other frustrated drivers.

No longer will I and my neighbors be able to relax and enjoy the serenity of our homes due to the traffic problems entering and exiting your facility. Now your plan has made my home just become the front seat of the automobiles stuck in your traffic jams.

The DEIS states that approximately

90 percent of the vehicle traffic will arrive via the Cross Island Parkway. The DEIS acknowledges that the Cross Island Parkway does not have the capacity to handle the additional traffic caused by the project. From this information presented, I certainly can only conclude that the DEIS fully acknowledges the Cross Island Parkway is already overcapacity, any logical person will realize the traffic will overflow into our backyards.

Later in the DEIS it states, and I quote, "Emergency vehicles such as police cars, fire department trucks and ambulances can maneuver around congested areas when responding because they are not bound by traffic controls." As a lifelong resident of Floral Park, I have been a 34-year member of the Floral Park Fire Department, this is the furthest thing from the truth. First responders in their personal vehicles responding to the fire station or the alarm are bound by all traffic laws governing every other vehicle on the road. They're also

personally liable for any traffic condition while responding in their personal vehicle.

As a licensed driver of our Village's fire apparatus, I have a hard time understanding any concept of maneuverability when referring to fire apparatus. They are generally long and wide which impose significant restrictions on the driver who may try to get around other vehicles.

Most importantly, your misconception demonstrates that you've simply overlooked the obvious, no matter how maneuverable a vehicle, you cannot drive over the people in front of you.

THE HEARING OFFICER: Thank you.

The next speaker is Michael Sussman.

MR. SUSSMAN: Hello, my name Michael Sussman, 128 Gordon Boulevard, Floral Park.

There you have it. You heard it. The firemen can't get to fires, police can't get do their job, everyone knows that the roads can't handle a large stadium. So you

heard a lot of people, very learned people, very smart people, community groups.

So who really wants this stadium? Well, the Empire State Development company wants it. Does anybody from that development live here? No, they probably don't. So they don't care about the community.

So who else wants this? Well, the developers want it because there's money to be made. Oh, money is good. Yeah, so let's build this stadium. Do these people live in the community? No, they don't live here, but they want to get the money out of this. Follow the money.

You know, I heard tonight a lot of facts and figures and I came away with the old adage that "figures don't lie, but liars figure." It seems to be that there's a real push to get this stadium built. Even if they scale back the project, it'll still going to be a regular nightmare.

Now, I work for a living, I take the highways, I take the local streets. I can't imagine tailgaters and people coming to

an event not making it a traffic nightmare. Does anybody who wants this stadium, other than Mr. Sapienza, see what this is? No, they really don't.

But there's got to be a lot of money for somebody somewhere, which is why they are pushing this through. It's stupid, it really is. Anyone who lives in this area is going to be adversely affected.

Now, the developers know that retail isn't working, but they are going to make money developing retail stores. They don't care if it's vacant, they don't care if no one uses the hotel because they'll have gotten their money and have moved on.

Empire State Development. Well, they'll go screw up another neighborhood. If the governor wants a stadium, let him put it in his own neighborhood, see if he gets reelected. Certainly nobody here wants this project. It's ill-conceived, it won't work and you'll screw up the neighborhood. It's really simple. And you don't need a PhD to figure it out. Thank you.

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(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Archie Cheng.

MR. CHENG: Thank you. Good evening, I'm Archie Cheng, a trustee of the Village of Floral 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 Stakes that the day after the race we have a street fair closing our main thoroughfare, Tulip Avenue, for a great celebration.

But there's more to this story.

On Belmont Stakes Day, attendance is approximately 50- to 90,000 and traffic in our village is so bad that we have to turn Plainfield Avenue, a two-lane northbound and southbound road, into a two-lane one-way northbound street. All traffic is diverted north on Carnation Avenue for cars heading

west or north on Plainfield and Jericho Turnpike for all cars heading east. It takes almost four to five hours for traffic on Plainfield Avenue to empty.

Floral Park is truly blessed with an outstanding police department that protects our residents, responds to calls for medical and fire emergencies and traffic accidents. On most shifts, a complement of five to six police personnel make up our police coverage. On Belmont Stakes Day the Village adds 20 additional police personnel at an overtime costs of approximate $24,000. The taxpayers subsidize this expense, but this is only for one day.

I am aware that the DEIS states the entrances to Belmont Park at Plainfield Avenue and Mayfair Avenue 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.

Secondly, it does not mention truck traffic, and also inasmuch as the unmitigated impact caused by the project on

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the Cross Island Parkway will result in massive traffic jams, drivers will find their a way onto our residential streets. With the potential for 19- to 40,000 visitors to the project 50 to 200 days a year, how much money will the Floral Park taxpayer have to pay for increased police protection?

Even if you compute this at half the overtime cost for Belmont Stakes for only 100 events, it would cost our taxpayers close to $1,200,000 or 5 percent of the money we currently raised in taxes. So much for the governor's 2 percent 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 police overtime. On the other hand, Nassau County will receive additional sales tax revenue and an entertainment tax at $1.50 per patron at the arena or $28,500 for a sold out event to reimburse Nassau County for police and other services.

ESD will receive PILOT payments of 5,000/10,000 per event and are not, according

to actual real estate taxes, subject to a 10- to 20-year tax abatement period.

I ask that this project be significantly scaled back as it will significantly and permanently affect our residents property tax liability. And I would ask ESD to view all of our concerns to ensure that the village is not financially impacted. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Brenda McDonald.

MS. McDONALD: Good evening, everyone. I'm not going to reiterate what was already said because the concerns -- my concerns are what everyone else has already mentioned.

But this retail space and mega development, which will be literally in my backyard, so my concerns are: What is the contingency plan if that doesn't work?

With a vacancy of those buildings, who is going to absorb the cost in that?

Are we as taxpayers going to have to pick it up?

The safety, the security. Now vacancies where vagrants can go hang out. The whole problem is unsettling when you live there. And just looking out to see, I want some smart development but not just any development.

And also there are things that are not mentioned about PSEG. We get a lot of brownouts over there and it's just with homeowners and Belmont over there. What's going to happen when the stadium is there and all these other stores? And who's going to pick up those costs?

It's just so unsettling. And as a homeowner in the backyard of that, it's -- what's going to happen?

So I think all of the concerns of the people who are speaking out, they need to be addressed. And I've read the documents, I'm part of the Parkhurst Civic and I don't want to stand here and just reiterate what other people have said, but it's valuable.

And you have to listen to the community.

And when they said that people have come and knocked on doors and met with us, that was not true. No one has come around on Hackaway Avenue. No one has come to speak to us. No one knows our concerns. We met with some of your people from ESD, but no one has literally knocked on our doors and said, "What can we do for you? How can we help you? What would you like to see?"

This has to be a community project with all the surrounding communities, not just Elmont, Floral Park, Bellerose, all of us, New Hyde Park, everyone. We should all have a seat at this table because I've been here for 26 years and when I moved here, I was enjoying it and now I'm starting to say to my husband, What are we going to do? You know.

So please hear us. Yeah, I could move someplace else, but who's gonna buy my house?

Just listen to the people. Bring us together, have a seat at the table and understand what we feel is real because all of

you get in your cars and go home. You're not going to have to deal with this and we are going to have to.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. McDonald.

We have about 12 registered speakers left whom I'd love to be able to get to.

The next six speakers will be Elaine Licari, Albert D'Agostino, Dennis McEnery, Eric Alexander, Simmonie Swaby and Robert Sarro.

And the first speaker is Elaine Licari.

MS. LICARI: I'm not going to hit any spots, you've heard them all. I come from Queens, I come from the border of Glendale and Forest Hills near Woodhaven Boulevard, which, by the way, Woodhaven Boulevard used to be a cow path. And when I was raising my children there, there was still fields left.

But my children moved out here and when I retired, I wanted to follow them. I

didn't want to go to Florida, I wanted to be near my children to be of help to them and so they could help me. So even though the taxes are way above what I was paying, I was willing to do that.

I live -- oh, by the way, the water, who remembers when Belmont ran out of water? Does anybody here? Belmont ran out of water. That was before the expansion. Okay. We solved the readjusting water problem.

I live on Plainfield Avenue and, yes, there is a lot of traffic. But I can live with that right now, even though I have to wait sometimes minutes, which minutes can be a long time, to get out of my driveway.

On Belmont Stakes Day it's -- I cannot begin to tell you. I suggest you come around on Belmont Stakes Day and measure the traffic, see it. But please don't misunderstand me, I love Belmont. I love Belmont more than Saratoga, I really mean that. And I can get through Belmont Stakes because it's one day, the whole police force is out, traffic is diverted all over.

Now, if that happens every single day, I'm sorry, you can't live with that, you can't. Now, at least at night, the traffic dies down and I can sleep 'cause my bedroom faces Plainfield, so I can sleep. It's fairly quiet, you get used to the planes going over your head, okay. And unless there's helicopters or something, it's not bad. I do sleep.

But this is way too big. And I will tell you, I told you I came from Glendale, Forest Hills. Anybody familiar with Atlas Terminals? Okay. Atlas Terminals was a beautiful series of shops, elegant shops and there was a lot of market research done, too, okay. Hemmerdinger, who is really a big shot, did all this, and you know something? They went bankrupt. They went bankrupt. Lord & Taylor's closing, Sears is closing. I shop Amazon, too, why not if you could save a couple bucks.

This is only going to hurt residents, not help them. Then nobody's going to come to our stores, our restaurants and

whatnot, but we still have to suffer the impact of the traffic. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Albert D'Agostino.

MR. D'AGOSTINO: Good evening, ladies and gentlemen. My name is Albert D'Agostino, I'm an attorney and member of the firm Minerva & D'Agostino, P.C. with offices at 107 South Central Avenue, Valley Stream.

My firm represents the Committee Against the Mega Mall. Earlier, you heard one of our members and representatives speak, and earlier, there was also a traffic engineer, Steven Schneider, who is also representing the Committee Against the Mega Mall.

My background is as a land use lawyer and as an environmental lawyer for 25 years. I was counsel to the Nassau County Planning Commission, at the same time that Gerry Bambrick was vice chairman and the Nassau County Master Plan was adopted.

The Committee Against the Mega Mall is a grassroots organization established

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for the purpose of opposing this project and maintaining the quality of life and suburban character of the residential occupants and property owners whose quality of life will be virtually upended by the proposed development.

Back in July 18th of 2008, in what was referred to as the Belmont Park Community Meeting, ESD listed 14 areas to be analyzed by the Environmental Impact Statement. I'm not going to read them, they are part of the record. I would ask that there have been comments made by a couple individuals that I would also mention. In Valley Stream, the Green Acres shopping center received PILOT payments, tax incentives which virtually upended the school system, and that's because it's a central high school district just like the school district system which is applicable here.

I'd also like to point out that the SEQRA regulations, specifically Code Rules and Regulations, Part 617.1, in setting forth the state legislature's intention and purpose in adopting SEQRA, as well as the ensuing

sections of SEQRA, are required that agencies determine whether the actions that they directly undertake, fund or approve may have a significant impact on the environment, and if it's determined that the action may have a significant adverse impact those agencies must prepare a request that issues the scope, study and that the SEQRA process be followed.

That doesn't mean that that's just an opportunity to go forward. I would point out that the timeline, which includes a start of construction during the second quarter of 2019, which begins in just 82 days, presupposes the commencement of construction.

I submit that the die has been cast, the decision has been made, and that this is just red tape which has been imposed upon us by Albany. There's a lot of opposition to this and I don't think you're going to see the end of it. And I'll be submitting a written response.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Simmonie

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Swaby.

MS. SWABY: Thank you very much for this opportunity. I must applaud Floral Park, you guys are a very organized group. And even though I cannot claim that for Elmont, where I'm from, I feel like it's important for me as a mom of three; I have a two-year-old in daycare in Elmont, I also have a high schooler, 13 years old at Elmont, and I also have a six-year-old, a hockey fan.

So it's important for me to be here, just to have -- I think, a lot of the attendees tonight I think can claim that they are from Floral Park. I want you guys to have an understanding of how families in Elmont feel. We may not be -- well, I may not be sophisticated enough in terms of understanding the language, the business language and understanding retailers and how that works. But I think we look at things from a different vantage point.

My concerns are different from yours. I work in the city, I'm an accountant. I work in the city and I take the railroad, I

go to Queens Village every day. And even though I will suffer a bit with traffic, I do understand that, but overriding that concern for me is the fact that my kids -- my mom is about to retire, we'll have opportunity.

Now, even though you may not appreciate the opportunity concerning minimum wage jobs, we do. And a lot of people in our community do. And the gentleman spoke and he said that he represents the mega mall interests and he mentioned that it's a grassroots interest. I'd like more information on what grassroots -- how are you defining that, because based on what I've heard, those interests seems to be related to Manhasset and Valley Stream.

So I think that the conversation has to be a little more forthright. We have towns all around us right now that are dying for economic opportunities. We have Valley Stream and Baldwin who are fighting tooth and nail to get business districts in their community. When you take a walk around Elmont, you will realize that we lack a lot of

resources.

The median income in Elmont, around $90,000 per household, is not too far behind Floral Park at 110, but your services are way different than ours. So we would appreciate some consideration.

I understand that the traffic is a nightmare, but I'm hoping that with your mitigation, with your expertise in terms of your -- how you guys are able to plan and get things going, that you can devise mitigating strategies and work with the Town, work with the ESD.

I'm a member of a group, we call ourselves The Muscle Moms because we fight tooth and nail for our kids. And ESD has met with us and I'm sure they'll meet with you guys and hope you don't take this with any disrespect, but there are a lot of views on this.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next speaker is Dennis McEnery.

MR. McENERY: Good evening. First of all, I'd like to identify myself. I'm Dennis McEnery, I'm a member of the Floral Park Belmont Task Force and also a member of our zoning board.

And the reason I mention that, if one of my neighbors was to come up and say, I'm going to put a fence up, I'm not going to tell you how big it is, I'm not going to tell you how high it is, I'm not going to tell you what fence looks like. The zoning board of Floral Park would probably reject your proposal, as they should on this one.

The State of New York needs to mitigate this before the mall opens, before the hotel opens and before the arena opens. I mean, the Islanders already have the date certain of when they are going to put the shovel in the ground, that is not right.

The Draft Environmental Impact Statement is just too narrow. It really puts binders and tries to limit the amount of work that they have to do. It does not encompass the entire Belmont Park campus which is a

fatal flaw. And being that the State of New York is a landlord, it needs to be redone.

It appears that while on one hand the New York ESD and New York Arena Partners, time after time, assert that many things are beyond the scope of the study, such as working with NYRA, they turn around and then when they need parking, they are going to enter into a parking agreement with who? NYRA. This is not right.

Also this is a classic case of segmentation. The fact that the mega mall is thrown in together, an all-or-nothing situation, and the study does not have the alternative of no mega mall, I think most people in this group would be in favor of no mega mall. But that alternative is not even studied. The only alternative was either the whole thing or no arena. And if the Islanders do go somewhere else, they'll claim, Well that's an alternative that we studied, isn't it? Thank you very much, come to our mall.

This is also a classic case of project creek. The project has moved around

all over this 425-acre site. I mean, again, if you had a neighbor, I'm going to put my garage here. No, I'm going to put it over there. By the way, I'm going to put an addition there. Again, any zoning board, even the Town of Hempstead, I hope, would reject this. And for the State to big foot this and to avoid all local jurisdiction is outrageous.

As for Amazon, Amazon is guaranteeing 25,000 jobs at $150,000 a year in Long Island City. Here, there is no guarantee of $150,000-a-year jobs. It looks like $15-an-hour jobs.

THE HEARING OFFICER: Your time is up.

MR. McENERY: The State of New York needs to revisit and redo this study.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Eric Alexander.

MR. ALEXANDER: All right. My name is Eric Alexander, I'm director of Vision Long Island. I've been asked to speak here by members of the community.

We support common sense redevelopment of the parking area surrounding Belmont Racetrack based on smart growth principals and planned with the surrounding community and the local municipality. To date, that's not happening here.

The DEIS for the proposed Belmont arena, hotel and mall represents numerous concerns and questions about the suitability for the site. The current proposal's possibly maximum potential development that could be accommodated on the site does not appear to adequately mitigate the potential negative impacts that it's like to generate.

Number one, transportation. We agree with the NV5 testimony and a few thoughts of our own. The existing road network is at overcapacity at peak times under current conditions. There's not significant transit access to the site. The proposal does not attempt any improvements to the Cross Island Parkway, which is likely to be the primary access. Carpooling and ride-sharing will not do enough to mitigate this traffic.

They talk about the bus system, but there's no resources for additional bus systems. The local roads will be inundated with an additional 47,000 cars a day. There are traffic safety issues, particularly for pedestrians and bicyclists, and safety of residents in the community.

They are not talking about full-time train station access and there are a whole number of things. Given the difficulty of accessing the site from points to the east, where most of the New York Islanders fans live, represents the question of, how reliable is this location as a long-term home for the Islanders?

Point two, the environmental issues, Citizens Campaign For the Environment addressed those quite well. Compatibility for local businesses surrounding the community. Local plans, this is different than what the local community had come up with and there are real deeper questions of whether 400,000 square feet of retail is going to work in this setting. We've not seen the size of

the small proposal.

Community benefits. This is probably the smallest amount of community benefits we've seen on a project this scale. And 1 percent -- the community center is 10,000 square feet, is 1 percent of the overall development of this, so definitely there needs to be more in this area.

Land use precedent and community process. This scope sets a very bad precedent this should be led by the local municipality and Town of Hempstead.

And lastly, I need to end with this: There is appendix on the smart growth impact statement. This is not a smart growth project, we are the group that actually pushed to have the State put that appendix in as a criteria. This is not a mixed-use project, this is a mall and an arena and it's not been driven by the local community.

So we would definitely like to certainly challenge that statement within the EIS, and we will submit the rest in writing. Thank you.

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(Applause.)

THE HEARING OFFICER: Thank you, Mr. Alexander.

Next speaker is Robert Sarro.

MR. SARRO: My name is Robert Sarro, I live on 70 Pine Avenue.

This project is in my backyard. My concern is -- I know the project is going to go because that's what the governor wants. He's no different than Donald Trump; what he wants, he's going to get.

My concern is the traffic. The traffic I home in the afternoon, whether you go Plainfield Avenue, Elmont, Hempstead Turnpike, Springfield Boulevard. No matter what way you go home, there's no way of getting home.

I don't understand why you can't fix the Cross Island Parkway so they could take components of traffic. All the school buses, DOT vehicles, they all use this road. Dump trucks, trailers, whoever works for the city are allowed to use the parkway, which is illegal, but they're allowed to use it.

So why can't they make a stretch of highway so the commercial vehicles, widening the road a little bit, so they can use it? That money comes from the State, not from the federal government. The State runs parkways, the federal runs interstate roads like the Long Island Expressway.

Now, I work on highways myself, I've been doing this work for 45 years. I know what it is to drive when they shut two lanes down on the Belt Parkway, when they shut two lanes down on the Cross Island. That's going to be every single day if there's a thing in that arena.

Now, I know we're not going to stop it because that's what they want, but there's a way to control the traffic and they know there's a way to control the traffic and they don't want to put a dime into controlling the traffic and to me, that's a bunch of BS.

Why should the people in the streets have to worry about cars that don't belong in this neighborhood? People getting run over every single day and people just

driving away. Why? Because they are drunk, because they don't want to go to jail for drunk driving. They give themselves up a day later because they are drunk. That's why they don't stop.

And I don't need that for my children. I raised my children here, my grandchildren are being raised here. When the 49-year lease is over, when the gambling goes into the hotel, who is going to stop that? We stopped the first one. I won't be here 49 years from now.

I left Woodside because it was changing because I would have killed somebody if they touched my children. If that's what's got to happen, people are going to get up in arms and they're going to have a problem with the traffic. That's not what we need here. We need the State to step up and fix the highways so the trucks can leave the highways and go right into the place, not that they have to drive down our streets going through Elmont, going through New Hyde Park, going through Queens Village. People don't need

that traffic in the neighborhood.

There is a way to solve it and they don't want to solve it. That's the governor, that's Albany. I don't know why we just can't do it.

(Applause.)

THE HEARING OFFICER: Thank you.

The final eight speakers will be Terry Paterno, Marian Kelly, Dan Butler, Bernadette Smith, Michael Culotta, Timothy Moroney, Kevin Flood and Thomas Tweedy.

And we have Terry Paterno first.

(No response.)

THE HEARING OFFICER: Then Marian Kelly.

(No response.)

THE HEARING OFFICER: Dan Butler, is he still here?

(No response.)

THE HEARING OFFICER: Bernadette Smith.

MS. SMITH: My name is Bernadette Smith, I'm a lifelong resident of Floral Park.

I've watched the massive expansion

of this project scope over the past year to cover an area 400 percent larger than the initial 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 cannot be mitigated.

I implore you to rethink this project in so many ways. Reduce the scale of project. Build a full-time railroad station at Belmont. Drop the mega mall from the plans.

(Applause.)

MS. SMITH: Keep the park 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 sat at 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.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Smith.

The next speaker is Michael Culotta.

MR. CULOTTA: I'm Mike Culotta, I'm a resident of Floral Park. I've lived in the village for three years with my wife. We have a two-year-old daughter and I just found out that we have another baby girl on the way.

(Applause.)

THE HEARING OFFICER: Congratulations.

MR. CULOTTA: Thanks.

We love our village. It's a jewel. It's quiet. It's clean. It's safe.

And we live on Plainfield Avenue just a couple blocks away from Floral Park Memorial High School right within the major

impact zone of this project. I have significant concerns with it. I just think it's too big. To quote my police commissioner, it's like shoving ten pounds of crap in a five-pound bag.

It started out as an arena project for the Islanders that was seating about 18- to 19,000 people and there's major scope created in the DEIS. The project now includes a mega mall with over 435,000 square feet of retail and a hotel. There may be up to 40,000 people traveling through our village each day. That's like a Belmont Stakes Day every day and we can't live with that kind of traffic every day.

The impacts on traffic would be significant and unbearable, particularly on streets like Plainfield Avenue and Tulip Avenue. It would turn our village into a parking lot around the clock. Uber and Lyft would flood our community. The project would cause air pollution and an increase in noise levels on our clean and quiet streets.

The Cross Island Parkway, I'm

concerned about that, it already has significant congestion. And ESD has not undertaken any study which examines the impact on the Cross Island Parkway. It admitted in the DEIS that it could not mitigate the traffic impacts and it didn't analyze an alternative that only includes the arena and no mega mall.

I'm also concerned because this project will use -- proposes to use the north and east parking lots on the Belmont Park site. There would be bright lights in those parking lots, they are right behind our homes and schools. So I'm here tonight to strongly urge ESD to scale back the project, get rid of the mega mall and get rid of all the retail on Site B.

Brick and mortar retail is failing. Sears, Toys "R" Us and many of the other retail establishments are going out of business. Internet companies like Amazon are taking over. It doesn't make sense for us taxpayers to subsidize a failing industry.

Instead of a mega mall, use that

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Site B for parking only, keep parking south of Hempstead Turnpike. Don't use the north or the east lots on Belmont Park that are close to our homes and our schools. Keep traffic out of our quiet residential area.

I'm concerned with safety. The project would put a huge strain or our local police and fire departments, they are not staffed to address these issues. ESD needs to make commitments to support our local fire departments.

And finally the power station, it needs to stay as far away from our schools and our homes as possible. And with that, I'd just like to say this project is too big, it needs to be scaled back.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Timothy Moroney.

MR. MORONEY: I'm Timothy Moroney, I live in Floral Park Bellerose Village. I'm seven years old. My route to school is 1.4 miles, estimated time seven minutes.

Streets in Floral Park are very narrow. Impact on garbage days. Impact on me being late for school. Detention.

Please consider all of the kids in Floral Park Bellerose Village and the impact of our daily lives. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you Mr. Moroney and your assistant.

The next speaker is Kevin Flood.

MR. FLOOD: Good evening. Kevin Flood, Floral Park.

In December 2017, ESD announced conditional designated winner of the 2017 RFP to NYAP who presented a development encompassing 43 acres of land.

The Village of Floral Park, although with caution, recognized the development as something that would secure Belmont for another hundred years and provide an economic engine for the area. Since then, the project has changed dramatically and the footprint and overall land use and the surrounding communities' impact has increased

dramatically as well.

According to the DEIS, the reason for the change was because Value Retail, a non-U.S.-based company, thought it would be better for them. They didn't like the feel of the original layout that was originally accepted by the State and the ESD listened to them and their concerns and changed the project to reflect their needs and their wants.

This is a far cry to what is happening to the New York state residents and taxpayers surrounding Belmont Park who will have to live with this development and its enormous impact on our quality of life.

Time and time again, we have let ESD and NYAP know that we're unhappy with the growing nature of the 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 NYAP from ESD for their needs and 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 and New York Arena Partners continue to expand the project with a now emerging use of yet another illuminated parking lot in the west end. Illuminated 365 days a year from dusk till dawn.

I respectfully ask ESD, NYRA, New York Arena Partners, Franchise Oversight Board and the elected officials representing us to listen to our concerns and address them with meaningful input and impact. ESD must be cooperative with the Village of Floral Park and surrounding communities' needs and wants as they were with Value Retail.

This is our quality of life and the ESD should not be looking to accommodate the developers but rather the New York state taxpayers who surround this development and have to live with it every day. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Thomas Tweedy.

MR. TWEEDY: My name is Tom Tweedy. I'm the former mayor of the Village

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of Floral Park, second generation raised in Floral Park and one of three Tweedy families that call Floral Park home.

The Village of Floral Park, the Hamlet of Elmont, the Town of Hempstead and Nassau County have been hosting communities of Belmont since May 4th, 1905, Belmont's opening day. Floral Park and their neighboring communities have long supported Belmont Park, but have grown increasingly concerned since 2007 when NYRA went into leadership.

I'll speak about one issue and that would be power. Sadly, the ESD has declined to act or consider our ten-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 could have been built.

By providing the economic advantage of reliable, independent, inexpensive electricity and then utilizing the waste product of that generation, namely heat, to provide the raw materials for all air

conditioning and heating needs, and all new development, including NYRA's, Grandstand, racetracks, future planning regarding night racing and winter racing, as well as addressing the future needs of its entire campus, thus ensuring a more profitable and sustainable future of 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 overburdened and unreliable electric grid system presently is.

This DEIS states that this project will be served by a power line running through Floral Park to a huge 42,000 square foot 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 power to useable lines of

voltage electric.

What will these dedicated power lines located in Floral Park look like? Will they be similar to the ones presently at East Port, the Pine Barrens and Riverhead? 80-foot high, nine-foot circumference reinforced steel poles? Will these structures convey high-tension power lines from the new substation at the LIRR main line down Plainfield Avenue to Floral Park?

The details of this conveyance and the power requirements must be disclosed to the public and to our elected officials for review and comment before the project gets the go ahead by the ESD. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Tweedy.

Is there anyone else who would like to make a statement?

MR. STETSON: Jack Stetson, Floral Park.

I wasn't here for the beginning so I thought it was a chance to ask some

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questions. So I've got six questions, I'll just ask and answer. If I get the answers wrong, correct me.

Are there any laws exclusive to SEQRA related to the proposed project that requires public hearing? I don't know of any.

Is there any New York State agency or agencies that can legally require that ESD change the negative declaration to a positive declaration? No.

Is there any New York State agency or agencies that can legally require that ESD reconsider the DEIS for completeness and adequacy? No.

Is there any New York State agency or agencies that can legally require that ESD change the scope of the project? No.

Is there any New York State agency or agencies that can legally require that ESD to perform any supplemental studies and make revisions to the DEIS based on the supplemental studies? No.

ESD must respond to subjective substantive comments. The lead agency

typically groups comments by topics and responds only once for each topic. Will ESD use its response to comments as an opportunity to explain why an impact is not significant? Why a particular topic is not included in the Final EIS or how an alternative or proposed mitigation would work? Yes. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. Thank you for all your --

MS. REISIG: My name is Christy Reisig and you asked if I have something else to say.

This evening you had 49 speakers and three people were for the project --

THE HEARING OFFICER: Ms. Reisig --

MS. REISIG: And 46 people were opposed.

I want to recap for the record so you have it. Again, 49 speakers; three people were for and 46 were opposed. So make sure you got those numbers.

THE HEARING OFFICER: Can we

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please be seated.

Thank you for your comments.

Thank you for all your comments, especially those who followed the rules.

The time is now after 9:00 and before we adjourn for the evening, I'd like to tell you that we've had 50 speakers.

I want to reiterate the comments from the proposed project can be made until 5:00 p.m. on Monday, February 11th, 2019. Instructions for submitting written comments can be found at the sign-in table located outside this room.

We will now adjourn and reconvene at 4:00 p.m. tomorrow to continue the hearing. I thank you for everyone's cooperation and courtesy and thank you all for attending.

(Time noted: 9:01 p.m.)

C E R T I F I C A T E

STATE OF NEW YORK)
: ss.:
COUNTY OF QUEENS)

I, NICOLE ELLIS, a Notary Public for and within the State of New York, do hereby certify:

I reported the proceedings in the within-entitled matter, and that the within transcript is a true record of such proceedings.

I further certify that I am not related to any of the parties to this action by blood or by marriage and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of January 2019.

NICOLE ELLIS

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EMPIRE STATE DEVELOPMENT CORPORATION

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RE: BELMONT PARK REDEVELOPMENT CIVIC
AND LAND USE IMPROVEMENT PROJECT
Public Hearing

----------X

Elmont Public Library
700 Hempstead Turnpike
Elmont, New York

January 9, 2019
4:00 P.M.

BEFORE:

EDWARD KRAMER, ESQ.,
HEARING OFFICER

VOLUME II

A P P E A R A N C E S:

For the Empire State Development Corporation:

Thomas Conoscenti, Vice President of
Real Estate Development.....183

For AKRF:

John Neill, Vice President and Project Manager on
ESD's Consulting Team for DEIS.....190

Also Present:

Members of the Applicant Team
ESD Staff
Members of the Press
Members of the Public

Marc Russo, Stenographer

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P R O C E E D I N G S

THE HEARING OFFICER: Could everyone please take their seats.

Good afternoon, ladies and gentlemen.

My name is Edward Kramer and I am an independent attorney duly admitted to practice law in the State of New York. I have been asked by the New York State Urban Development Corporation, doing business as Empire State Development, ESD, to continue to conduct the public hearing that was adjourned yesterday evening, and is now being reconvened pursuant to Section 6 and 16 of the New York State Urban Development Corporation Act, the UDC Act, and Article 8 of the New York State Environmental Conservation Law and its implementing regulations.

This hearing is being held pursuant to a legal notice published in accordance with the UDC Act and the State Environmental Quality Review Act, or SEQRA, in the December 8, 2018 edition of *Newsday*.

The purpose of this hearing is to afford you an opportunity to make statements and

comments about ESD's proposed General Project Plan, the Draft Environmental Impact Statement, DEIS, and the essential terms of the proposed conveyances and leases with respect to the proposed Belmont Park Redevelopment Civic and Land Use Improvement Project.

My purpose is to run the hearing in a fair and impartial manner and to try to make sure that everyone who wishes to speak has an adequate opportunity to be heard. This is not a question and answer session. It is, instead, an opportunity for you to present your views so that ESD can consider them in making its final determinations.

Please note that a stenographic transcript of this hearing is being made.

Comments presented at this hearing will be taken into consideration by ESD as part of the final approval of the proposed project. Comments may also be submitted to ESD in writing. Comments must be received by 5:00 p.m. on February 11, 2019. Instructions for submitting written comments can be found at the sign-in table located outside this room.

First, Mr. Thomas Conoscenti, ESD's Vice President of Real Estate Development, will present information about the project on behalf of ESD.

He will be followed by Mr. John Neill, of AKRF, Environmental Consultants, who will present a summary of the DEIS.

Following the presentations, I will begin to recognize those who wish to make a comment about the project. If you wish to speak at today's hearing, please be sure to sign in at the speaker registration table located outside this room.

For your convenience and information, copies of the proposed General Project Plan, GPP, and the Executive Summary of the Draft EIS for the proposed project, are available at the table outside this room. A full copy of the Draft EIS is also located at that table, available for inspection only.

Upon request, the GPP and the Draft EIS may be inspected at ESD's offices, 633 Third Avenue, New York, New York 10017, between the hours of 9:30 a.m. and 5:00 p.m., Monday through

Friday, public holidays excluded.

To inspect and/or obtain copies of the foregoing documents, please contact Michael Avolio at ESD at the address above or at 212-803-3729. Copies of the General Project Plan have been filed in the offices of the Nassau County Clerk and the Hempstead Town Clerk and have been provided to the Town of Hempstead Supervisor, the Nassau County Executive, the Presiding Officer of the Nassau County Legislature; and, the Chair of the Nassau Planning Commission.

Copies of the DEIS have been provided to all involved agencies and to other parties as required under SEQRA. In addition, copies of the DEIS are available to review at the Elmont Public Library, the Floral Park Library, the Queens Library at the following locations:

Bellerose;

Queens Village; and,

Cambria Heights.

The Draft EIS can also be viewed on ESD'website at:

http://esd.ny.gov/belmont-park-redevelopment-project

In order to give everyone an ample opportunity to speak, I request that speakers keep their oral presentations to no more than three minutes. Speakers unable to conclude the remarks in the allotted time may be given an opportunity to conclude their remarks once all speakers have been given an opportunity to speak should time allow.

In order to ensure an accurate transcript and to enable all assembled to hear your remarks, I ask each speaker when called, to come to the microphone in the front of the room, please state your name and address.

If you are appearing as a representative of an organization or governmental entity, please identify the organization or entity and state its address.

Finally, I want to remind you that the purpose of this hearing is to afford you an opportunity to make comments about the General Project Plan, the essential terms of the proposed conveyances and leases for the proposed project and the Draft EIS.

Again, this is not a question and answer session.

Now I would like to take care of some administrative matters by confirming that the stenographer has marked the following documents as exhibits to the hearing transcript.

Exhibit 1, a copy of the public hearing notice that appeared in *Newsday*, along with the affidavit of publication attesting to the publication of the notice.

(Public hearing notice that appeared in Newsday, along with affidavit of publication, was deemed marked as Exhibit 1.)

THE HEARING OFFICER: Exhibit 2, the proposed General Project Plan.

(The proposed General Project Plan was deemed marked as Exhibit 2.)

THE HEARING OFFICER: Exhibit 3, the notice of completion of the Draft Environmental Impact Statement for the project.

(Notice of completion of the Draft Environmental Impact Statement, was deemed marked as Exhibit 3.)

THE HEARING OFFICER: Exhibit 4, the Draft Environmental Impact Statement, a copy of which is on display for public review on the table

outside this room.

(Draft Environmental Impact Statement, was deemed marked as Exhibit 4.)

THE HEARING OFFICER: And Exhibit 5, a copy of the Environmental Notice Bulletin, December 12, 2018, notice of acceptance of Draft EIS and public hearing.

(Copy of the Environmental Notice Bulletin dated December 12, 2018 and notice of acceptance of Draft EIS and public hearing, were deemed marked as Exhibit 5.)

THE HEARING OFFICER: Again, these documents are deemed admitted.

Thank you for confirming the marking of these exhibits.

Mr. Conoscenti will now present information about the project; and,

He will be followed by Mr. John Neill, of AKRF, who will present a summary of the DEIS.

Mr. Conoscenti.

MR. CONOSCENTI: Thank you and good evening.

My name is Tom Conoscenti and I am

with Empire State Development.

Next slide.

As noted earlier, this is the public hearing on the proposed General Project Plan and Draft Environmental Impact Statement for the Belmont Park Redevelopment Civic and Land Use Improvement Project.

Following the public hearing this week, there is a written comment period until February 11th in which the public can submit written comments on the project.

Following the written comment period, we will review and prepare written responses to each substantive comment, which will be presented as part of the Final Environmental Impact Statement in a similar format to how we responded to comments in the Draft Scope we released in August.

Following the completion of the Final Environmental Impact Statement, which is expected in the second quarter of this year, we would seek a final decision on the project from:

The Empire State Development Directors;

The New York State Franchise Oversight Board; and,

The Public Authorities Control Board.

If approved, the project could begin construction in the middle of this year.

Next slide.

Before I get into the summary of the proposed General Project Plan, I wanted to note ESD's significant commitment to public outreach for this project. So far there have been:

Six public meetings;

Twenty tours and smaller community meetings;

Sixteen community advisory committee meetings; and,

Elected official meetings; and,

Ongoing communication with elected officials, government agencies and staff.

Next slide.

The project is generally the same as it was announced at the end of 2017. It contemplates an 18,000-seat arena for the Islanders with 19,000 seats for concerts.

The program further proposes an up to 250-room hotel with amenity space;

Up to 435,000 square feet of retail;

Up to 30,000 square feet of office space; and,

Ten thousand square feet of community facility space.

In addition, per the RFP, gaming such as video lottery terminals and casino games are prohibited in this development and there is contracting requirements for 30 percent certified by Minority and Women Owned Business Enterprises and six percent for service disabled, veteran owned businesses.

Based on the feedback to date, the site plan has been changed in the following ways:

First, the hotel moved away from the grandstand and the height was reduced and capped at 150 feet.

Second, most of the retail space, which was originally proposed to be north of Hempstead Turnpike, has moved south of Hempstead Turnpike to site B.

Third, in lieu of building recreation space on site B, the developer will renovate Elmont Road Park.

Fourth, in reconfiguring the uses on site A, new open spaces have been added to create a unique destination; and,

Last, the PSEG substation in the north lot has been moved further south, closer to exit 26B.

In total, the project cost is approximately $1.18 billion and it is projected to yield over 10,000 construction jobs and nearly 3,000 permanent jobs.

Next slide.

In terms of parking, the project will utilize approximately 8,250 parking spaces, including existing surface parking lot at Belmont, as well as parking in the arena, hotel and underneath the retail village.

There will be no access to the site from Plainfield Avenue.

And the management of the parking will be coordinated between the New York Racing Association and the Development team.

In terms of public transit, we have secured two Long Island Railroad trains prior to events from Jamaica and two trains back.

The developer will contribute the Long Island Railroad upgrades and the train operations.

ESD will concurrently work with the Long Island Railroad to explore future opportunities for a full-time station at Belmont to meet the needs of commuters and the residents.

Next slide.

The next few slides are diagrams and renderings of the project.

First this is a slide of the full project with the additional -- with the parking highlighted.

Next slide.

This is the slide of the site plan for the development with the uses listed out.

And last, these are some renderings of the project.

Next slide.

Last there are a couple of the transaction items to cover. The business deal that

is contemplated is a 49-year lease with renewals options for up to 99 years.

There will be a $40 million up front lease payment from the developer for the 49-year term. The lease would be with the New York Belmont Development Partners, an affiliate of New York Arena Partners.

ESD would reinvest the $40 million back into onsite infrastructure and transit improvements. And any money spent on infrastructure improvements would be repaid by the developer through a percentage of sales.

In addition, due to State ownership of the property, a payment of lieu of tax structure for this development is proposed, which would be remitted back to the taxing jurisdiction.

The arena would guarantee a minimum annual payment of $1 million, escalating annually.

The hotel would have a 20-year abatement on the improvements, which would be phased in on a straight line with annual escalations.

And the retail village would have

a 15-year abatement on the improvements, which would be phased in on a straight line with annual escalations.

Now, John Neill, from AKRF, will review the Draft Environmental Impact Statement.

Thank you.

MR. NEILL: Thank you, Tom.

Good afternoon, everyone.

My name is John Neill. I'm a vice president at AKRF and a project manager on ESD's consultant team for the Draft Environmental Impact Statement. I'm going to refer it to as the DEIS.

The DEIS considers the proposed project's environmental effects for many different analysis areas. Those analysis areas are shown on this slide.

In addition to these analysis areas, the DEIS evaluates alternatives to the proposed project and describes mitigation measures that would be required to eliminate or reduce identified significant adverse impacts.

I only want to take a few minutes of your time so I'm going to focus on the areas of analyses where the DEIS identified the potential

for significant adverse impacts.

During construction, the DEIS finds that the project could result in significant adverse impacts at traffic intersections and from construction noise.

The DEIS identifies measures to eliminate the traffic impacts during construction and to partially mitigate the identified impacts from construction noise.

Interior noise levels would be fully mitigated at all locations but exterior construction noise would not be fully mitigated at all locations.

The DEIS also identified the potential for significant adverse impacts on certain transportation systems. Specifically on the local traffic network, on Cross Island Highway segments, on bus service and potentially parking.

The DEIS proposes mitigation measures that would eliminate the potential for significant adverse impacts identified on bus service, potential parking impacts on all but two of the local traffic intersection impacts. At those two locations, mitigation measures were only

partially mitigating the identified impacts.

ESD continues to coordinate with involved agencies, including State DOT and New York City DOT, to confirm the viability of the proposed measures in the DEIS.

Updates will be provided as part of the Final EIS, the FEIS.

I'm going to focus the remainder of my time on one important component of the proposed project's mitigation strategy. And that is the Transportation Management Plan. I'm going to refer to the TMP.

The DEIS analysis of traffic impacts represent worst case conditions. It's a worst case scenario such as during a sold-out arena event. That does not take credit for measures that would be implemented under a Transportation Management Plan, a TMP.

The DEIS identifies a number of possible TMP strategies. ESD is working with transportation agencies and the applicant team to advance as part of the FEIS, actionable commitments that would reduce and manage traffic demand along key segments of the Cross Island Parkway and other

regional highways linking to the Cross Island Parkway, as well as the local street network.

I'm going to briefly run through examples of TMP strategies that are under consideration for the project.

The first is demand management strategies that would incentivize use of transit and carpooling. For example, identifying offsite park and ride locations.

There are also onsite strategies such as designated drop off and pick up locations to promote use of ride share, carpool and transit, as well as carpooling priority zones planned within parking routes.

Additional parking strategies would provide advanced and real time information to visitors about where to park and how to get there. Measures include for example, when a customer buys an event ticket, they would be assigned a particular lot within Belmont Park and we would provide driving instructions specific to that lot. This would help to optimize travel efficiency and avoid conflict with local neighborhood roads.

Transportation apps have become an

important tool for transportation management. NYAP, the applicant, plans to work directly with app provider, such as Waze, to route event traffic by integrating parking facility information into the navigational app.

NYAP will also be using event specific information from the travel apps post opening day to continually work to improve transportation management plans.

Information would be available publicly through apps and through signage on major Long Island thoroughfares. Advanced and real time notifications would encourage non-event motorists to consider alternate routes. This is a regional strategy that helps locally by reducing background traffic on the Cross Island Parkway.

ESD is requiring that NYAP design and implement onsite event management plans. These plans would detail strategies for its signage, event staffing, shuttle buses, pedestrian management, everything that you see on this slide. And those strategies would be tailored for different types of events; for a hockey event as compared to a concert, accounting for event sizes

and ranges of attendance.

These plans would be designed and implemented for opening day and would continue to evolve and improve over time using the transportation data collected from actual event days.

Finally, another important set of strategies for the TMP center around encouraging event visitors to arrive early and stay late. The goal here is to redistribute vehicular traffic away from the peak arrival and departure hours for an event. You're effectively spreading out the traffic that's generated by the project to eliminate worst case conditions during peak times.

This could include specific actions such as scheduling and promoting pre-game and post-game events and activities on the projects plazas, for example or having shopping, dining specials before or after an event.

ESD continues to work with the applicant to advance, as part of the FEIS, actionable commitments that would reduce and manage forecasted worst case traffic conditions.

With that, I will leave this up

during -- during folks' comments.

As Tom explained earlier, the comment period will stay open until February 11th. Instructions for submitting comments and reviewing documents are here on the screen and then they're also outside by the sign-in desks.

Thank you for your time.

I look forward to hearing your comments.

Thank you for coming out this afternoon.

THE HEARING OFFICER: Thank you, Mr. Neill.

We will now begin the public comment portion of this hearing. The procedures to be followed are as follows:

If you wish to speak at today's hearing and if you haven't already done so, please register at the sign-in table.

Public officials and certain project participants will be allowed to speak as soon as possible after their arrival at the hearing room.

In all other instances, speakers

will be called on in the order in which they have registered.

I will be calling names in groups of five. When you hear your name, please take a seat in the row reserved for speakers near the microphone.

I would like to ask our first five speakers to approach the microphone at the front of the room.

That will be:

Michael Dantana;

Patrick Martinez;

Lieutenant William Doherty;

Marc Mullen; and,

Richard Pfeiffer.

I'd like to ask our first speaker, who will be Michael Dantana, to approach the microphone. Please state your name and address and whether you are appearing as a representative of any organization.

If you have any prepared remarks and have copies, kindly hand one to the stenographer.

Since we have a number of people

who would like to speak tonight, it is very important that everybody keep their presentations to three minutes. And that three minute time limit will be strictly enforced.

Mr. Dantana.

MR. DANTANA: Good afternoon.

My name is Michael Dantana. I'm the Superintendent of Schools for the Floral Park School District, 1 Poppy Place in Floral Park.

I'm here today to speak about the development of Belmont Properties, particularly what has been called the north lot.

The Floral Park-Bellerose School shares 1,000 feet of 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 this lot and on weekends our fields host about 1,000 students -- children for sporting events.

The following is a true story. Just this past November, school personnel were supervising recess for more than 100 of our children as they -- when they spotted a man walking near a fence, the fence and taking pictures.

Our school aides acted appropriately and safeguarded the children by quickly gathering and escorting them back into the building.

We contacted Belmont security and our Floral Park Police and the trespasser was apprehended. After an interrogation, the authorities determined that the 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, those arriving early to games and events, employers, employees, trespassers must be 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 stated in the DEIS?

The more than 1,000 feet of chain link fencing along the property line does not provide adequate protection for our children. We must work together to solve this problem. We need a tall structure that provides a visual and physical barrier to our property, perhaps a berm topped with a fence and landscaping or a structure like a sound wall, either can work. Whatever the barrier, there should be a buffer between it and active parking.

We need electronic surveillance of our shared property line that will help alert authorities of inappropriate behavior or trespassing in the north lot.

We need a regular security presence in the north parking lot.

We need to be ensured that project workers and regular employees are properly screened. 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 coordination with public agencies. The Floral Park Bellerose School District is one such agency.

We ask you now to 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're prepared to meet to develop a safety plan, a security plan for our shared border.

Thank you.

THE HEARING OFFICER: Okay.

Thank you, Mr. Dantana.

(Applause.)

THE HEARING OFFICER: For the edification of the speakers, a warning sound will go off 30 seconds before your time is up so you'll have a idea.

The next speaker is Patricia

Martinez.

MS. MARTINEZ: My name is Patricia Martinez, 126 Carnation Avenue in Floral Park.

I'm here to speak basically about the traffic and my concern for the overdevelopment at Belmont Park.

You're talking about, you have 8,000 parking spaces. I don't think that the local roads can handle 8,000 more cars. I've lived in Floral Park on Carnation Avenue for the last 15 years. There's been a noticeable increase in traffic already. Many of our intersections become gridlocked in the morning and evening rush hours.

The main roads, Carnation Avenue, Tulip Avenue and Plainfield Avenue are one lane in each direction and cannot handle additional traffic.

I do not think asking people to carpool is a viable mitigation strategy.

I have a seventh-grader who attends Floral Park Memorial High School. He has to cross Plainfield Avenue to get to and from high school. I am concerned about the construction vehicles. I am concerned about vehicles traveling

to the arena because thinking that people are going to stay on a traffic jammed Cross Island Parkway is wishful thinking. People are going to get off. You mentioned Waze. You mentioned navigation apps. People are going to use those to route around traffic and onto our local roads.

The increased traffic will also stress our police and fire departments as they try to respond to additional accidents that will inevitably come from more crowded roads and they deal themselves with the traffic.

Even volunteer fire force and they have to get from wherever they are to the firehouse to get the equipment to respond to an emergency.

I think that there will be negative impacts on Floral Park and Elmont and the surrounding areas and I ask you to reconsider the traffic mitigation and the amount that is being crammed into this small space.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Martinez.

The next speaker is Lieutenant

William Doherty.

MR. DOHERTY: Good afternoon.

My name is Lieutenant William Doherty and today I represent the Floral Park Police Department. My address is 1 Floral Boulevard, Floral Park, New York 11001.

The Floral Park Police Department is a full-service police department that serves the Village of Floral Park, which as you know, abuts the Belmont property.

We pride ourselves on our response time that can literally be measured in seconds, not minutes. With the coming redevelopment plans at the Belmont Race Track facility, our concerns relate to the impact that these projects will have on the village that we serve from many perspectives, chiefly overall safety, response time, traffic and parking.

The proposed project has changed several times since the initial RFP was published. Its scope has become larger and it follows that its impact on neighboring villages will expand as well.

Other speakers have intelligently laid out statistics before I, related to daily

attendance at the proposed hotel, sporting venue, the proposed shopping mall and other arenas and -- rather other arena events. I won't repeat their statistics. However, I will note that a general estimate of average daily visitors will have a staggering impact on the Village of Floral Park.

Floral Park is basically divided in quadrants by two large roads, Plainfield Avenue and Tulip Avenue. Additionally, Covert Avenue forms our eastern border and Jericho Turnpike traverses close to our northern border. Each of these roads will become clogged with traffic that overflows from the Cross Island Parkway.

It stands to reason that the ESD already understands these roads as being advantageous and is one of the reasons why Belmont has become a place to develop. However, ESD must consider the impact on local emergency services responding to emergencies across these main roads will undoubtedly be slowed because of increased traffic volume. That will have a direct impact on life and death in Floral Park.

Increased manpower will become a requirement but it is an expensive one. A pertinent

example is noteworthy; on a non-Triple Crown threat Belmont Stakes race day, the Village of Floral Park sees approximately 45 to 55,000 people traverse our roads. Even if every vehicle has four or five people in it, that's still over 10,000 cars coming through our village than we would normally see.

On that same non-Triple Crown threat race day, the Floral Park Police Department spends between $20,000 and $25,000 in police overtime. The idea that this could become a daily or even weekly occurrence is a staggering burden to bear. Add to that, the quality of life problems that come with such an increase in transient use of our infrastructure and our police resources will become burdened even more.

The Floral Park Police Department is also concerned about the proximity of the construction and the resulting transient usage of the properties to our schools.

No for-profit enterprise is worth the safety of our children and specific, forward-looking plans to ensure the safety of our schools must be developed and published ahead of time.

We are concerned about the noise at the west end of our village will be forced to bear because of how close the hotel and other construction will be to our homes. These quality of life concerns will result in an increase in calls for service to our department.

The fence line that abuts Belmont property lays on many residential properties in the village. Intruders and trespassers wandering the Belmont property --

I just have like five seconds left.

-- and then our residents' properties is a real and valid concern.

An increase in arrests and detentions is almost certainly to occur.

This represents very real and valid concerns to --

THE HEARING OFFICER: Thank you.

MR. DOHERTY: -- the Village of Floral Park.

THE HEARING OFFICER: Thank you, Lieutenant Doherty.

(Applause.)

THE HEARING OFFICER: The next speaker is Marc Mullen.

MR. MULLEN: Good evening.

My name is Marc Mullen. I'm the President of the West End Civic Association.

The west end of Floral Park is a direct neighbor of Belmont Race Track. From our perspective, the two biggest issues we are facing is the north lot and arena parking.

The newest DEIS Impact Statement places 3,000 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.

Could 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, et cetera, start at around 7:00 p.m. So by 5:00 p.m. 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 and games. So this affects everyone.

As of this moment, nothing separates the north lot parking from our schools and homes. There's a theme these days called, build a wall. It doesn't matter right now your political beliefs, but we need some sort of buffer between us and the arena parking, whether it be a noise canceling walls or a wall of shrubs, we need to get the point across to you 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'm pretty certain that the new arena is going to be an expensive place to park your vehicle. What's going to stop people from trying to park in the west end and finding their way into the arena?

Eight 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 a security booth around the west end, be prepared that we're not paying for it. I'm hand delivering that bill to you.

The sign when you drive into Floral Park says, a great place to live. You should read it sometime. It might not mean anything to you but it means everything to us.

Thank you

(Applause.)

THE HEARING OFFICER: Thank you for your comments, Mr. Mullen.

The next speaker is Richard Pfeiffer.

MR. PFEIFFER: Good afternoon.

My name is Richard Pfeiffer, 111 Magnolia Avenue, Floral Park.

Fifty years a resident of Floral Park, a retired professional engineer and I bring

that up only because in my past life, I had been involved in -- involved in evaluating EIS' and DEIS' and so on and so forth. And I have to say that in this particular Draft Environmental Study, there is absolutely nothing good in here that pertains to the Village of Floral Park.

It is strictly something that we do not need and we do not want. And what gets me even worse is when I think about it 10 or 15 years ago when Charles Wang was still alive, he was going to redevelop the Nassau Coliseum with his own money and the Town of Hempstead refused to do this. And now we're left with this -- this mess.

I have to say I was only going to speak on one thing and that was parking -- not parking, traffic in the Village. Somebody from the board has got to come and look at the traffic in the Village between 4:30 and 6:30 at night. We have gridlock in the Village. And to add to the confusion is that when there's an event here and people go on to -- on to Trip Advisor and they find out that Hempstead Turnpike is full and the Belt Parkway is full, the Cross Island is full, they're going to say, well, go use Carnation, go use Tulip,

go use Covert and it's a disaster now and it's going to be a disaster in the future and that's something I think we do not need.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Pfeiffer.

The next five speakers will be:

Marilyn Weickert;

Mary Petrosino;

Marina Trentacoste;

Ed Chatterton; and,

Lea Chatterton.

Please take seats right over there and the first speaker is Marilyn Weickert.

MS. WEICKERT: Okay. My name is Marilyn Weickert and I live at 74 Pine Avenue in Floral Park.

I have lived in the west end of Floral Park with Belmont as my neighbor for over 50 years. I'm pretty concerned about the plan as it stands right now. I have a lot written down but listening to people speaking, I realize my biggest concern is that it's going to change everyday life

as we know it in Floral Park, between the traffic, the parking and this plan is not what it started out to be. It's too much right now.

It's going to make living in Floral Park like a non-Triple Crown-Belmont Stakes day for about one-third of the days of the year. That's not a normal day living in the west end of Floral Park. As the police officer spoke, we need extra police. It's not safe for our kids but luckily they're not in school on the Belmont Stakes day. They are in school 100 of, you know, during these concerts and during the Islander games.

The Mayfair Avenue gate, no one's addressing that and they're saying they're not going to come out. Over the past two days, I've walked in it, it was open, wide open. Cars have drive through, trucks were driving through. And I had to call yesterday and say, please, could you close it, our children are coming out of school in ten minutes and maybe some kid is going to be just like me and want to check out what's in there. So what's going to happen when that's open and school is open?

If the parking lot is active on a

school day, our kids are right up against the fence. It's not acceptable. So I'm hoping that you're going to make sure that the Mayfair Avenue is -- gate remains closed to traffic because that's just not acceptable and that some kind of a wall or abutment goes up at the north parking lot.

I do look forward to, you know, improving our community and having some kind of an arena there but I also think that you need to think about the safety of the people that live there and have been Belmont's neighbors for many, many years.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Weickert.

The next speaker is Mary Petrosino.

MS. PETROSINO: Hello. I'm a resident of Floral Park for over 50 years.

I am against the mall at Belmont. Belmont is an arena, sports arena, not a shopping area. And recently, you know, many stores have closed. If people come in here to shop, there are many stores available. They can go for high end clothing to Foxes, Lord & Taylor. They can go to

Roosevelt Field that has a large variety of items from food courts, sports, restaurants. They can spend days there.

And in Sunday's paper, I don't know if anyone read about it, the malls are complaining that they need tenants for the retail stores.

In Garden City we used to have Sacks and Bloomingdales. They're no longer there.

Thankful for Winthrop Hospital, they have taken up those spaces.

Putting a mall in Belmont is a waste of money. You can use that land for other things and I have suggestions if you need them, I'm available.

Thank you for taking your time to listen to me.

(Applause.)

THE HEARING OFFICER: Thank you for taking the time to speak, Ms. Petrosino.

The next speaker is Marina Trentacoste.

MS. TRENTACOSTE: My name is Marina Trentacoste. I live at 61 Cedar Place in

Floral Park.

My husband Sal and I moved into our home 36 years ago with the first two of our children. We were attracted by the family oriented community and the commitment to excellence the schools, the churches and the family atmosphere.

Our third child was born slightly after we arrived at Cedar Place. We never questioned our decision. It was just the environment that allowed us to raise our family in a safe, supportive environment. Each of our three children have made the same commitment to raise their young families in Floral Park.

The village is not perfect but they do listen. They are willing to approach a problem, consider all the possible outcomes before arriving at a solution. That would include detailed financial, engineering and enforcement implications.

The Belmont project, as currently presented, has little resemblance to the original arena project. Each new addition to the Belmont campus expansion adds new questions that have not been adequately addressed.

Access to Belmont and the availability of sufficient parking were already beyond the campus capacity as part of he original project. On a Belmont Stakes weekend, massive infrastructure adjustments are required to accommodate the number of visitors expected to the Belmont campus, both by Belmont personnel and surrounding communities.

Dealing with these inflated numbers on a regular basis create concerns that need satisfactory resolutions, not slides with implications that -- of what might be possible.

The responsibility cannot fall on Floral Park and the surrounding communities. They are fulfilling their administrative responsibilities to their communities. They should not be expected to take on the responsibilities of Belmont.

Add the section of the project that will take additional parking to open the retail area with an estimated 17,000 customers a day, limited parking is now a critical issue. The additional strain on power, water, sanitation and air pollution need to be accurately evaluated.

I ask you that you look beyond the immediate gains accrued initially to also consider the residual impact on the lives of those surrounding communities on this Belmont project.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Trentacoste.

The next speaker is Ed Chatterton.

MR. ED CHATTERTON: Good afternoon.

Ed Chatterton, 28 Hickory Street, Floral Park.

I've only been in Floral Park three years and part of the reason I moved here was the community.

Part of my concern is I got two younger daughters. hey're not in high school yet. The proximity of the lot to the school is way too close. You're going to have people showing up early according to the Transportation Management Plan. People are going to be in the parking lot. What's to stop pedophiles, lewd acts and anything else that my children should not be seeing before a

sporting event, a concert or anything like that. They're known to go hand in hand.

Right now if you go on the Cross Island at this time, the congestion is already overflowing. Once you get past the Grand Central on the Cross Island coming from the Whitestone Bridge area, it becomes a parking lot in the afternoon. And now you're going to add a sporting event, which is going to happen over 300 times a year, it's going to get even more crowded and put way too many people onto the side streets.

My children, part of the reason I moved here, they're kids that play in the street. They may be playing football. They may be playing hockey. They may be playing basketball and these people are rushing to get to a concert. What's going to protect my children?

Will my taxes be going up with these extra police that are going to be needed?

There are plenty of malls in close proximity of this area. You have Green Acres and Roosevelt Field.

Many of the main streets of Floral Park are small, single lane roads. How are all

these cars going to fit?

How many more adjustments are going to be made even after this meeting? The project started off small and it was sold very cheap and all of a sudden it keeps getting bigger and bigger and bigger.

So my concern is, what are you going to do with mitigation? The mitigation has to be done early with over estimate on size, not figuring -- we'll figure it out later. You need to have a plan before you start and you can't just make it up as you go.

Where is all the parking going to go?

Where are all these people going to go?

Somebody has to know that.

Thank you very much for your time.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Chatterton.

The next speaker is Lea Chatterton.

MR. ED CHATTERTON: Say hi. My

name's Lea. Say, "no more traffic." She's shy now. Sorry.

(Laughter.)

MR. ED CHATTERTON: Just say no more traffic.

Okay, never mind.

THE HEARING OFFICER: What would she have said?

MR. ED CHATTERTON: She wanted to say, no more traffic, no big mall. That's what she was saying before.

(Laughter.)

THE HEARING OFFICER: Thank you, Lea.

The next five speakers will be:

Nicole Chatterton;

Laura Sciara;

Ann Gribbins;

Joe Pelletiere; and,

John Rakowski.

And Nicole Chatterton can take the microphone.

MS. NICOLE CHATTERTON: Hi. Nicole Chatterton, 28 Hickory Street.

I agree with everybody here that spoke before me. I'm totally against this.

And what this woman had to say, the retail, I worked in retail my whole entire life and I grew up in Middle Village and Atlas Mall Terminal was just built over in Atlas Terminal and the retail stores cannot stay and afford the rent and there's constantly turnover and change in the stores. Has anyone addressed or like gone out to retail and even have seen if anybody wants to be in this mall?

That's my one big statement that I could put to.

THE HEARING OFFICER: Well, thank you for your comments, Ms. Chatterton.

MS. NICOLE CHATTERTON: Thank you.

(Applause.)

THE HEARING OFFICER: The next speaker is Laura Sciara.

MS. SCIARA: Thank you. Thank you.

Hi. I'm Laura. I live in Elmont for 47 years. Okay.

I don't want to address the parking or anything like that or the land value. It's -- what it's going to bring to Elmont. We're a poorer community. We're mostly black, Hispanic, Indian and we're trying desperately hard to raise good children, successful children.

The sports arenas, people don't fight with their fists anymore, let's be honest. They bring guns, they bring knives. This is what you're going to bring here. Give us help. Don't hurt us. Don't bring it here. It doesn't belong in Elmont. It's a residential community not a commercial one.

There's going to be drugs. There's going to be so many problems coming here. We need help. I'm not speaking for me. My kids are grown and they're out of school but my neighbors and everybody in Elmont that I love, we're trying -- we're trying. Help us.

I got one suggestion only and everybody can laugh. You want money. You want to build something, you want to help people, do a YMCA. It's old school but it helps our kids, it doesn't hurt them.

Please don't bring it here. Please. It doesn't belong here. That's all I got to say.

(Applause.)

THE HEARING OFFICER: Thank you, Sciara.

The next speaker is Ann Gribbins.

MS. GRIBBINS: Ann Gribbins, 52 Mayfair Avenue, Floral Park, life-long resident of Floral Park.

The New York Islanders hockey team spent many years playing at the Nassau Coliseum and they continue to play there now. The Nassau Coliseum is 14.1 miles from Belmont Park. There are many major roads leading to the Coliseum. There are hotels, shopping malls and residents in the area in the Nassau Coliseum.

It is difficult to understand the reasoning behind building another complex so close to the Nassau Coliseum when there already exists all these facilities.

Developing Belmont Park is going to destroy Elmont, Floral Park and Bellerose and other surrounding areas.

Today many stores are closing. Therefore, there is no guarantee that the mall in Belmont Park will be able to sustain itself.

The argument that jobs will be created is temporary at best.

This whole project is so seriously wrong. There comes a time when the fundamentals of stop something tragic before it starts. Look at what you are proposing, listen to logic.

These three fundamental words are something we learn early and stay with us through life. The Islanders belong at the Nassau Coliseum.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Gribbins.

The next speaker is Joe Pelletiere.

MR. PELLETIERE: Good afternoon.

My name is Joe Pelletiere. I'm a -- I live at 90 Elizabeth Street, Floral Park. I'm a resident of Floral Park for 40 years.

I'm against the scope increase, which has increased approximately 400 percent from its original.

The rail station that's not being built that originally said it was going to be built is still not going to be fair to people who live east of the project. It's kind of ridiculous that they would have to go into Jamaica and then come back, go back to Jamaica and then go back out east.

Most of the Islander fans are from eastern Long Island, you know, east of the Belmont facility.

As people have said, the malls -- there's no need for them. Green Acres is only approximately what, three miles away? Why do you need another mall?

I live a block off of Plainfield Avenue and in the morning, at eight o'clock in the morning, you can't even come out of my side street to go onto Plainfield, the boxes are always blocked. It takes forever just to get to Tulip Avenue, which is approximately five blocks.

I would propose that in the mornings during construction if this project goes through, there's a moratorium on traffic for construction vehicles on Plainfield, say approximately from 7:00 a.m. to 9:30 a.m. and from

2:00 to 6:00 p.m., that there be no construction vehicles on Plainfield and any construction vehicles for the project would it be marked obviously so the police could see whether or not they are going to Belmont.

Floral Park probably has -- is one of the safest towns in the United States. We probably have one of the best police departments in the County or in the State or in the country. They do a phenomenal job. Okay.

So now I saw before you said, come early, leave late. So I'm 65 years old. I used to do that and we used to do a lot of partying, being early and coming late so now you're not only going to put the burden of traffic on the police, you're going to put them now looking for DWIs, watching out for the children on the roads. I think that's a ridiculous statement to -- for you guys to even propose.

There's rumors floating around that the Islanders might pull out of the project. And there's --

(Applause.)

MR. PELLETIERE: And this

property, this property off of Verbena that they're taking offices and I know the plumbing company that was going to do the work was told not to continue on the work.

All right.

So what's going to happen if the Islanders pull out?

They said that the air quality on your slide, they'll be no increase on the air quality, no effect. How ridiculous is that?

You're going to have hundreds of construction vehicles a day going down Plainfield and other roads, the air quality is going to change.

All right.

Originally, the whole project was going to be south of Hempstead Turnpike. I understand now that they're going to take away part of the picnic area at Belmont, which residents from Elmont, Floral Park they love that to be able to bring their children and all during the races to be in the back for the picnic area. I just think that's, you know, another kick in the butt to the Village.

I'm totally against the project. Initially it was -- it seemed like a good deal but now you just keep adding and adding and adding and you're taking advantage of the residents.

(Applause.)

THE HEARING OFFICER: Thank you for your comments, Mr. Pelletiere.

The next speaker is John Rakowski.

MR. RAKOWSKI: My name is John Rakowski.

THE HEARING OFFICER: Oh, Rakowski.

MR. RAKOWSKI: I'm a 40-year resident of Floral Park, raised my children here and now they visit with my grandchildren, a great place to live and visit.

I've invested my time, 20 years volunteering in organizations to make Floral Park a better community. My home is right next to the practice track where a parking lot is planned.

My quality of living will be diminished; air quality, car, bus, truck noise will diminish my quality of life.

Our existing traffic on Hempstead

and Cross Island Parkway is already at capacity. Our Village is considered one of the safest and best places to live and raise a family. This will sadly change if you do not consider the argument brought to your attention.

Our Village residents pay high taxes to have our own police force to serve our community. Our neighbors volunteer as EMTs and firemen and serve our community. They will be asked to put themselves in harm's way many more times because of this over expansion.

I ask you to consider these problems carefully.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Rakowski.

The next five speakers will be:

Joanne Caldon;

Deborah Sawicki;

James McGuire;

Beatrice Necerino; and,

Michael King.

Please take seats in the front and

the first speaker will be Joanne Caldon.

MS. CALDON: Hi. Joanne Caldon, a 40 plus year resident of Floral Park, 169 Verbena Avenue, Floral Park.

Very much -- I just want to add my remarks to everyone else's. The project is too big. Please reconsider the size of this.

I'm not against development but the size of this project is ridiculous. And your mitigation for traffic makes no sense. A wait and see, what are we going to do? You can't work that way, as everyone is saying, the traffic here is already overwhelming.

Please reconsider your plans and think before you start this. What are -- patrons who are coming to these establishments when they are facing all of this traffic, are they going to come back again? You're going to want repeat people to come to support these institutions and nobody's going to come back if they're facing the traffic that is projected.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you,

Mr. Caldon.

The next speaker is Deborah Sawicki.

MS. SAWICKI: Good afternoon.

My name is Debbie Sawicki, 62 Beverly Avenue, Floral Park.

I'm a 25-year resident of the Village of Floral Park and involved in numerous local organizations.

As I am echoing the detailed comments of many others here today, I will be brief.

I have attended meetings since the inception of this project and am so disappointed at how the scope of this project has changed so dramatically from what was first presented to us.

Most importantly, I am concerned about the safety of our communities. As an employee of the Floral Park Bellerose School District, I look out on our school fields, which abut the north parking lot. Numerous students have recess and events on that field and on weekends thousands of children play soccer, lacrosse, baseball and many other events there at all hours over the weekend.

There must be protection for these children. Sadly, we have had to make significant security enhancements to our school buildings and these fields must also be made safe.

Also on the issue of safety, my son is a volunteer fire fighter in the Village of Floral Park. The additional traffic is not just an inconvenience. It could mean lost lives due to longer response times.

There are numerous other questions that others here have raised and -- including concerns raised in the DEIS itself. We need answers to these concerns. This project has simply grown too large in scope and is too much for our communities. I ask you to reconsider.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Sawicki.

And next we'll have James McGuire.

MR. MC GUIRE: Hello. James McGuire from 10 Martha Terrace, Floral Park, New York.

I'm a resident of the Village and

I came here to support the residents of Floral Park who are not supporting this project. It is too large and we really feel it's going to have a negative impact on our property values and the quality of life.

And we also urge everyone here and everyone who has friends, to please contact all of your local officials, all of the elected officials that represent us, including the Governor, to listen to us and to support us in creating a proper development for this site, a smaller development of this site.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. McGuire

And our next speaker is Beatrice Necerino.

MS. NECERINO: Good afternoon.

My name is Beatrice Necerino, 168 Lanford Drive in Elmont and I've been there for 51 years.

There have been many valid concerns presented before me and I'd like to

briefly focus on the tax implications for the residents of the surrounding communities.

It's been my understanding and I'm not sure if this correct, that Belmont Park is taxed as farmland, thus in the past putting the tax burden on the surrounding properties.

Will the properties now -- excuse me, will the property now be taxed appropriately as a profit-making concern and alleviate the tax burden on the surrounding communities? Or will they receive a tax abatement as retail space in Green Acres, in Valley Stream and cause an undue burden on property owners?

Our tax situation in Nassau County is already a disaster and we don't need any more complications.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Necerino.

The next speaker is Michael King.

MR. KING: Hi. My name is Michael King. I live at 389 Plainfield Avenue in Floral Park.

Plainfield Avenue extends between Hempstead Turnpike and Jericho Turnpike. I've been in my house for 12 years. I have three kids. On a daily basis, just now without the Triple Crown, all I see is people blowing through stop signs, because I live at the stop sign.

It sounds like a -- like it's a rant. It's not a rant. As I watch the kids in the morning, every morning cross the street, they're petrified to cross the street because parents, police officers, general drivers run through that stop sign at speeds of 30 to 50 miles an hour.

I've seen three kids hit at the -- at the intersection; one thrown across the street onto my neighbor's yard. That is a daily occurrence.

When you bring more cars in, it gets worse. When you start -- when we do the Triple Crown, they literally take Plainfield Avenue and shut it down. So anyone who needs to go in and out of Plainfield Avenue to get to their homes, can no longer get to their homes because the road is completely shut down.

If this is not taken into account,

you're going to have a lot of problems with traffic in general and you're going to have a lot of problems with traffic for any of your events because Waze will push the people through the local streets. It will make it dangerous for the kids. It will make it dangerous for the residents. It will make it unpleasant and unprofitable for -- for the developers, for the Islanders or whoever wants to take this project.

This is not a good project for a residential neighborhood. There are other areas on Long Island that can sustain this. This is not the area.

If you look at the Plainfield Avenue, if any evacuation has to go through, anyone who wants to go from Hempstead Turnpike to Jericho Turnpike, will not get through it.

As many of my neighbors have said, between three and six, it's a parking lot. Between 6:00 a.m. -- because I go out running between 5:30 and 6:00 a.m. sometimes, around that time people just run through that stop sign. So about 5:30 to 8:00 a.m., it's ridiculous. It is absolutely dangerous and people have no patience.

Bringing more people into it to go to a festival and they've already been on the road for two to three hours, it's going to get worse. This is bad. This is really bad. And there's no study that can take into account the human factor and the -- the frustration that people will experience and how they will react to this. We need to rethink this.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you for your comments, Mr. King.

The next five speakers will be:

Joseph Juliano;

James Dobson;

Lynn Pombonyo;

Kathleen Wagner-Tyson; and,

David Viana.

Mr. Joseph Juliano.

MR. JULIANO: Thank you.

Good afternoon.

I'm Joseph Juliano, the Deputy Mayor of the Incorporated Village of Bellerose.

I'm here at the request of our

Mayor Henry Schreiber to express the concerns that he, the Bellerose Village Board of Trustees and the residents of Bellerose Village have regarding the proposed project's impact to traffic and public safety both within Bellerose and our neighboring communities.

Specifically, the Draft Environmental Impact Statement estimates approximately 90 percent of vehicle traffic to the site will utilize the Cross Island Parkway, although no real improvements to the traffic flow on the Cross Island Parkway are proposed or contemplated.

The resulting increased traffic to already overburdened surrounding surface roads, such as Hempstead Turnpike, Jericho Turnpike, Plainfield Road and Tulip Avenue would strain local traffic flows to the breaking point, particularly during morning and evening rush hours and at special events such as hockey games and concerts.

Increased traffic over residential streets is already an issue within our Village as commuters frequently avoid traffic congested main arteries like Jericho Turnpike in favor of cutting

through once quiet residential streets to avoid both traffic and traffic control devices.

The added traffic is not only a safety concern as it would delay first responders, it also adversely affects the local infrastructure.

Our Village is beginning the first phase of a village-wide road reconstruction and improvement process and the associated costs are an enormous burden for a small village. The added traffic produced by the project as presently contemplated, will only adversely affect local traffic conditions further, as well as the quality of life in surrounding neighborhoods if the contemplated traffic conditions are not seriously addressed with planned mitigation for the increased traffic expected.

It's simply irrational to plan for the creation of a problem without planning for the mitigation of those problems.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Juliano.

The next speaker is James Dobson.

MR. DOBSON: James Dobson, 20 Walnut Avenue, Floral Park, New York.

I'm a 50-year resident of the Incorporated Village of Floral Park and in my opinion 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'm 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.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Dobson.

The next speaker is Dr. Lynn Pombonyo, who spoke yesterday but since we believe we will be able to get everybody who signed up in, will be permitted to speak now.

DR. POMBONYO: Thank you.

Good afternoon.

Lynn Pombonyo, trustee of the Village of Floral Park, 1 Floral Boulevard, Floral Park.

At Tuesday evening's public hearing I spoke about the proposed project's effect on emergency vehicle response time. The erroneous DEIS conclusion that the proposed project will have no significant effect on emergency response times, which was 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.

Last night Floral Park, Ex-Chief of Department, Joseph O'Grady, and I emphasize that on our community's narrow, two-lane streets with one lane in each direction, nothing could be further from the truth.

For both volunteer fire fighters responding in fire trucks 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 time.

It was 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 than all of the public hearings I have

attended relating to proposed projects for the Belmont, the Long Island Railroad 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 transportation studies and mitigation and relating to the Cross Island Parkway and the necessary fully functioning Long Island Railroad station at Belmont.

The DEIS calls for diversionary signage, Cross Island signs that tell motorists to plan alternate routes. That mitigation directs even more traffic into the surrounding communities, which is ironically 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 DEIS 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, the Long Island Railroad station and especially the local communities 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.

(Applause.)

THE HEARING OFFICER: Thank you, Dr. Pombonyo.

The next speaker is Kathleen Wagner-Tyson, who also spoke last night.

MS. WAGNER-TYSON: Kathleen Wagner Tyson, 78 Pine Avenue, Floral Park, New York.

Good evening, ladies and gentlemen.

The development of this project at Belmont can be likened to an avalanche. It begins as a small disruption at the top of the ridge but creates a disaster at the bottom of the mountain.

This is the new Belmont project. Building an arena for 18,000 people could have been created with minimal disruption to surrounding

communities. But now everything is different because the project has grown out of proportion.

How will deliveries of construction material get to the proposed sites? Trucks cannot use the Grand Central -- the Cross Island Parkway or Southern State Parkway.

Where do all the attendees park since there is no Long Island Railroad direct route for Long Islanders?

What do all drivers use when there are traffic delays on major roads? Google Maps or Waze and those vehicles will be traveling through surrounding neighborhoods causing an influx of drivers who will turn our streets into parking lots.

What happens to the thousands of people who attend the races at Belmont Park during the season and during the Belmont Stakes?

And has there been any consideration for the horses or the residents of Belmont Park itself since the practice track will have active parking?

What is prevalent about retail spaces in stores in our cities and towns right now?

Most of them are closing their brick and mortar establishments and opting for online shopping. After all they are competing with Amazon.

Why put a 250 hotel room in the middle of nowhere? Are we Madison Square Garden or Barclays?

Our lives in Elmont, Floral Park and Queens Village will be negatively impacted by lights, noise, parking and traffic.

Take another look and rethink the size of this project.

Respectfully submitted.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Wagner-Tyson.

The next speaker is David Viana.

MR. VIANA: Hi. Good afternoon.

Nassau County Executive Laura Curren was unable to make it to today's meeting and she has asked me to represent her and read her brief comments into the record.

Over the last several months the Empire State Development has been speaking with local civic associations, neighborhood groups and

coalitions, Chambers of Commerce and elected officials in the village, town, city, county and state levels.

In doing so, various community concerns have come to light, such as the height of the proposed hotel, the location of an electrical substation, the location of community improvements and the extent of transportation impacts and proposed mitigations.

I am pleased to see that changes have been made to address some of these concerns but do encourage continued dialogue on the remaining issues.

With respect to the Draft Environmental Impact Statement released in December, my administration is in the midst of reviewing the document in detail and we will be submitting written comments by the February 11th deadline.

We look forward to continuing the dialogue that has been established with ESD, the community and local leaders.

Thank you for your time.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Viana.

The next five speakers will be:

Mark Fishbein;

Susan Kaye;

Dana Weissman;

Constance Higdon; and,

Judith Greene.

And the first such speaker will be Mark Fishbein.

MR. FISHBEIN: Good afternoon.

I'm Mark Fishbein, 209-93 18th Avenue, Bayside, New York.

I'm a Queens -- I was a Queens Village resident from 1963 until 1997. I just came to speak out in favor of the project but I also want to implore the developers and the MTA to work together to come up with full-time Long Island Railroad service for Belmont station and the spur. It's necessary for the surrounding communities. It's also going to be necessary for the employees who are hired -- for the full-time employees who are hired to work at the various components of this project.

Traffic mitigation I understand, you know, I understand the -- the...

A VOICE: The ramifications.

MR. FISHBEIN: -- yeah, the ramifications.

Thank you.

(Laughter.)

MR. FISHBEIN: But, you know, as one who grew up in Queens Village, I realize Hempstead Avenue is going to be heavily trafficked with alternate, you know, as an alternate route into Belmont Park. And I just don't think -- I think that without full-time railroad service to the site, it's eventually going to chase away people, potential customers, shoppers and it's not going to be good for anybody.

So that's all I came to say.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Fishbein.

The next speaker is Susan Kaye.

MS. KAYE: My name is Susan Kaye. I lived in the area from 1956 until 2010. I still

keep very active of what is going on. I have been against this project for three years.

When the Coliseum reopened, I have got a part-time job. I have worked many events. Since the Islanders came back, I have worked every single Islander game.

I will not tell you what that arena is like. There's a magic air that goes on. They're screaming and yelling, this is home to the Islanders. This is our base. Yay, we're back. We're back.

I have -- a few weeks ago there was a Billy Joel Bobble Head Night. They went into this power play, they won. You couldn't even walk through the place. They were screaming and yelling. It was insanity.

Last night I worked, it was -- it was nuts. I do feel this project of what you're doing with this arena, we do not need another arena a few miles away from the Coliseum.

The Coliseum was built for the Islanders. It is home for them. What I do feel we need on this project is a SUNY offsite campus. We have a crisis going on in this country that nobody

is talking about, these for-profit colleges that are dropping like flies. I could give you a laundry list that long of schools that have closed. There is no way Nassau Community College and their continuing education has filled the void but not enough.

I am pleading with you, do not allow this project to go on. We do not need another arena. We have the Coliseum. It was built for the Islanders and that is home for them.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Kaye.

The next speaker is Dana Weissman.

MR. WEISSMAN: Good afternoon.

Dana Weissman. I am a 44-year resident of the east end of Floral Park.

I was going to make some comments and I still will on a couple of the issues that I want to -- that are of most concern to me but upon listening to the opening statements that were before me, it seems kind of petty what I was going

to say when you listen to how our children are endangered on this borderline between our school and our parking lot. That's critical and it must be resolved with some type of structure to protect the children visibly and verbally. We just don't know what. We just don't want to create such an issue. Very important.

I also heard of utmost importance to me, the concerns of our police department where our streets are already congested at certain times during the day without any development going on in Belmont and what happens in a God forbid emergency, how will they get through to the emergency when our major arteries are congested.

Now I happen to live over on the east end, as I said, a lot of the written information that I've read about are the ancillary roadways through Floral Park, they also go through some rather bad traffic, parking lot type schemes on Belmont Day. So I think the study is negligent in not looking at other roads. There's not just two intersections in Floral Park that has a problem.

But that's what I really came to

talk about is the traffic issue. You really need to resolve some issues before you start building and giving okays. You must have the Long Island Railroad as a partner of what they are going to do with the railroad station to reduce traffic in our surrounding communities and in Floral Park especially.

You need a full service station there that will accommodate the patrons who are going to be coming from the east. This is the Islanders. Islander fans live on Long Island mostly. That's where your customer base is going to come from. It must serve westbound traffic on the Long Island Railroad.

You need to have the Cross Island Parkway opened up so that it can absorb whatever traffic conditions are being created on that which is already a parking lot during five, six o'clock hour.

These are the things that -- the biggest thing I want to say to you is I've read that you have a lot of mitigating issues. You cannot have mitigating issues before you say yes or no to these plans. Have answers. Have answers of

what are they going to do. What kind of retail stores are going to be opened up, which by the way, I am retail expert in all of my years of my career. Has anyone been paying attention that malls can't find customers to open up stores?

(Applause.)

MR. WEISSMAN: It's a bad business plan. And have you given any thought to what the vacancies are going to attract in vagary type people coming and just hanging out because they need places to sleep. It's going to be a rather bad situation that you're creating after you build it.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Weissman.

The next speaker will be Constance Higdon.

MS. HIGDON: Good evening everyone.

My name is Constance Higdon and I've been a homeowner in Queens Village for over 40 years. I'm also a professor at NYU.

My husband and I raised our three

children here. They're all adults now and they've moved away. It seems to me Belmont Park is just about in our backyard.

I don't know if anyone really suggested this before, but if this project goes ahead and I'm in favor of it going ahead if it's planned properly, that part of the redevelopment can include a quality supermarket such as Whole Foods or Trader Joe's. Improving the health of our community members can only benefit our community.

Moreover, I'd like to say I'm an advocate of our police department. My son was an NYPD detective before he passed away. I believe that the police department can more than handle -- they're more than capable I should say, of handling the sports arena and any accompanying stores.

So I see it as progress if it's handled properly.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Higdon.

The next speaker is Judith Greene.

MS. GREENE: Good afternoon.

My name is Judith Greene and I'm resident of Floral Park and I reside at 156 Cherry Street.

My family and I moved to Floral Park in 1969 and both my siblings and I, we both -- we all attended two of the local elementary and high schools, both of which are adjacent to Plainfield Avenue, which is one of the main thoroughfares in the Village.

While I was in college, I moved away from the area and for the next 30 years for job reasons I lived outside in New York City and also Connecticut. For personal reasons, about six years ago I needed to return to the area and at that time there were -- there are many lovely communities but I chose Floral Park because of its -- because of its strong sense of community and, also, the good quality of life.

Many of the things, despite the passage of time still existed here. You had lovely homes, good schools, good police and fire department and just an overall good quality of life. So moving to -- back to Floral Park was an

easy choice.

One of the surprises when I moved here was just how much traffic there was in town. During the rush hours, two of the main thoroughfares, which are Plainfield Avenue and Tulip, they're backed up and the town doesn't have jurisdiction over them. So it's really a huge problem and it was something that I didn't expect.

When you consider the fact that you have traffic there, as well as on Hempstead Turnpike, which is heavily trafficked and the Long Island -- and the Cross Island Parkway, which already has too much volume and is difficult to get through on any day. It's going to bring a lot of traffic. The redevelopment project will bring a lot of traffic to the area.

So if you can get through the turnpike and the parkway, then you get to town and you get to deal with that local traffic.

So in addition, I understand that the redevelopment project does not include a full-time Long Island Railroad Belmont station and that is going to be a problem.

So with the current proposal, not

only -- well, let me go back a second. I forgot that additionally the parking lot's plan to adjoin the west end homes and the local elementary school will compromise the safety of our residents and our school children and the quiet enjoyment of property.

If the redevelopment proposal is not scaled back and the public transportation via Long Island Railroad Belmont station not expanded to full-time status, the quality of life in the Village will decline and instead of being a great place to live, it will be a less desirable place to live.

And we know what happens. People may not decide to live here. They may move away. Property values could decline and then we know what happens over the long term, a lower socioeconomic area could develop.

So I'd like to ask you here today to work with our local Floral Park leadership, as well as the surrounding communities to come up with a workable solution, one which honors the Belmont Race Track landmark status, one which allows for a smaller footprint in the surrounding area and a

plan which includes a fully dedicated full-time Long Island Railroad Belmont stop.

Floral Park and the Belmont Race Track have co-existed peacefully for many years. Let's ensure the redevelopment phase honors the legacy of both the Belmont track and the surrounding community.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Greene.

The next five speakers will be:

Richard Nicolello;

Laura Ferone;

Terry O'Brien;

Matt Kamper; and,

Jessica Brown.

The first speaker will be Richard Nicolello.

MR. NICOLELLO: Thank you very much and good afternoon.

I'm the presiding officer of the Nassau County Legislature and I've also been a legislator who's represented parts of Floral Park

for the last 23 years.

I reside, as I have my whole life, in the sister community of New Hyde Park so I know a little bit about the community.

I'm going to speak in opposition to the scope of this project. Please don't take anything I'm saying to be opposition to development in general, I'm certainly not opposed in general. I believe we have to have better use of the Belmont facility.

Mostly I want to mention that I'm fully supportive of this project being done by union labor and being done subject to a project labor agreement.

There are many, many issues that the residents are going to bring to you. There are many, many issues that the Village officials and others, local representatives are bringing to you. So I'm just going to focus on what I believe is the most important issue here, which is the scope of the project and the traffic that will result. I believe the estimate is 45,000 visits a day to the location.

As you know, as the speaker said

before me, the Cross Island Parkway is packed at this time of night. It's completely congested. Hempstead Turnpike is the same. I just came from Uniondale, which is five miles away. It took me 25 minutes and my GPS took me off of Hempstead Turnpike and put me on Peninsula Boulevard and Front Street to get around some of that traffic.

The railroad is really not a viable option here. Maybe it will alleviate some but it's really not going to alleviate the issue.

So the real problem is what's going to happen to these communities from traffic. They will be completely inundated from traffic from this project. The GPS, the Waze will take cars into areas that they didn't -- that the drivers may not even be aware of. It will have a dramatic negative impact on each of these communities and the tens of thousands of people who live here.

So I urge you to go back to the drawing board to re-imagine this project. We in the County just approved a much more reasonable project development of the HUB property. It can be done. There was a way to do this which benefits everybody but I believe that what you propose now

is going to negatively affect many communities in Nassau and many, many residents.

So, again, I ask you to go back to the drawing board.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Nicolello.

The next speaker is Laura Ferone.

MS. FERONE: Good afternoon.

I'm Laura Ferone, 35 Concord Street. I am president of the Floral Park Bellerose School Board of Education.

I spoke to you yesterday about the north lot and our concern with the Floral Park Bellerose School.

The only thing I would add is that we encourage you to please come and walk the property with us during a school day.

I'm here today to talk about traffic and safety. There are four schools within the boundaries of Floral Park Village, two located on Plainfield Avenue, one directly across the Plainfield Avenue gate.

We need assurance in writing that

this gate will remain closed daily for public use, tour buses and shuttles.

The vast majority of our students walk to and from school. Despite your traffic study, which states no anticipated rise in accidents, the study of common sense tells you that more cars on the road without question will lead to more cars and pedestrian accidents.

Unfortunately, our communities have already suffered several serious car accidents, including fatalities along the roads of Plainfield Avenue, Elmont Road, Hillside Avenue, Jericho Turnpike and Dutch Broadway.

Since the beginning of this school year, there have been four car accidents in the high school district, all occurring close to school during drop off, pickup or reroute to a school event.

Plainfield Avenue is already congested between the hours of three and six, which is when our greatest number of children are walking, bicycling or skate boarding. And in an error of technology where we encourage our kids to get out and move and be active and independent,

putting them out into further danger is really not an option.

There is already significant congestion all around four schools during drop off and pickup. I happily invite any member of the ESD to come to our town during school dismissal. I will personally drive you around our community and show you first hand what the current traffic situation already is. We will even take you by school bus and demonstrate what our drivers have to navigate in what's already in existence.

We are a suburban community. Most of us were -- lived here multi-generational. People like myself, we moved here from Queens to get away from development, to get away from traffic.

The infrastructure is not here. And it's like building a house without a foundation. Water, power, sanitation, public transportation, the infrastructure has to be in place before any further discussion happens. It's too big.

And the mega mall, the only time I've seen those kinds of stores have been next to a

casino. And there's not a doubt in my mind that that is not the end game for the hotel.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Ferone.

The next speaker is Terry O'Brien.

(No response.)

THE HEARING OFFICER: Is Terry O'Brien here?

(No response.)

THE HEARING OFFICER: In that case, the next speaker is Matt Kamper.

MR. KAMPER: Good afternoon.

My name is Matt Kamper and I'm a resident of East Meadow.

I want to talk about today the transportation aspect of this survey and that is especially the Long Island Railroad.

But first of all, of course, I am in full support of this project as long as it is, of course, done properly.

But with the Long Island Railroad service, I really would love to see a full-time

Belmont station because of the fact that many people have been wanting it for a long time. It's been talked about for awhile and people when the project is done, whenever it is, need to get to and from the arena, the mall -- whatever it is. And they won't be able to. It's going to be absolutely a disaster.

And the arena, especially for those Islander fans are not going to be able to get to or from Belmont if it is -- you're coming from places like Huntington or Port Jefferson or Ronkonkoma or even places like Wyandanch. You're going to have to pass Belmont, go to Jamaica and then come back on a shuttle train, which absolutely makes no sense.

I have a couple -- a few suggestions. First thing is, of course, we've been talking about this for a long time, myself and some other contributors to myself -- advocates. We've been talking about having a full-time Belmont Park station right along the main line because if that happened, it would really help thousands of riders who need to get to or from Belmont for the games, the mall or whatever it is -- and workers

especially.

Another thing is, if that can't happen for whatever reason, why can't Hempstead branch trains run to and from Belmont? Some of them at least so that way you can have people run -- at least get to Belmont and have some main line trains run -- stop at Floral Park at least to accommodate people.

If nothing else fails, put money into the capital program, 2020 or 2024 and upgrade the station. I really -- and my fellow advocates, along with a lot of people, want to see a full-time Belmont station so people can get to there as quickly as possible without having to be inconvenienced.

Thank you so much.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Kamper.

The next speaker is Jessica Brown.

MS. BROWN: Good evening.

My name is Jessica Brown. My husband and I have been raising our three boys in Floral Park for seven years and we hope to remain

there until they complete high school in 2032.

The project at Belmont has grown so significantly in the amount of space that it will use and the number of visitors it will attract.

Our quality of life will be impacted. Our community will have all the burden of increased traffic, light pollution, noise pollution and other possible safety and security risks because of the scope creep that has occurred.

Our local schools are positioned around the site yet the scope has been inconsiderate to the need for privacy and for safety of our families, the teachers, the staff and others that work in the area.

The lack of actual mitigation of the traffic concerns is disappointing, if not appalling.

The strain on our local law enforcement and first responders is clear. More people, more needs.

What is the future of the mega mall structure if it fails? This concern looms heavy as we witness the closing of large structure

retail shops throughout the country, including Sears in neighboring New Hyde Park.

I want to see this project scaled back to its original state and eliminate the grand use of the site as it cannot be supported by our local public transportation, parkways or local roads.

Thank you.

Jessica Kelly, 38 Geranium Avenue in Floral Park.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Brown.

The next speaker is -- the next three speakers are:

Amanda Talty;

Douglas Hayden; and,

Kurt Maurer.

And the first speaker is Amanda Talty.

MS. TALTY: That's me.

Amanda Talty, 17 Massachusetts Boulevard, Bellerose Village.

I have lived in Elmont and Floral

Parkish, Bellerose Village, for 35 years of my life. Born and raised in Elmont and I have now chosen to make the Floral Park School District and Bellerose Village my home.

I have two children, one who is currently in Floral Park Bellerose and I completely, 100 percent echo all of the concerns that have already been stated around the traffic issues, the safety issues, the strain on police, fire, et cetera.

And I'll go one step further from saying appalled about the mitigation plan. I am outright offended by this proposal.

(Applause.)

MS. TALTY: We're talking about the Belmont Long Island Railroad Station. If you want to focus on something, focus on developing that first and foremost. Create a functioning 24 hour a day, 7 days a week station for the residents of Elmont before you purport to move forward with a huge project that is really just going to bring what would inevitably be empty storefronts to the area.

Newsday said developers have

billed the billion dollar project as a homecoming for the Islanders and a financial bonanza for the area. Anybody seen those figures? I sure haven't.

I don't know what the ROI on this project is. I have no idea what the State has to gain from a financial perspective. I'm certainly not impressed by the 3,100 full-time jobs that are supposedly going to come to the area as a result of this outlandish project.

And I think it is so incredibly shortsighted by the ESD. You have an entire stretch of Hempstead Turnpike that since I was a child has been underdeveloped.

The few small businesses that were there are now out of business. And what has ESD done to work with the local County to address that issue? Nothing. And yet we want to pour -- we want to allow a developer to pour millions of dollars into building new structures that as far as I can tell there's no evidence to suggest it's going to do anything for the area except create more mess, more chaos and cost the taxpayers of both Elmont and Floral Park and Bellerose Village, more money.

So if the goal of this project is to destroy this area, well, kudos, you're on the right track. But if the onus of this project is that you really want to bring development to the area, you really want to bring jobs, you really want to bring money, you really want to bring prosperity to the region, you need to totally reconsider this project.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Talty.

The next speaker is Douglas Hayden.

MR. HAYDEN: Good evening and thank you for allowing me to address you at this time.

I come before you as a life long village resident for over 50 years in the Village of Floral Park and, also, in my current capacity for the past 20 years as Village Justice in the Floral Park.

I think I can speak to the traffic foremost in that capacity in my past 20 years

seeing what has come before me each and every Monday night. And I agree with the law enforcement studies that have been done by our local police that suggest that this will be a nightmare to our residents and to surrounding communities with regard to the traffic, the congestion, the security and public safety of our residents will be at stake with regard to a lack of the appropriate first response, which we are so proud of a community to have.

In addition, I also am in support of our School Boards and, obviously, the proximity to our local grammar school and high school and the direct impact that it will have to that.

I have been in State service and out of State service and the one thing I can honestly say is I've never seen anything planned inappropriately as I have seen this. The scope of this project is out of bounds. It's not what was originally intended or what was originally perhaps accepted by residents in this Village.

I agree with the people that have spoken before, I have seen no mall in recent vintage that has been successful. In fact, all

studies show that malls are going in the other way, of the way of a dinosaur.

I ask and I implore that you all look to try to make sure that you scale back this project and that you revision this project as County Legislator Richard Nicolello said, it can be done but it has to be done with a more reasonable manner and to involve the communities that are going to be impacted.

Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you, Justice Hayden.

The next speaker is Kurt Maurer.

MR. MAURER: Good evening.

My name is Kurt Maurer. I live at 15 Cherry Street in Floral Park.

I moved here about four years ago to get away from the congestion and the dangers of Queens with traffic and pollution.

I was -- before I came here today, I was trying to think of the correct word to use, something that encompasses how I feel and I came up with fear. I'm afraid for my children. I'm afraid

for the cars on Plainfield because I live just 100 feet from there. I'm afraid for their safety. I'm afraid from the pollution and from all of the trucks and the cars.

And to a lesser extent I fear for the property value of my home. Within 100 feet of Plainfield and Cherry, you have maybe 15 or 16 children under the age of five. With all that extra traffic puts their safety at risk. I don't want to see a tragedy. I don't want to live in fear. There's enough things to worry about in life. This is one thing that we in Floral Park and Elmont shouldn't have to put up with, the fear of just an enormous, gigantic mess.

Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you for your comments, Mr. Maurer.

Is there anyone else present who would like to make a statement regarding the project?

Please come up.

Please state your name and address.

MS. REED: Janet Reed, 37 Crocus Avenue in Floral Park. And I usually don't speak in front of people because as you can tell, I get nervous.

I'm a life long resident here in Floral Park. I'm also a former employee of New York Racing Association.

I was wondering, did anybody bother to talk to the people along the fence line at Belmont Park about what happens after the Belmont Stakes once a year?

I walk back there. I have a badge. I can go back. I walk that fence line after the Belmont, it is trash. People party all day long, all night long. There's noise. There's people coming up the street. People who can't park at Belmont for the stakes, walk in up and down all the side streets and they are loud, they're obnoxious, they're intoxicated.

I'd like to know, who's going to do the cleanup after every time you have an event at the arena?

I also want to know, who's going to pay for our police force? Our taxes in Floral

Park right now, just for our police force are ridiculous.

I'm sorry, guys. But, I mean, really we have a great police force. We're the safest town in Nassau County. I can walk around there at any time of day and not have to worry. You start bringing people in who are out of the area and they go, um, nice house. That one doesn't have an alarm on it. Um, why don't we think about coming back here.

Our police force is going to get bombed and I really feel bad for us, the taxpayers. People in Floral Park -- I can't even tell you what my taxes are now. If we have to get more police and we have to get a full-time fire department and a full-time EMS department, it's going through even higher -- higher than it is now.

I also want to know, is like has anybody addressed Cuomo's agenda here? Because once he got the title to the land at Belmont, the first thing he started doing was going cha-ching. He's -- he's trying to force every possible thing on us that is just whatever his agenda is.

We're starting to build the third

track in Floral Park, which is already a mess. Nobody wanted that. It's Cuomo's idea. He keeps coming up with the stuff and everybody else has to suffer because he doesn't live here. He doesn't see the effects.

I'd like to know, you know, I'd just like to see what he has to say about it and what is really the intention behind this whole development project.

(Applause.)

THE HEARING OFFICER: Thank you Ms. Reed.

Okay. Is there anyone else present who would like to make a statement regarding the project?

Please state your name and address.

MR. GUSTAVSON: Paul Gustavson, 1 Mayfair Avenue, Floral Park.

I just -- I echo everyone else's comments. I think the project is ridiculous.

But one particular point that I observed going through the report, chapter 2, you have a wording that Belmont Park is 430 acres.

Chapter 6 you have wording, Belmont Park is 650 acres, a difference of 220 acres. How many other mistakes are in this report?

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, MR. Gustavson.

Is there anyone else who would like to make a statement?

(No response.)

THE HEARING OFFICER: Let the record reflect that no one has answered to that question.

The time is now 6:48 --

VOICES: 5:48.

THE HEARING OFFICER: 5:48, excuse me.

I'm a little ahead.

I wanted to see if you were awake.

5:48. We will hold the hearing open until 6:00 p.m. in order to afford any latecomers an opportunity to make a statement. However, speaker registration for tonight is already closed since it's after 5:45.

At this time, I will call for a recess in these proceedings until such time as someone requests an opportunity to make a statement.

Please note that at 6:30 we will come back on the record and adjourn the session -- the proceedings and we will then reconvene here at 6:30 p.m.

Thank you.

(At 5:48 p.m., the hearing was temporarily recessed.)

(At 6:00 p.m., the hearing resumed.)

THE HEARING OFFICER: Thank you for all your comments.

The time is now 6:00 p.m.

Before we adjourn for the afternoon, is there anyone else who would like to make a statement regarding the project?

(No response.)

THE HEARING OFFICER: No one has answered that question.

I want to reiterate, that comments on the proposed project can be until 5:00 p.m. on

Monday, February 11, 2019 and instruction for submitting written comments can be found in the sign in table located outside the room.

The time is now 6:00 p.m. and we will now adjourn and we will reconvene at 6:30 this evening to continue the hearing.

Thank you all for attending.

(At 6:00 p.m., the proceedings were concluded.)

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2	Proposed General Project Plan	182
3	Notice of Completion of the DEIS	182
4	Draft Environmental Impact Statement	183
5	Environmental Notice Bulletin dated 12/12/18 and acceptance of DEIS and public hearing	183

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing pages 172 through 284, taken at the time and place aforesaid, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 15th day of January, 2019.

Marc Russo

MARC RUSSO

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EMPIRE STATE DEVELOPMENT CORPORATION

----------x

RE: BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Public Hearing

----------X

Elmont Public Library
700 Hempstead Turnpike
Elmont, New York

January 9, 2019
6:31 P.M.

BEFORE:

EDWARD KRAMER, ESQ.,
HEARING OFFICER

VOLUME III

A P P E A R A N C E S:

For the Empire State Development Corporation:

Thomas Conoscenti, Vice President of
Real Estate Development.....295

For AKRF:

John Neill, Vice President and Project Manager on
ESD's Consulting Team for DEIS.....302

Also Present:

Members of the Applicant Team
ESD Staff
Members of the Press
Members of the Public

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P R O C E E D I N G S

THE HEARING OFFICER: Could everyone please be seated.

Good evening, ladies and gentlemen.

My name is Edward Kramer and I am an independent attorney duly admitted to practice law in the State of New York. I have been asked by the New York State Urban Development Corporation, doing business as Empire State Development, ESD, to continue to conduct the public hearing that was adjourned this afternoon and it is now being reconvened pursuant to Section 6 and 16 of the New York State Urban Development Corporation Act, the UDC Act, and Article 8 of the New York State Environmental Conservation Law and its implementing regulations.

This hearing is being held pursuant to a legal notice published in accordance with the UDC Act and the State Environmental Quality Review Act, or SEQRA, in the December 8, 2018 edition of *Newsday*.

The purpose of this hearing is to afford you an opportunity to make statements and

comments about ESD's proposed General Project Plan, the Draft Environmental Impact Statement, DEIS, and the essential terms of the proposed conveyances and leases with respect to the proposed Belmont Park Redevelopment Civic and Land Use Improvement Project.

My purpose is to run the hearing in a fair and impartial manner and to try to make sure that everyone who wishes to speak has an adequate opportunity to be heard. This is not a question and answer session. It is, instead, an opportunity for you to present your views so that ESD can consider them in making its final determinations.

Please note that a stenographic transcript of this hearing is being made.

Comments presented at this hearing will be taken into consideration by ESD as part of the final approval of the proposed project. Comments may also be submitted to ESD in writing. Comments must be received by 5:00 p.m. on February 11, 2019. Instructions for submitting written comments can be found at the sign-in table located outside this room.

First, Mr. Thomas Conoscenti, ESD's Vice President of Real Estate Development, will present information about the project on behalf of ESD.

He will be followed by Mr. John Neill, of AKRF, Environmental Consultants, who will present a summary of the DEIS.

Following the presentations, I will begin to recognize those who wish to make a comment about the project.

If you wish to speak at today's hearing, please be sure to sign in at the speaker registration table located outside this room.

For your information and convenience and information, copies of the proposed General Project Plan, GPP, and the Executive Summary of the Draft EIS for the proposed project, are available at the table outside this room.

A full copy of the Draft EIS is also located at that table, available for inspection only.

Upon request, the GPP and the Draft EIS may be inspected at ESD's offices, 633 Third Avenue, New York, New York 10017, between

the hours of 9:30 a.m. and 5:00 p.m., Monday through Friday, public holidays excluded.

To inspect and/or obtain copies of the foregoing documents, please contact Michael Avolio at ESD at the address above or at 212-803-3729.

Copies of the General Project Plan have been filed in the offices of the Nassau County Clerk and the Hempstead Town Clerk and have been provided to the Town of Hempstead Supervisor, the Nassau County Executive, the Presiding Officer of the Nassau County Legislature; and, the Chair of the Nassau Planning Commission.

Copies of the DEIS have been provided to all involved agencies and to other parties as required under SEQRA.

In addition, copies of the DEIS are available to review at the Elmont Public Library, the Floral Park Library, the Queens Library at the following locations:

Bellrose;

Queens Village; and,

Cambria Heights.

The Draft EIS can also be viewed

on ESD'website at:

http://esd.ny.gov/belmont-park-redevelopment-project

In order to give everyone an ample opportunity to speak, I request that speakers keep their oral presentations to no more than three minutes. Speakers unable to conclude their remarks in the allotted time may be given an opportunity to conclude their remarks once all speakers have been given an opportunity to speak should time allow.

In order to ensure an accurate transcript and to enable all assembled to hear your remarks, I ask each speaker when called, to come to the microphone in the front of the room, please state your name and address. If you are appearing as a representative of an organization or governmental entity, please identify the organization or entity and state its address.

Finally, I want to remind you that the purpose of this hearing is to afford you an opportunity to make comments about the General Project Plan, the essential terms of the proposed conveyances and leases for the proposed project and the Draft EIS.

Again, this is not a question and answer session.

Now I would like to take care of some administrative matters by confirming that the stenographer has marked the following documents as exhibits to the hearing transcript.

Exhibit 1, a copy of the public hearing notice that appeared in *Newsday*, along with the affidavit of publication attesting to the publication of the notice.

(Public hearing notice that appeared in Newsday, along with affidavit of publication, was deemed marked Hearing Officer Exhibit 1.)

THE HEARING OFFICER: Exhibit 2, the proposed General Project Plan.

(The proposed General Project Plan was deemed marked as Exhibit 2.)

THE HEARING OFFICER: Exhibit 3, the notice of completion of the Draft Environmental Impact Statement for the project.

(Notice of Completion of the Draft Environmental Impact Statement, was deemed marked Exhibit 3.)

THE HEARING OFFICER: Exhibit 4, the Draft Environmental Impact Statement, a copy of which is on display for public review on the table outside this room.

(Draft Environmental Impact Statement, was deemed marked as Exhibit 4.)

THE HEARING OFFICER: And Exhibit 5, a copy of the Environmental Notice Bulletin, December 12, 2018, notice of acceptance of Draft EIS and public hearing.

(Copy of the Environmental Notice Bulletin dated December 12, 2018 and notice of acceptance of Draft EIS and public hearing, were deemed marked as Exhibit 5.)

THE HEARING OFFICER: Mr. Conoscenti will now present information about the project; and,

He will be followed by Mr. John Neill, of AKRF, who will present a summary of the DEIS.

Mr. Conoscenti.

(Microphone malfunction.)

(Discussion off the record.)

MR. CONOSCENTI: Good evening,

everyone. I'm glad we have a working mic.

My name is Tom Conoscenti and I am with Empire State Development.

As noted earlier, this is the public hearing on the proposed General Project Plan and Draft Environmental Impact Statement for the Belmont Park Redevelopment Civic and Land Use Improvement Project.

Following the public hearings this week, there is a written comment period until February 11th in which the public can submit written comments on the project.

Following the written comment period, we will review and prepare written responses to each substantive comment, which will be presented as part of the Final Environmental Impact Statement in a similar format to how we responded to comments in the Draft Scope we released in August.

Next slide.

Following the completion of the Final Environmental Impact Statement, which is expected in the second quarter of this year, we would seek a final decision on the project from:

The Empire State Development Directors;

The New York State Franchise Oversight Board; and,

The Public Authorities Control Board.

If approved, the project could begin construction in the middle of this year.

Before I get into the summary of the proposed General Project Plan -- next slide, I wanted to note ESD's significant commitment to public outreach for this project. So far there have been:

Six public meetings;

Twenty tours and smaller community meetings;

Sixteen community advisory committee meetings; and,

Elected official meetings; and,

Ongoing communication with elected officials, government agencies and staff.

Next slide.

The project is generally the same as it was announced at the end of 2017. It

contemplates an 18,000-seat arena for the Islanders with 19,000 seats for concerts.

The program further proposes an up to 250-room hotel with amenity space;

Up to 435,000 square feet of retail;

Up to 30,000 square feet of office space; and,

Ten thousand square feet of community facility space.

In addition, per the RFP, gaming such as video lottery terminals and casino games are prohibited in this development and there are contracting requirements for 30 percent certified by Minority and Women Owned Business Enterprises and six percent for service disabled, veteran owned businesses.

Based on the feedback to date, the site plan has been changed in the following ways:

First, the hotel moved away from the grandstand and the height was reduced and capped at 150 feet.

Second, most of the retail space, which was originally proposed to be north of

Hempstead Turnpike, has moved south of Hempstead Turnpike to site B.

Third, in lieu of building recreation space on site B, the developer will renovate Elmont Road Park.

Fourth, in reconfiguring the uses on site A, new open spaces have been added to create a unique destination; and,

Last, the PSEG substation in the north lot has been moved further south, closer to exit 26B.

In total, the project cost is approximately $1.18 billion and it is projected to yield over 10,000 construction jobs and nearly 3,000 permanent jobs.

Next slide.

In terms of parking, the project will utilize approximately 8,250 parking spaces, including existing surface parking lots at Belmont, as well as parking in the arena, hotel and underneath the retail village.

There will be no access to the site from Plainfield Avenue.

And the management of the parking

will be coordinated between the New York Racing Association and the Development team.

In terms of public transit, we have secured two Long Island Railroad trains prior to events from Jamaica and two trains back.

The developer will contribute to the Long Island Railroad upgrades and the train operations.

ESD will concurrently work with the Long Island Railroad to explore future opportunities for a full-time station at Belmont to meet the needs of commuters and the residents.

Next slide.

The next few slides are diagrams and renderings of the project.

First, this is a slide of the full project with the parking highlighted.

Next slide.

This is the slide of the site plan for the development with the uses listed out.

And last, these are some renderings of the project.

Next slide.

Last, there are a couple of the

transaction items to cover. The business deal that is contemplated is a 49-year lease with renewal options for up to 99 years.

There will be a $40 million up front lease payment from the developer for the 49-year term. The lease would be with the New York Belmont Development Partners, an affiliate of New York Arena Partners.

ESD would reinvest the $40 million back into onsite infrastructure and transit improvements. And any money spent on infrastructure improvements would be repaid by the developer through a percentage of sales.

In addition, due to State ownership of the property, a payment of lieu of tax structure for this development is proposed, which would be remitted back to the taxing jurisdiction.

The arena would guarantee a minimum annual payment of $1 million, escalating annually.

The hotel would have a 20-year abatement on the improvements, which would be phased in on a straight line with annual escalations.

And the retail village would have a 15-year abatement on the improvements, which would be phased in on a straight line with annual escalations.

Now, John Neill, from AKRF, will review the Draft Environmental Impact Statement.

Thank you.

MR. NEILL: Thank you, Tom.

Good afternoon, everyone.

My name is John Neill. I'm a vice president at AKRF and a project manager on ESD's consultant team for the Draft Environmental Impact Statement. I'm going to refer to it as the DEIS.

The DEIS considers the proposed project's environmental effects for many different analysis areas. Those analysis areas are shown on this slide.

In addition to these analysis categories, the DEIS evaluates alternatives to the proposed project and describes mitigation measures that would be required to eliminate or reduce identified significant adverse impacts.

(Discussion off the record.)

MR. NEILL: Perfect.

Thank you.

I'm going to focus the remainder of my time, about five minutes, on the areas of analyses where the DEIS identified the potential for significant adverse impacts.

During construction, the DEIS finds that the proposed project could result in significant adverse impacts at traffic intersections and from construction noise.

The DEIS identifies measures to eliminate the traffic impacts during construction and to partially mitigate the identified impacts from construction noise.

Interior noise levels would be fully mitigated at all locations but exterior construction noise would not be fully mitigated at all locations.

The DEIS also identified the potential for significant adverse impacts on certain transportation systems. Specifically on the local traffic network on Cross Island Highway segments, on bus service and potentially parking.

The DEIS proposes mitigation measures that would eliminate the potential for

significant adverse impacts identified on bus service, potential parking impacts and all but two of the local traffic intersections. At those two locations, mitigation measures would only partially mitigate the identified impacts.

ESD continues to coordinate with involved agencies, including State DOT and New York City DOT, to confirm the viability of the proposed mitigation measures in the DEIS.

Updates will be provided as part of the Final EIS, the FEIS.

I'm going to focus the remainder of my time on one important component of the proposed project's mitigation strategy. And that is the Transportation Management Plan. I'm going to refer to the TMP.

The DEIS analysis of traffic impacts represent worst case conditions, the worst case scenario, like a sold-out arena event. That does not take credit for measures that would be implemented under a Transportation Management Plan, a TMP.

The DEIS identifies a number of possible TMP strategies. ESD is working with

transportation agencies and the applicant team to advance as part of the FEIS, actionable commitments that would reduce and manage traffic demand along key segments of the Cross Island Parkway and other regional highways linking to the Cross Island Parkway, as well as the local street network.

I'm going to briefly run through examples of TMP strategies that are under consideration for the project.

The first is demand management strategies that would incentivize use of transit and carpooling, for example, identifying offsite park and ride locations.

There are also onsite strategies such as designated drop off and pick up locations to promote use of ride share, carpool and transit, as well as carpooling priority zones planned within parking lots.

Additional parking strategies would provide advanced and real time information to visitors about where to park and how to get there. Measures include, for example, when a customer buys an event ticket, they would be assigned a particular lot within Belmont Park and would be

provided driving instructions specific to that lot. This would help to optimize travel efficiency and avoid conflict with local neighborhood roads.

Next slide.

Transportation apps have become an important tool for transportation management. NYAP, the applicant plans to work directly with app providers, such as Waze, to route event traffic by integrating parking facility information into the navigational app.

NYAP will also be using event specific information from the travel apps post opening day to continually work to improve transportation management plans.

Next slide.

Information would be available publicly through apps and through signage on major Long Island thoroughfares. Advanced and real time notifications would encourage non-event motorists to consider alternate routes. This is a regional strategy that helps locally by reducing background traffic on the Cross Island Parkway.

ESD is requiring that NYAP design and implement onsite event management plans. These

plans would detail strategies for its signage, event staffing, shuttle buses, pedestrian management, everything that you see on this slide. And those strategies would be tailored for different types of events; for a hockey event as compared to a concert, accounting for event sizes and ranges of attendance.

These plans would be designed and implemented for opening day. They would be ready day one. However, nothing's perfect on day one so they would continue to evolve and improve over time using the transportation data collected from actual event days.

Next slide.

Finally, another important set of strategies for the TMP center around encouraging event visitors to arrive early and stay late. The goal here is to redistribute vehicular traffic away from the peak arrival and departure hours for an event. Basically spreading out the traffic that's generated by the project to eliminate worst case conditions during peak times.

This could include specific actions such as scheduling and promoting pre-game

and post-game events and activities on the projects plazas, for example, or having shopping and dining specials before or after an event.

ESD continues to work with the applicant to advance as part of the FEIS, actionable commitments that would reduce and manage forecasted worst case traffic conditions.

With that, I will leave this up during folk's comments.

As Tom explained earlier, the comment period will stay open until February 11th. Instructions for submitting comments and reviewing documents are here on the screen and then they're also outside by the sign-in desks.

Thank you for your time.

I look forward to hearing your comments.

Thank you for coming out this afternoon.

THE HEARING OFFICER: Thank you, Mr. Neill.

We will now begin the public comment portion of this hearing. The procedures to be followed are as follows:

If you wish to speak at today's hearing, and if you haven't already done so, please register at the sign-in table.

Public officials and certain project participants will be allowed to speak as soon as possible after their arrival at the hearing room.

In all other instances, speakers will be called on in the order in which they have registered.

I will be calling names in groups of five. If you hear your name, please take a seat in the row reserved for speakers near the microphone.

I would like to ask our first five speakers to approach the microphone in front of the room.

Lauren Gillen;

Virginia Amato;

Ross McDonald;

Claude Jean Pierre; and,

Frank Gunther.

And the first speaker will be Laura Gillen.

MS. GILLEN: Good evening.

Again, I'm Laura Gillen, Town of Hempstead Supervisor.

I thank you for allowing me the opportunity to speak on this important project proposed in the Town of Hempstead.

I believe it is imperative to listen to residents and address their questions and concerns before we move forward with this project.

But I'd like to thank all of the stakeholders here tonight, as well as the Governor's office for their ongoing work in making this an open and transparent process.

Many residents have expressed concern about this proposed development. And it pains me to think that some of my constituents and members of the community here tonight, and at the other hearings, may feel like their voices are not being heard.

For this project to move forward, I firmly believe that it must comply with certain guidelines that will benefit our community and our taxpayers.

For the long-term success of this

property and the surrounding area, there absolutely must be a full-time Long Island Railroad stop at Belmont.

(Applause.)

MS. GILLEN: Having two extra trains before an after events is woefully insufficient.

Elmont residents deserve to have a dedicated train station period. This will not just serve to alleviate traffic from events and other activity at Belmont, it will also improve the quality of life for residents in Elmont and Franklin Square, eliminating their need to drive to Queens Village or other locations to take the train to work.

A full-service train station will offset many of the traffic issues that have been addressed in the Environmental Impact Study and would further promote mass transit as an easier and more viable alternative to driving to this site. It will, also, therefore benefit our environment.

Giving Islander fans and our residents a mass transit option would undoubtedly help alleviate traffic and increase the economic

opportunities and the quality of life for the residents living around the property in the surrounding area.

Many others are advocating for this train station and it is essential that we continue to push forward on this topic.

I'm also calling on the developers to commit to a project labor agreement. We need to make sure that people in this community are the ones who will be filling the construction jobs and the permanent jobs at this site.

We want to make sure Long Islanders and people who know our community best and who take pride in our community are doing the work because they will be the most committed and the most qualified to seeing that the best product is built.

I'm encouraged that the Building Trades Council has agreed, they've agreed to focus their recruitment and apprenticeship efforts through regular job fairs throughout the Town of Hempstead and they're ready to visit different schools throughout the year in order to get the word out about local job opportunities for our

young people and veterans who want to continue and work on Long Island after the -- after they graduate.

(Applause.)

MS. GILLEN: For this arena to truly be home of the Islanders, it should be built by Long Islanders.

I am hopeful that the developers will agree to a PLA and that this project can benefit the people who will have to live with the project.

I'm pleased to see the new recreational space with plazas and gathering spaces in the revised design plan. Many families have been relieved to see that the proposed electrical substation has been moved away from the Floral Park Bellrose School. However, there's no doubt that there still needs more to be done but I'm confident that by working together our progress will continue to address the other issues that are raised by the community tonight.

I would like to express my support and my delight that the developers have agreed to improve the conditions at Elmont Road Park. That

area has the potential to be a haven, a world-class site for children to play and residents to relax. With its renovation, Elmont will reap benefits for years to come.

Elmont residents deserve parks that are on par with the best that Long Island has to offer and I thank that this commitment has been made.

I believe in economic development but it must benefit our community and our residents must have a seat at the table. When we work together, we can formulate a shared vision that will lead us to a bright, new future.

Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you, Supervisor Gillen.

MS. GILLEN: Thank you.

THE HEARING OFFICER: So the speakers will be aware, two-and-a-half minutes into their allotted time, a sound will go off and 30 seconds later the end of time sound will chime again. I reiterate that speakers should keep their comments and presentations to three minutes.

And the next speaker is Virginia Amato.

MS. AMATO: Hi. I'm Virginia Amato. I'm a long time resident of Elmont.

Some things I didn't speak about last night was Long Island is about green space, not these tall buildings you want to build here.

This is called Belmont Park. I think we should have a park here, make it a game farm for the kids. Make it a mini golf. I don't care but keep it green.

We're the entryway to Long Island. We don't want to be -- look like the City and make people coming here -- making it look like the City. We want people to see it's a nice relaxed atmosphere.

My father's family came out here, they came out here to have backyards. They came out here not to have multiple people living in their dwellings. We have that now. And I talk to the Town all the time and she just left. I talk to that Town all the time about illegal housing, which is why we have so much on our streets already and our streets are so overcrowded.

And then you want to talk about our -- our traffic problems. Well, if you take a ride down Hempstead Turnpike going towards Plainfield Avenue, they put in the center lane, left turn -- they're encouraging left turns, U-turns on the turnpike because you can't turn left into the gate of Belmont Park. Every place where there's a left-turn lane, they -- they're encouraging you to turn around there.

So I don't know what you're going to do with the extra traffic but come take a look at that roadway and say, oh, I can turn left here. I can make a U-turn. That's going to be a big traffic hazard.

So you really need to take a look there because I didn't think any of you are from here. I don't think you drive down here. You're all making decisions and you don't live here. We live here.

(Applause.)

MS. AMATO: And we don't want to find red lights on every corner like they have in Queens because I bought a car down there a long time ago, it took me ten minutes to get there. Now

it takes half-an-hour to get to that spot. It's ridiculous.

All you're doing is backing up traffic more. When they put up extra lights here for us down my block, they finally gave me my light back but then they went and put crosswalks on each side. People are crossing that way. They're crossing diagonal. You can't get out of the block anyway. And the lights not long enough. They need to do something about the timing of the lights because only half a compact car can get out of there. It's ridiculous.

And if you must attract somebody, somebody should have been thinking years ago. You could have attracted Canon. They have multiple levels of pay scales there. We could -- they could have built their headquarters here and it would have been an ideal place for them to be. But they went out to Melville.

We don't need retail. We don't need that -- that Islanders. We don't need it.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you,

Ms. Amato.

The next speaker is Ross McDonald.

I take it you're not the author.

MR. MC DONALD: No.

Good evening, everybody.

My name is Ross McDonald from the Elmont Parkhurst Civic Association.

And I want to bring to your attention if you did or did not read it, December the 7th publication by *Newsday*, of the $1.2 billion arena that they propose for Belmont Park. They stated that the Belmont Park will increase traffic congestion in the area even with additional Long Island Railroad trains running to and from the site on game days.

What they didn't say on this issue, the Long Island Railroad from Belmont Park would only run as a shuttle to Jamaica Station. It would run only a couple of hours before game day and a couple hours after game day.

Now they didn't mention in the study that most New York Islander fans drive. Ninety percent of them drive. So what does that mean? That means that most of them are going to

drive their cars and need parking.

And the parking issue is a major issue with Belmont Park.

The other issue on this report stated, okay -- they stated that the traffic coming to and from Belmont Park, 82 -- or 832 vehicle trips during peak hours on weekday mornings. Have you been on the Cross Island Parkway heading north at 7:00 in the morning? You figure that out. You could walk faster than they drive.

Okay. There's 4,261 trips during the weekday evening peak hour. There's 4,075 trips during Saturday midday peak hour. There's 4,496 trips during Saturday peak hour. This is the problem that's going to bring gridlock to Elmont off the Cross Island A, Exit A, B -- excuse me, exit -- entrance ramp A, entrance ramp B, C and B.

Excuse me. They mention also what about bus service on game days? There's not going to be a sufficient amount of bus service to handle the traffic flow or transit load for those fans that travel by bus or train. Did they mention that?

Did they mention the secondary

entrance to Belmont Park, closest would be the Southern State. You'll -- the Southern State exit off of Elmont Road. That would also create backups -- backups off the highway and dangerous situations.

The Cross Island is three lanes. When the entrance ramps will be backed up, it will only create two lanes.

THE HEARING OFFICER: Okay.

MR. MC DONALD: Okay. So that's it. And anybody interested in really understanding this situation, it's *Newsday* publication, December the 7th. It's one full page.

(Applause.)

THE HEARING OFFICER: Okay.

Thank you, Mr. McDonald.

The next speaker is Claude Jean Pierre.

MR. JEAN-PIERRE: Good evening.

I lived in Elmont from 1997 through 2010 and then for personal reasons I had to move into the City but recently moved back to Elmont in 2015.

This is a vibrant community and

its strengths are its people, its businesses and its civic associations.

This project is a once in a lifetime opportunity and we have to get it right. It must benefit our long time, our current and our future residents.

I personally am in favor of this project. I think its long-term benefits will benefit Elmont, the Town of Hempstead and Nassau County. Therefore, we have to meet the needs of our population.

Most definitely we require a full-time LIRR station. That is a no brainer right there.

(Applause.)

MR. JEAN-PIERRE: Recent -- I believe recent U.S. Census numbers show that our population is approximately 310,000 people. That's a lot of people. And in order for us to -- to move more easily in this community, we need advancements, improvements and rapid transit - and mass transit. And that's why we need this full-time LIRR station.

This vegetative zone or vegetated

zone on the southeast border of site B, I think needs to be expanded. The residents of Locust Wood over there, they need a park. A little strip of green space is not enough. That will not do the job here. We need a park so the children and the residents can benefit from there and it will also act as a buffer to the site itself.

I am heartened to hear that Elmont Road Park will be improved. I'm a parent of a child who benefits from the programs run by the Elmont Cardinals and that park is pretty much been the stepchild of Elmont, neglected for a long time. The children deserve more. They need a place to -- to play, to avoid those things that will lead them down the wrong path.

And I believe part of that improvement would include some kind of enclosed basketball facility because during the breaks, the school breaks, these children have nowhere to go.

We -- we tend to use, borrow the public spaces provided by the schools but when the schools are closed during those breaks, we cannot use them.

But once again in closing, I'm in

favor of this project. We must listen to the community's needs. We must have a full-time LIRR station.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Jean-Pierre.

The next speaker is Frank Gunther.

MR. GUNTHER: My name is Frank Gunther. I'm a resident of Floral Park and a member of the Floral Park Mayor's Task Force addressing the Belmont project.

I was here last night and I reflected on comments I heard at that hearing, in particular regarding the time line for the projects. The DEIS review in the fourth quarter -- beginning in fourth quarter 2018, the Final EIS in the second quarter of '19 and starting construction ideally they say in the second quarter of '19, the same time.

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 hearings that we're attending today and this week, they responded to and addressed completely and responsibly all within less than 90 days until the start of construction?

The Village of Floral Park has communicated numerous times to the ESD and to our elected officials in matters regarding this project that affect our communities.

I'm asking tonight, where will it be found the specific responses to the following letters written by the Village of Floral Park following previously listening sessions?

In December 11th, 2017 letter, we noted that the Islanders had identified significant changes as necessary components of the project, namely, increasing the capacity of the Cross Island Parkway and feeder roads leading to Belmont. And we don't see that now.

In the December 12th, 2017 letter, reservations about a process were expressed that excludes the comprehensive master plan for Belmont that includes NYRA future plans for the property

and those plans remain insistent but vague as we stand today.

UDC Act 6266.1 required 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."

The impact on local communities questions one and two, asked, "How do we see the offset to costs incurred by neighboring villages for fire, police, rescue and sanitation services?" And that was not evident to date.

Environmental impacts question seven, preventing honking of car horns, often notorious before and after games. Obviously, we don't see that.

Impact on existing services, question 24, how does the plan accommodate population east of the site when the Long Island Railroad will not have served those communities?

Long term operational phase, question seven, that we need written commitments, not proposed vague statements, regarding Plainfield and Mayfair gates. That was question No. 17 as

well.

We ask all these be taken care of

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you for your comments, Mr. Gunther.

The next speakers will be:

Steven Gullo;

John Carlapasso;

Lauren Boldea; and,

Pat Salmon.

And the first speaker will be Steven Gullo.

MR. GULLO: Okay. I was going to originally take a minute but I'll probably try to use the rest of the time, get my money's worth.

As far as those turn signals, if you go on Hempstead Turnpike, there's these arrows on the ground that go into the fences of the racetrack. I mean, didn't anybody look that it says a turn into the fence?

(Laughter.)

MR. GULLO: Also, I mean that's just like a little common sense.

I live two blocks away from the racetrack and there's restricted parking which nobody has ever enforced. It's supposed to be permit parking. I'd like to see extended because I'm on the next block. If we're going to have a lot of parking on the streets, two blocks away it's within walking distance. For $25 bucks people are going to park all over. I'd like to at least have it occasionally enforced.

As far as traffic, a lot of these things are -- first of all, I support the project. A lot of these things are at night, evening. People have to go home from work. So it's the City, you know, we're an urban area. You got to expect some of this.

So I think with the bus shuttles and stuff like that but as far as a commuter station, everybody else around us from Queens Village to Hempstead to Malverne -- I can tell you every town from Long Beach to Valley Stream to Freeport -- no -- Garden City, New Hyde Park. Everybody has a commuter station except Elmont and Franklin Square.

(Applause.)

MR. GULLO: So it's really something we could use even though if they increase it somewhat it would help a little bit.

The main point I wanted to really talk about was the renewables. Green energy. I don't know if it's in there but I mean the Governor and the State have proposed that we have certain goals for renewable energy. Now you have a lot of square foot and how much is solar? I know you're going to use best practices, LEDs, try to reduce consumption because you have to pay for that. But even in the residential areas, people have solar panels. A few blocks away, you drive around, you'll see a lot of solar panels.

So is this project going to contribute something back to the grid? Or is it just going to suck up energy or are you going to try to meet the goals of the Governor and the State.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Gullo.

The next speaker is John

Carlapasso.

MR. CARLAPASSO: Good evening, John Carlapasso from Bellrose Village.

I'm also ex-chief of the Fire Department in Bellrose Village, a 30-year resident there.

And I think probably everyone here supports the project because what we've had at Belmont has been sort of a disaster for my 30 years anyway. And so I think everyone welcomes improving the area. Not that I want to speak for my neighbors.

But going forward, it seems like your plans here, you will build it -- if you build it, they will come. And that line was used many years ago in a movie, I think. But first of all, the shopping at that mega mall -- we'll see what happens there, I have my own opinion about that.

We also -- what happened with Sears the past two weeks and Lord and Taylor closing stores. Retail is not a growing -- a growing thing, sadly. That's just the nature of it and yet it's such a big part of this.

But before I came down to this

meeting at 6:00 -- probably 6:15, I put in my Google Maps a trip from Throggs Neck Bridge to Belmont Racetrack. And it's 12 miles and basically it was 38 minutes, which is just about 20 miles an hour on a 60-mile-an-hour -- high -- 55-mile-an-hour highway. And so doing the math a little bit sitting here, three car lengths and 30 feet per car with space, you're talking about 6,200 vehicles crawling for one hour. And that's from six to seven and then perhaps another 6,200 vehicles or -- let's say 10,000 vehicles in two hours.

You have 90 percent of your people attending the arena of 18,000 -- people drive typically two in a car, some one, some threes but on average probably two in a car to events like that, you and your buddy.

My guess is there are going to be 9,000 more cars. So it's going to have a mega impact on the highway since I think I heard it's going to be the primary entry points of the arena, number one.

Number two, you have 2,000 -- I think 1,600 parking spaces by the hotel and the

arena. Now I've been in that park many times over my 30 years in the area and -- and I've parked on the other side by the school, Floral Park Bellrose, the B lot, I guess it is. And I've been over by the lot on the other side of Hempstead Turnpike. So you're going to have buses.

So other than the first 2,000, if you will, cars, 4,000 people, the other 15,000 people driving there, or 12,000 are going to be bused around or they're going to park two, three miles away? It just -- it just -- it just seems like it's going to be a cluster.

And I support -- I support the thing and I think we need a little more work to be done. Something has to go there and a lot of good could come from this. So I agree with my neighbors so far.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Carlapasso.

The next speaker is Lauren Boldea.

MS. BOLDEA: Throughout my 20 years of living in Elmont I've come to the

conclusion that it's notoriously known for three things; convenience stores, gas stations and fast food.

It's a populated but very outdated town but we have all the potential aspects of a thriving town. However, our stores and restaurants remain old and visually unappealing. The fast food business is thriving. I can name seven fast food businesses within one mile of my house.

Our parks are not as maintained as they should be.

The development of the Belmont Park will be a spark for not only the revitalization of Belmont but the revitalization of Elmont as well.

While I understand that issues such as traffic will become a hindrance, I honestly believe that the issue of congested roadways is minimal compared to the positive aspects of increased community participation and the beautification of Belmont.

I find the main antagonist against the redevelopment is a group named, Elmont Against the Mega Mall. However, what I find shocking about

this group is that the majority of its members are not from Elmont. The main group of this -- the main group against this redevelopment are inhabitants of Floral Park. Floral Park has had a history of voting and campaigning against things that will directly increase the value of Elmont.

I think it's time that Elmont fights for itself and that legislators, government officials and other authoritative figures stop relying on other people outside of Elmont who really only come into Elmont for Belmont horse races.

The Elmont Against the Mega Mall website states that the needs of our community are sensible, community-oriented development that serves our needs. The real question is, when has anybody in the community of the Town of Hempstead ever paid attention to the development of community oriented structures in Elmont until now?

The reality that is if the redevelopment of Belmont is shut down, so will any potential future for the betterment of Elmont. This project will bring revenue, a sense of community, jobs and beauty to a town that has not

seen any form of major revitalization in my 20 years of living here.

The closest thing that we have to a modern structure is a new Chipolte. We don't need more fast food. We don't need another park that will remain unpleasant and unmaintained. This project is not a State of New York putting interests of out of town billionaires above our local Elmont community. It will spark investments being put into the town. It will start the redevelopment of more efficient public transportation systems.

It will also provide reason to reopen the Belmont Park Long Island Railroad station year round rather than just seasonally. It will no longer be a town that people simply pass through. This project will turn Elmont into an attraction and a town people will be proud to live in.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Boldea.

The next speaker is Pat Salmon.

MR. SALMON: My name is Pat Salmon and I come from Bellrose Village, lived there over 30 years.

In listening to the comments from prior speakers, I tend to agree.

In looking at your online presentation today, I saw that New York Arena Partners is four major companies. You have Madison Square Garden, Sterling Equities and two out-of-town companies; one from California and I think one from Canada.

In looking at their backgrounds of MSG owning the Knicks and Sterling Equities owning the Mets, I have to think that sports betting is going to be the savior of this project. And to say -- to tell people less than that is deceptive.

I am sure that if you -- in listening to your presentation you also mentioned that NYRA has yet to fully disclose what their plans are for the project. I would imagine before you spend a billion dollars you would want to know that -- I would.

(Laughter.)

(Applause.)

MR. SALMON: So, you know, I'm in favor of promoting the area. It might be a great boom for Nassau County. It might help our schools.

The amount of money coming out of the Aqueduct Casino is crazy and I'm sure our school systems might benefit more.

So in looking at Sterling Equities, as we all know, Bud Selig, the Commissioner of Baseball, had to lend the money -- the Mets money to stay in business at one point.

The Islanders seem to have been moving around quite a lot lately and I don't know if a new stadium alone is going to make them a successful draw.

That's all I have to say.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Salmon.

The next five speakers will be:

Peggy Schlechter;

Kevin Greene;

Kevin Flood;

Daniel Praino; and,

Sylvia Cotlia.

And the first speaker is Peggy Schlechter.

MS. SCHLECHTER: Hi. I am a 25-year resident of Floral Park and taxpayer.

My house currently sits six houses from the Belmont fence by the north lot.

I have many concerns for this development, though my husband is an extreme Islander fan and he was thrilled at the original idea of an arena. I'm very concerned we're stressors to the village of sewers, electricity, parking, roadways and safety.

But the first one I'm going to talk about is probably really specific to me and that is the parking lot. You are putting a very large parking lot right on the border of the Floral Park Bellrose School and the end of Crocus Avenue, which is where my house resides.

It is my understanding from people that are very aware of this project, I have not read every page of this, I will be honest, that you are going to light that parking lot 365 days a year.

You can imagine the size of a light would probably be the size of the ceiling here next to your house or six houses away from you. The amount of what I would consider light pollution is concerning. Humans are not made to be spotlighted 24 hours a day and I think it would really --

(Applause.)

MS. SCHLECHTER: -- and I think it would really impact my quality of life.

I'm a midwesterner from Cleveland and I have seen how development can either enhance a community or destroy it. Cleveland is not exactly the place people move to.

I came here and lived in the City on the west side for two years and chose to be in a place that wasn't the City. I chose green space. I chose night time and I chose a chance to, you know, actually drive on a two-lane road and not be stopped.

Another concern I have is, unfortunately if you are aware of situations on Elmont Road, we've had several deaths with Elmont school students. So we have a concern right now the

way our roads are for safety.

Just recently there was another accident. So I don't think our roads can handle that. My son is a new driver at Floral Park High School. There are very limited parking spaces there. You have new drivers. You add many more cars on that two-lane road and I really feel like you have a problem.

I'd also like to make one small point before my time is up. You left a really large space for retail. I actually concur with the poor woman who was talking in Elmont that all they have is fast food. How about an actual grocery store where they can get fresh produce instead of fast food.

(Applause.)

MS. SCHLECHTER: If you really want to make Elmont a more successful community, you need to think about what impacts them.

Thank you for your time.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Schlechter.

The next speaker is Kevin Greene.

MR. GREENE: Thank you.

Good evening.

I'd like to just start by saying that I'm not opposed to a project going on there. In fact, I welcome something going on there. Belmont's been our neighbor for a long time. Sometimes we've had some rough times with them but for the most part they've been a good neighbor. But I am looking to have the development.

What I want to start by stating is my opposition against the mega project taking place as part of the Belmont redevelopment.

It disheartens me that so many people involved in this process did not think to include the surrounding communities when they decided to significantly expand the size of the project. That tactic along only raises concerns for the true concern for the surrounding communities.

I think we all agree it's clearly stated in the DEIS that we're looking at a significant increase in vehicular traffic as a result of the proposed operation. What is not clear is how the increased vehicular traffic is

going to be addressed.

Although the author if the DEIS document said there's an extensive set of proposed mitigation measures, I don't see it. I see words such as transportation demand management measures, using poor examples as carpooling and trans incentives. A little more homework might have found that traffic in other areas around arenas did not decline because two people drove together.

More interesting was the suggestion of redistributing vehicle traffic away from the peak arrival and departure hours for the arena events. First, I don't see how that will help the expected traffic for the patrons going into the mall. But what it does say is, we don't care about the local communities moving around their own town.

You do realize that the main roads in the areas besides the Cross Island Parkway are either one lane or travel -- one lane of travel in each direction or two lanes of travel in each direction. I'm assuming redirection means shutting down those roads for local traffic so that you can get these vehicles out of the arena parking.

Besides being a ridiculous idea, I'd be interested to hear who pays for that? Is there any proposal to offset the local community costs for traffic control utilizing the Nassau County Police and the Floral Park Police departments or is that going to be a tax burden on the local residents?

I'd like to have a better explanation on how and where you will redirect that vehicular traffic.

I notice that the document states that the TMP would, if necessary, be refining during the proposed project operations as a real time information becomes available. Are you kidding?

We're supposed to trust that you addressed the conditions after the project's already built? You didn't even think to include the communities with the revised project. I'm guessing you're ripping the rear view mirror off the vehicles and not looking back to the damage and major inconveniences that your project created.

Can you further explain how and who will follow up on the applicants to make sure

that they fulfill their obligations of the traffic plans?

One other significant thing I'd like to mention is the moving of emergency vehicles. How do you suggest we get the emergency vehicles, fire, police and rescue through the streets of the additional vehicle traffic being proposed?

I can't speak for the County's emergency response time but I can speak to the response time in the Village of Floral Park, which is approximately one minute and many times less for our police department to get to our -- assisting our neighbors.

Plainfield Avenue is a main and direct thoroughfare for all emergency vehicles to get from north to south and vice-versa. Having our trucks redirect to Rose will affect the response time.

I would also note that the Plainfield Avenue is --

THE HEARING OFFICER: Will you please finish up.

MR. GREENE: -- the most direct

route for all the fire department and responding to Elmont Fire Department where we assist the Elmont residents, as well as this proposed complex.

Was any thought put into how we might be able to move these trucks through?

THE HEARING OFFICER: Mr. --

MR. GREENE: Bright lights and sirens will not move these trucks faster.

THE HEARING OFFICER: Thank you.

MR. GREENE: Go to Manhattan and take a look at how trucks get through that traffic. So we have some real work that we have to do and I hope that you take consideration into it.

THE HEARING OFFICER: Thank you, Mr. Greene.

(Applause.)

THE HEARING OFFICER: The next speaker is Kevin Flood.

Mr. FLOOD: Hi, good evening.

I first want to thank ESD for allowing the members of the communities most impacted by this overdevelopment to voice our concerns and to 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 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.

(Applause.)

MR. FLOOD: I was actually very pleased to see ESD and NYAP confirm that there is no tailgating allowed in the Belmont Park campus.

In addition, it was further acknowledged and confirmed in the DEIS that tailgating is not and will not be allowed in the Belmont Park parking lots under current conditions.

I'm glad to see this language in the document but as we have learned in 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.

(Applause.)

MR. FLOOD: To start, what law enforcement agency will be responsible to enforce this law on the Belmont campus? Being that it is State land, the New York State Troopers should be patrolling the campus making sure tailgating is not occurring next to our homes and schools or anywhere on the Belmont campus.

Hired security and NYRA Pinkertons are not enough. Whatever agency is patrolling they must have the authority to enforce the law and it 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, 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 Village of Floral Park Police be able to randomly audit the grounds to see if this commitment is being upheld

and if it is not, how will the community be compensated.

This is a serious issue and needs to be addressed in the FEIS. Being that ESD and NYAP insist on placing these parking lots and all their potential behaviors that occur with them immediately next to our homes and our school, this should be a priority and must be spelled out very clearly in the FEIS.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Flood.

The next speaker is Daniel -- is that Praino?

MR. PRAINO: Praino. Yep, Praino.

Thank you for your time.

The developer Robert Moses said, no critic ever built anything. I built my family here and its now in jeopardy.

It doesn't seem like a lot of people in the State really care or we're just window dressing.

What's the plan for an active

shooter in this arena? You're going to have 19,000 people empty out onto Hempstead Turnpike, the same roadway you're going to have first responders on. It doesn't make that much sense. It's very dangerous.

Between the traffic, the noise pollution, lights, you're pouring a gallon of milk into a shot glass and having the rest of us clean it up after you leave.

(Applause.)

MR. PRAINO: Having retail space here with Nassau County dotted with zombie malls, empty storefronts, it's not worth it. Put in -- somebody said before a supermarket,anything. Something worthwhile for the community.

(Applause.)

MR. PRAINO: We don't need more retail space especially when Amazon's dropping hundreds of pounds at your door every day.

You guys are going to be good and you say you're going to be great. You've got the magic bullet for this. I hope you're right. But if you're not, what happens after this?

(Applause.)

MR. PRAINO: Thank you very much for your time.

THE HEARING OFFICER: Thank you for your comments, Mr. Praino.

The next speaker is Sylvia Cotlia.

MS. COTLIA: Hello. Good evening, everyone.

I'm not a resident of the Elmont Nassau County but I'm nearby in the Laurelton Rosedale and Cambria Heights district.

I am a contractor, HVAC contractor. So I'm also a contractor in the neighborhood in Queens but I'm also a parent as well. And I'm concerned about the quality of life because I am, you know, bidding on these projects as well but, you know, I am also concerned about the quality of life for our kids and how is this really going to affect the nearby Queens, southeastern Queens and, also, with the Nassau nearby Elmont community.

So I would like to know how is the finding a satisfactory medium for everyone that's involved for those who are the developers, contractors like myself, and the residents as well

because as far as, perhaps you are aware that southeastern Queens is also facing challenges with the John F. K. redevelopment project and, also, we're also facing with Amazon coming in, Good, yay, nay or neither.

So we would like to figure out how is it that we're able to not really disturb of how -- how is that we're not able to maximum what is it that we're implementing here. That the residents of Elmont and nearby southeastern Queens as well and pretty much the whole borough of Queens because I think this is going to be a congestion issue, traffic issue, people coming in and out.

So, you know, I would -- definitely as a contractor myself, a parent, would like to know how is it that we're able to not really -- this project -- not to be maximized beyond as far as what is it that we're focusing here?

Say for example, John F. K. They mentioned that, you know, it would be hotels, it would be -- it won't affect the quality of life as far as noise pollution, traffic and so forth but that's not the case either. So how is this project

also working along with the southeastern Queens districts too. Because that's also -- because we're nearby so that we're also going to be affected by this.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Cotlia.

The next five speakers will be:

Gerard Bambrick;

Christine Reisig;

Tamar Paoli;

Dennis McEnery; and,

Deirdre Moore.

Gerard Bambrick.

MR. BAMBRICK: Good evening.

I spoke yesterday and I appreciate the opportunity to speak again.

I'll just mention, I'm Gerard Bambrick, I'm the Village Administrator in the Village of Floral Park.

And one thing I just want to point out is that zoning codes, many people are not aware, actually protect the suburban character of

an area and this project would proceed -- should proceed under the Town of Hempstead zoning codes but what's clear is this project could never proceed under the provisions of the Town of Hempstead Zoning Codes.

However, 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 Codes.

By overriding the Town of Hempstead Zoning, ESD is authorizing development that is probably 100 times more dense that currently permitted. It is clear that the local roads and infrastructures cannot handle this level of development as proposed.

Now I know that the Urban Development Act authorizes ESD to override local zoning but there are certain restrictions on that ability. One restriction is the override can only come after consultation with local officials; and,

Secondly, the override should only be authorized by ESD after it determines that compliance with local zoning is not feasible or practicable.

Based on those criteria, I have some questions that we need to have answers to.

What local officials were consulted to make determinations that compliance with the Town of Hempstead Zoning Laws are not feasible or practicable?

Has ESD performed any studies to determine the development of Belmont cannot be accomplished while still complying with the Town of Hempstead Zoning rules?

Most importantly, why can't this project be reduced in size and scope so this project can at least much more in conformity with the development intensities permitted --

(Applause.)

MR. BAMBRICK: -- by the Town of Hempstead Zoning Codes?

In other words, why can't ESD scale this project back to be as close as practicable to the development intensities permitted by the Town of Hempstead Zoning Codes?

Before ESD completely ignores and brushes aside the laws that are designed to protect us, we deserve a thorough explanation.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Bambrick.

The next speaker is Christine Reisig, who also spoke last night.

MS. REISIG: Hi. I'm Christine Reisig. I'm a resident of Floral Park but I'm very active in Elmont with shopping. I'm a shopaholic my first husband would say as I'm sitting right next to him.

I'm a mom. I'm very active in my community because I have two young children that love to ride their bikes into town and go for ice cream or go to soccer or go to Girl Scouts or go to religion. This is my town. This is everybody's town in this room. We are very upset.

I've spoken to each of you many times as you're typing away there and not listening to what I'm saying.

(Applause.)

MS. REISIG: I want your attention. I want you to understand that it's really -- it's really important to us. And I find

it interesting -- I feel like I'm at a therapist office where all we do is come up and speak and you can't answer any of our questions and I find that just mind boggling.

Last night I -- I submitted 801 signed letters of individuals that -- I can't say oppose because that's a bad word to use, that had major, major, major concerns. And it still goes on to deaf ears.

We continue to write and plead and beg and -- and ask you for answers and we have -- we have nothing in return. And it's insulting to our intelligence that we want to defer to you to come in and build this huge mall and walk away.

(Applause.)

MS. REISIG: And last night instead of tucking my kids in, I was here for four or five hours. At the end of the night when each of you got in Ubers and drove off to your towns or where you live and leave us holding the bag, that's also not right.

Please listen to what we're saying and -- and I work at Shea Stadium but I don't want to live in Shea Stadium in Citifield.

I own four two-family houses in my village and I'm proud to say that we choose to live, work and enjoy this lifestyle. So back off and listen.

Last night we had 50 speakers, 47 were against this project or had concerns. Three for the record, said we're okay.

This afternoon you had 40 speakers, 38 -- 38 individuals from this town and area who pay taxes had concerns and two said okay.

So when we walk out tonight and you magically think this is a rah rah great project with this huge mega mall, you are not listening to the people that pay taxes.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Reisig.

The next speaker is Tamar Paoli.

MS. PAOLI: Hello. So I -- first off, I want to start off by saying that we can -- we can all look at Hempstead Turnpike and see that it needs help. It's quite the embarrassment. In fact, I've come to tell people I don't live on that side of Elmont, I live near Dutch Broadway because

I am that embarrassed of how Hempstead Turnpike looks nowadays, unfortunately.

So -- but the issue that I have is the stadium. I actually work in the event -- in entertainment marketing industry and I've been to every stadium you can think of in the tri-state area. And one thing I noticed, Nassau Coliseum is surrounded by a bunch of parking lots and barren land and a few commercial stores.

The Red Bull Arena is also in like an industrial area and you have to kind of drive down to the town.

Barclays is all surrounded by commercial areas and the homes that were there had unfortunately had eminent domain so there's not really that much residential areas -- residential buildings near Barclays.

And I can go on and on about that.

Where this stadium is going to be is near a lot of residential homes and as someone who predominately works in the City, I enjoy that I get to come home in peace and I don't have to be around so many people.

(Applause.)

MS. PAOLI: I moved to this community in 1995. I moved to Elmont in 1995 from neighboring Cambria Heights and St. Albans.

My mother came to this country in the '70s. She always dreamt of moving to Elmont whenever she would go to Gaus (phonetic) and she was able to come here when I started school.

And so people come to Elmont to live that American dream. And now you have -- you're going to build a stadium but you also have to think about the environment.

A few years ago there was an old tavern. They knocked it down and there was chemicals in the air after doing that. Now you're going to build a structure and -- but you're going to have to dig deep and you don't know what -- not just chemicals but rodents. What -- what --

(Applause.)

MS. PAOLI: -- what stuff that's going to come out of the ground and now that's going to go into people's homes because, again, the stadium is surrounded by residential buildings and homes.

So that's one issue that I have.

Also, I -- I wanted to talk about, I'm for shopping and Green Acres just built the Green Acres Commons Area, which I go to and I would never be caught at Green Acres ten years ago. But because it is built very nicely I'm going so I'm not saying that, you know, shopping would be bad for Elmont. It would bring in people. However, you also have to look at the impact study and there's nothing that can be done.

If you make the road bigger, it's just going to cause more traffic and that's something that is a known fact. Bigger roads cause more traffic. The road already has traffic. There's already people --

THE HEARING OFFICER: Thank you, Ms. Paoli.

MS. PAOLI: I know. Just ten more seconds, please.

Thank you.

THE HEARING OFFICER: No.

MS. PAOLI: Just ten more seconds.

THE HEARING OFFICER: There are other people --

MS. PAOLI: You're in my

community. You're in my community. I've been living here since 1995 going through this fight forever.

(Applause.)

MS. PAOLI: I was in high school when we came together with the community --

THE HEARING OFFICER: There are other people who need to speak.

MS. PAOLI: -- redevelopment plan and talked about what we wanted in this community.

THE HEARING OFFICER: Your time is up.

MS. PAOLI: I've been doing this for a long time. I just had two more words to say.

THE HEARING OFFICER: Your time is up. Your time is up.

MS. PAOLI: I know. I understand that but --

THE HEARING OFFICER: You're wasting everybody's time.

MS. PAOLI: Okay. You're wasting our time because at the end of the day you're just going to do what you want.

THE HEARING OFFICER: If there's

time at the end, you can come back.

(Applause.)

THE HEARING OFFICER: After other people have spoken.

The next speaker is Dennis McEnery.

MR. MC ENERY: I'll introduce myself. I'm Dennis McEnery and I'm the president of the Floral Park Conservation Society.

And the reason I mention that is the Floral Park Conservation Society was an all volunteer organization which took a 13 acre run down, decrepit Nassau County owned facility and turned it into a 13 acre passive use park.

(Applause.)

MR. MC ENERY: Thank you.

And the same -- and I think about Belmont Park, I hate for it to become Belmont parking lot. Now I take a look at our mayor, Mayor Dominick Longobardi, and we're about 50 feet from each other. Does anybody think that's enough of a buffer zone from your house to a mega mall? I don't think so.

Now as far as the parking, you

know, there's going to be a 19,000 seat arena built here and this project in and of itself only has 1,900 parking spots. Okay. Now the current arena, which is DeVon, over in Nassau County has 13,000 seats and there are about 6,500 parking spots, which by the way are right next to the Barn.

Well, you know, two people for every -- every space makes sense at the Barn but, you know, one space for ten people, I think we all like the circus like ten clowns coming out of a car but this is not acceptable at Belmont Park.

(Applause.)

MR. MC ENERY: Thank you.

Now as far as -- the other thing of concern is that this is really three separate projects. As a matter of fact, New York Arena Partners have set up two sub partnerships; one for the retail and one for the hotel.

I think each one of them separately should be submitting a DEIS and not hide it under one.

(Applause.)

MR. MC ENERY: The other thing that is a concern is, in fact, that the

transportation has been identified as a significant adverse interest and problem for this project and yet it's going to be exacerbated by the fact that there's not enough parking onsite.

So not only is the traffic going to be overwhelming, we're going to end up -- did anybody read about Deer Park? Deer Park on Black Friday was in gridlock because the shoppers on Black Friday overwhelmed the local jurisdiction. And just like Deer Park, this is not a shopping arena with a rink. This is a shopping mega mall with a rink. It's very important that the State of New York revisit and redo this DEIS.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. McEnery.

The next speaker is Deirdre Moore.

MS. MOORE: Hi. So I've been here in Bellrose Village for 44 years now, minus the six years that I moved away with my husband to live out east in Suffolk County where it was more affordable but had a completely different vibe and way of life out there.

We flooded with Sandy. We've come back to Bellrose Village and to my shock pulling off of the Cross Island one day, Frozen Cup, our little ice cream store on the Queens side in Bellrose was gone, completely gone and there now stands a hotel that is, not only unsightly, it has become a homeless hotel and for the $16,000 plus dollars that we pay in taxes a year to have this nice quality of life and these great schools, I fight every single day to keep my property clean, to keep the noise down, to clean the poop and the pee that I find on my fence and it's garbage every day now that 7-Eleven -- there's a gas station, there's a CVS. There's a terrible Dollar Store up on Jericho Turnpike.

The traffic and for that -- to pay that much money in taxes, our quality of life no longer matches that.

And as for Elmont people, what are your needs? I think that there should be something healthy and pretty there, something for your neighborhood. I was thinking green space, a community garden. What if there was a big garden, we sell local produce, employ local people.

Yes, something nice needs to be there, not more stores, certainly not an arena. The traffic can't handle it.

When I flooded with Sandy, I continued working as a nurse out in Patchogue at Brookhaven Hospital and that was a horrendous drive to come back this way, about three to four times a week. And one of those nights that I was coming home to Floral Park and Bellerose, I was caught in the Belmont traffic nightmare when 60,000 people poured out of Belmont. And it took me an hour to get home from -- I don't even remember where I got off, Hempstead Turnpike back up to Jericho Turnpike.

So as for the power, you have to do solar energy. Anything else is the dark ages. This is 2019 and this is not progress. We need a different plan.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Moore.

The next five speakers will be:

Jessica Alfonsi;

Michael Jacob;

Mirna Arbelaez;

Douglas Madden; and,

Paul Hanson.

And the first speaker will be Jessica Alfonsi.

MS. ALFONSI: Hello again.

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're 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 Leight, 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're a stones throw away from these parking lots that 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 and upset 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 10:00 p.m., 41 nights a year? Think about that.

The back stretch workers, our children and area citizens deserve to have peace and 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 infrastructure must support it or

this irresponsible.

When I spoke at the last hearing, I asked you what you would do if the study shows that 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 they would unfortunately be unavoidable.

You must make the Long Island Railroad station a full-time station that can go east, not just west. Then, and only then, build your arena with the parking lot on the south lot and eliminate the mega mall.

Let me repeat, --

(Applause.)

MS. ALFONSI: -- we are for development at Belmont, just not overdevelopment. There are better options for this sites and we are happy to help you find the.

I read the other day that the Nassau Coliseum Hub developer had previously been negotiating with Mt. Sinai to build a 100,000

square-foot research facility there. Well, now that Northwell ended up being chosen, perhaps Mt. Sinai would like this land.

Stop moving forward on a project that --

(Applause.)

MS. ALFONSI: -- 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 trusted 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 tonight and last night.

You've lost our trust.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Alfonsi.

The next speaker is Michael Jacob.

MR. JACOB: Okay. Good evening.

My name is Mike Jacob. I'm a business owner in Floral Park. I'm also a board member and former president of the Floral Park Chamber of Commerce and I reside in the Village of Floral Park.

As a board member of the Chamber of Commerce, I will also try to keep my comments related to the Floral Park business community and how the DEIS potentially affects business in Floral Park.

Under normal circumstances, any development which increases traffic near a business community would be construed as a good thing. When it was originally suggested the Islanders would build a new venue at Belmont Racetrack, even we Ranger fans thought that the local economy might benefit.

As the scope of the project grew, we businesses became more concerned. What began a some additional traffic which might drive business to our village stores and restaurants instead has now become a project that is anti local business.

We now have a project that drives business away from our business community,

increases traffic, burdens the emergency service providers and potentially subjects our schools to dangerous power facilities.

If the intent of the project like this is to improve the opportunities within a local community while developers can profit, then the project scope does not meet its objectives.

Entertainment, shopping, et cetera will stay at the new venue.

Tulip Avenue, Culvert Avenue and Jericho Turnpike businesses will not only see new opportunities -- not see new opportunities is very likely some may see a decline in business due to new competition.

Traffic will potentially cripple Floral Park during primary business hours. During events the traffic may close us down altogether.

Response by police, fire and EMS will be delayed significantly.

Additional financial resources needed for police will affect our other village services or force tax increases to pay for those services.

Quality of live overall will see a

decline in a community which for over 100 years has been a beacon of tranquility right on the New York City border.

And one of the safest communities in the State will certainly expect to see an increase in crime.

Auto accidents will increase just based on the sheer numbers of additional vehicles entering and exiting our village.

And this list will certainly get much longer.

Finally, let us make sure the Islanders get a new great home. However, in the interest of the business community and the local residents, please consider scaling back this project. Who really wants another shopping center with multiple vacancies potentially in five years?

At the very minimum something must be done to provide capital to improve the roads, particularly Cross Island Parkway and Hempstead Turnpike and to build a permanent and useful railroad station.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Jacob.

The next speaker is Mirna Arbelaez.

MS. ARBELAEZ: Mirna Arbelaez.

I am an Elmont resident since 2006. I have coached here. My daughter goes to school here. I have seen many, many kids grow up and have nowhere, absolutely nowhere to go play, ride their bike, roller skate, play basketball or anywhere safe to go.

My niece and nephew were here this winter, we couldn't take them to a park out here. And I have to go all the way to Queens to take my niece, my nephew, my daughter to a park to where they could enjoy ride their bike and roller skate. There's nothing here for kids.

You talk about Elmont Park. Great. One park. You have the park on Dutch. Nothing's there but a puddle, a puddle every time it rains. Build a community center, a rec center, YMCA, a Boys and Girls Club -- something that's going to benefit the children.

Where would you want your

grandchildren and your kids to play at? I know you're not going to want them playing in our parks or being right next to a stadium or high school kids going to retail store and then God forbid they get hit with all this traffic that's going on.

What safety measures are you taking to benefit our kids? I don't give a damn about you because you don't live here. I give a damn about my community and my kid and all the other kids that I know that have been growing up here.

What are you doing to make sure our community is safe, as well as Floral Park and other communities around? These kids are going to be going to this retail store or these events that are going on here. What safety measures are you going to take?

What thoughts are you going to take if they get hit because you didn't supply the correct safety measures for these kids?

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Arbelaez.

I take it the references to you

meant people generally because I'm only the hearing officer.

(Laughter.)

THE HEARING OFFICER: I am only here to make sure everybody gets a chance to speak.

The next speaker is Douglas Madden.

MR. MADDEN: Good evening.

My name is Doug Madden and I'm a Trustee of the Floral Park Bellrose School District and a 15-year resident of Floral Park.

I'm here tonight on behalf of the 900 plus students at Floral Park Bellrose Elementary School and their families, as well as to support 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 Bellrose 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 ask that a

physical barrier be erected on the Belmont side of the fence so that our children will not come into contact with the thousands of strangers who will be arriving in this lot, including those who will be tailgating, drinking alcohol and even smoking marijuana with our Governor's support.

(Laughter.)

MR. MADDEN: 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 construction beginning.

We also want assurances that we will have someone from ESD on point to promptly address any negative impact the construction may have on our day-to-day operations of the Floral Park Bellrose School.

These are simple requests.

With regard to traffic and safety, there are four schools within the boundaries of Floral Park Village, two of them are on Plainfield Avenue. By some estimates these new attractions

will bring an average of 4,500 daily visitors to a surrounding area that is nearly entirely residential without any of the necessary infrastructure to accommodate anywhere near this traffic volume.

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 that 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.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Madden.

Our next speaker is Paul Hanson.

MR. HANSON: Good evening.

I'm Paul Hanson from Floral Park.

Thank you for the opportunity to speak.

The original Belmont Islanders proposal, as I recall about a year, year-and-a-half ago included provisions for a sports arena, some hotels, some retail and a term I hadn't heard, innovation centers. Okay.

Well, when I think about the places that the Islanders have played, those being Nassau Coliseum and Barclays Center and NYCB Live, wherever that is, I don't know, I think about the areas immediately around those and I think, they have a sports arena with some hotels and some

retail and some innovation centers. They're called Hofstra, Nassau Community and LIU, if you ever heard of those.

The New York Islanders are a highly capricious organization. What happens if the team folds as sports teams sometimes do? Or if the team moves to Shoreham and becomes the Long Island Isotopes?

(Laughter.)

MR. HANSON: If I thought my mall was going to lose its anchor tenant, I would make it as big as possible. Is that what's going on here?

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Hanson.

I'll call the next five speakers. Please come and sit in the front until it's your turn to speak.

Heather McClintock;

Frank Chiara;

Venetia Chiara;

Anabelle Bizante; and,

Joseph Cinquemani.

And the next speaker is Heather McLintock.

MS. MC CLINTOCK: Good evening members of the ESD.

My name is Heather McClintock and I have lived in Floral Park for 17byears.

Page S9 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 S34 of the same DEIS report, it is conceded that, "The proposed project would have a significant adverse impact on the local street networks, the highway network and bus service, as well as potential impacts to parking." These two facts cannot exist in the same universe.

Therefore --

(Applause.)

MS. MC CLINTOCK: -- I am here tonight to present you with the top five reasons why the ESD must scale back the scope of this project.

No. 5, stores like Sears are

closing. Mortar and brick malls like the old Fortunoff sit vacant. The very last thing we need in Nassau County is more retail shopping.

(Applause.)

MS. MC CLINTOCK: Please put the parking lots back where you had them initially.

No. 4, the high real estate taxes that 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.

No. 3, 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.

No. 2, beautiful Belmont Park should be respected with thoughtful development not overdevelopment of a project that is too big --

(Applause.)

MS. MC CLINTOCK: -- and will fail.

And the number one reason why you

should scale back the scope of this project 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 is at risk to your constituents?

Don't you 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.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. McClintock.

The next speaker is Frank Chiara.

MR. FRANK CHIARA: Thank you.

Good evening.

My name is Frank Chiara and I'm 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 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 and security concerns. But our community has become accustomed to this annual event. Some of us actually enjoy it while others can't wait until it's over.

The point being, it's once a year.

This proposed project as presented states, there will now be up to 200 events a year at the arena, 75 percent of which will occur at night.

The retail facility, which will operate both day and night, not to mention daytime and possible night time racing. This is a tremendous difference from the single annual event.

NYRA is also considering making improvements to this facility and the proposal states that this action is separate and apart from your project, no coordinated effort.

Even with your current plans, which you state are currently being evaluated and

reviewed, 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 definitely not be able to handle the volume of vehicles and visitors that the project hopes to attract.

This massive project will definitely affect our Floral Park Bellrose School, which is in the west end, 400 feet from the north lot. Even if 75 percent of the events occur at night, what times will they start and what times will the patrons start to arrive?

Our school's ability to hold school events will be disturbed by noise, traffic, lighting coming from your facility. The proposal states that the north lot will become more active, again 400 feet from our school and could contain small ticket booths.

The proposed vegetation buffer will do absolutely nothing to stop the noise and distraction of the facility will cause to our schools.

I'm requesting that this proposed

project be reevaluated and at a minimum drastically be reduced. Strong consideration should be given to the negative impact it will have not only to the our Village of Floral Park but also to 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 effect on all the surrounding communities that it will affect.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Chiara.

The next speaker is Venetia Chiara.

MS. VENETIA CHIARA: Good evening.

My name is Venetia Chiara. I reside in the Incorporated Village of Floral Park. I live here with my husband for over 19 years and raised my children with my husband.

The reason we came into this town because it had a good quality of life. We pay our

taxes and with those taxes that we pay, we have services. We have our own police department. We have a volunteer fire department. We have our sanitation department. This does tremendous things for our -- the community.

As an educator and a coach, I was very deeply concerned when I heard about the use of the north and the east lots that were going to be used. This was not in the original proposed plan of the Belmont redevelopment plan. It's adjacent to the Floral Park Bellrose School and, also, to the Floral Park Memorial High School, which I am employed.

I am very concerned about the traffic. The noise for the community, the homes surrounding the area. I live in the west end.

Also, as a coach, the students, they're never going to get home and they live in the small perimeter of the area. How long is it going to take us to get from one school to the next to our homes from activities -- after school activities just to get home from school to -- with the buses, there's already trouble with the buses with the traffic that it entails.

Plainfield Avenue is a main avenue that corresponds from north to south through Floral Park and there is tremendous amount of traffic there. When we have lots of traffic, the people in the west end can't even get out of their homes just to get to the local store. It takes -- it's tremendous.

With this impact of this development it's going to really -- it's going to impede upon the quality of our life.

Also, I am an emergency medical technician in this town. This is a volunteer fire department. There are limited -- already limited rescue people who take their time to help the residents in this town. We are going to be impacted. We already have so many rescue calls per month. Imagine the magnitude that is going to bring into this town. We're going to be out there almost 24 hours. It's bad enough that we, you know, were there for our residents but to be there for the employees, to be there for the spectators, the visitors and also the motor vehicle accidents.

I'm worried about the safety of our students. There's a lot of hit and run. You

see it all the time on TV. It's, you know, people don't have any care of life. It's going to impact our students.

Someone had mentioned about the Elmont, there was a lot of traffic. It's going on with a lot of the high schools now. There's even in any community there's a lot of motor vehicle accidents.

You know, I really hope that you will reconsider reducing the scale of this -- of the north and east lots and that you will work with our mayor --

THE HEARING OFFICER: Thank you, Ms. Bizanti.

MS. VENETIA CHIARA: It's Chiara.

THE HEARING OFFICER: I'm sorry.

MS. VENETIA CHIARA: Work with our mayor and the --

THE HEARING OFFICER: Ms. Chiara, thank you.

MS. VENETIA CHIARA: -- the Board of Trustees and our local --

THE HEARING OFFICER: We want to get other people in.

MS. VENETIA CHIARA: -- politicians.

Thank you for the opportunity to speak tonight.

THE HEARING OFFICER: Thank you.

Next speaker is Anabelle Bizante.

MS. BIZANTE: Good evening.

I'm a resident of Elmont, as well as a small business owner in Elmont. And although I appreciate a lot of the important concerns that have been raised tonight, I strongly favor the proposed development of our community and I feel confident the plan will be tailored to benefit not only local residents and businesses but also visitors to the new center.

However, I am very disappointed by the apparent exclusion of daily, fully developed Long Island Railroad service. We need a full Long Island Railroad service for the success not only of this project but also to meet other ongoing community needs.

Long Island Railroad expansion is critical to the success of this project and for our community.

In light of our current climate crisis, we -- I also believe that the use of solar and other renewable energy should be incorporated into this plan. For anybody to say that they live right near Belmont Racetrack or one of the parking lots to say that they're surprised that there's going to be crowds coming to them, I think you bought in the wrong neighborhood.

Belmont Racetrack is severely underutilized and so the crowds that are going to be coming in to some extent to use the arena and to shop are going to make up for the lack of crowds coming to the track right now. Anybody who didn't want to be near a big community -- a big center like that should not have bought into this neighborhood.

And I also think --

(Audience participation.)

MS. BIZANTE: It's Belmont Racetrack is a very large facility --

THE HEARING OFFICER: Let the person speak.

MS. BIZANTE: -- which is greatly underutilized and this plan promises to bring

business and activity back.

I also think that a lot of the residents of Elmont and the surrounding communities who may very well benefit from this project, aren't here to voice their support for the project because they don't have the scheduling flexibility to show up for these -- for these hearings.

(Audience participation.)

MS. BIZANTE: So the fact that a lot of the vocalizations are opposed to --

THE HEARING OFFICER: Miss in the back, please let the person speak.

FEMALE VOICE: So then she can stop lying.

(Laughter.)

MS. BIZANTE: I waited my turn to speak. I'm entitled to my opinion and you're entitled to yours as well, Miss.

And I think that's about it for me. I voiced my opinion and --

(Applause.)

MS. BIZANTE: Have a nice evening, Miss.

THE HEARING OFFICER: Thank you,

Ms. Bizante.

(Applause.)

THE HEARING OFFICER: And there's no call for interrupting any speakers regardless of the position. You could cheer, boo, whatever you want after they speak.

The next speaker is Joseph Cinquemani.

MR. CINQUEMANI: Hi. I'm Joseph Cinquemani from Elmont.

I do oppose this. I drive to LaGuardia every day and back and as you probably have experienced yourself, it -- it's bad enough as it is.

Now I know you just keep track of the time. Who in authority here are we addressing? Is there somebody or are we just talking to ourselves?

(Applause.)

THE HEARING OFFICER: This will be part of your time. As I stated at the beginning --

MR. CINQUEMANI: I'm sorry. I was late and I missed it.

THE HEARING OFFICER: Well, that's a problem. This hearing is for you to speak your concerns, your comments that will be taken down in a transcript and provided to ESD, who are the people who are today from ESD, to hear what you have to say about this project, either for or against or otherwise.

Please continue.

MR. CINQUEMANI: Okay. So for the record, I'm against it.

And one of my objections also is that we don't get to vote on this. It's just like ram rodded right on us.

(Applause.)

MR. CINQUEMANI: From what I understand, Cuomo signed off on it already. But, you know, he doesn't have to deal with the mess. And I think a better place would have been the Nassau Coliseum.

(Applause.)

MR. CINQUEMANI: They don't have quite the congestion that we have out here. And so I think -- that's all I have to say.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Cinquemani.

The final four speakers will be:

Michael Culotta;

Gilberti Marcelin;

Charles McArulla; and,

Matthew Cacciatore.

Please step to the front. And the first speaker will be Michael Culotta.

MR. CULOTTA: Hi.

Thanks for your time.

My name's Michael Culotta.

I spoke last night.

Thanks for the opportunity for me to speak again.

I just wanted to make a few points.

The UDC Act, under which ESD operates, requires that ESD give primary consideration to local needs and desires and it shall foster local initiative and participation in connection with the planning and development of its projects.

In the Purpose and Needs Statement

for the DEIS, ESD states that one of its objectives is to benefit the neighborhoods and communities adjacent to and surrounding Belmont Park.

Well, I think that this project will not achieve the objective. It will do more harm than good to our community. The local needs and desires are not being satisfied.

It's not being proposed by folks who live in our community. It's being developed and approved by people who won't have to live with the aftermath. There will be significant adverse impacts on our communities, on our families, on our children, on our schools and on our local businesses and ESD admitted in the DEIS that the traffic impacts just can't be mitigated.

But ESD can eliminate the causes of those impacts by scaling this project back.

(Applause.)

MR. CULOTTA: So tonight I just wanted to urge ESD to consider eliminating the retail and the mega mall. It's a dying industry. Consider an alternative that only includes the arena.

Keep parking south of Hempstead

Turnpike, which was part of the original plan.

Don't use the east and the north parking lots on the Belmont site near our homes and near our schools.

Keep traffic off of our residential streets.

Close Plainfield Avenue to post event traffic and do it -- and,

Conduct a traffic study that actually analyzes the impacts on the Cross Island Expressway.

(Applause.)

MR. CULOTTA: Keep our community safe.

This project is just too big. It's like stuffing ten pounds of development into a five-pound bag. I just urge ESD to scale the project back.

And I just wanted to thank you again for your time.

THE HEARING OFFICER: Thank you, Mr. Culotta.

The next speaker is Gilberti Marcelin.

MS. MARCELIN: Good evening.

My name is Gilberti Marcelin and I've been living in Elmont for 31 years.

When I moved in, it was an ideal neighborhood for me with my family and my four children. But what I have noticed for the past few years it become a dumpster and I have to call -- it looks like I have to beg for them to clean up number one.

And when I going through the lot, is a dumpster. People smoking. Dog doodo and I have to clean -- sometimes I have to take my rake to go clean it. I don't think I should do that.

And not only that, I'm not -- I mean, a little poor lady. But actually I took my neighborhood out -- always have a broom sweeping and I have to clean trash.

When I used to be there, I used to call him. He used to send somebody to clean it. For the past four years, it become a dumpster. All the garbage coming in my backyard, mosquitoes and I don't even have a quality life around here anymore.

It looks like, you know, I have to beg all the time and I feel tired of it. The

quality of life is disappear, you know.

And I guess you guys before you bring that project you -- you think about it because it's a disaster right now the way we are living. We're not living a quality life.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Marcelin.

The next speaker is Charles McArulla. You can correct me.

MR. MC ARULLA: That's all right.

Just say my last name anyway.

All right.

Thank you speakers.

Thank you everybody for coming here.

I came here for the referendum and I love hearing everybody's voices and opinions. I wasn't going to do it but I did this last minute.

One of the last four names was kind of funny because the Islanders won the four Stanley Cups and to have that in Belmont, Elmont area, that would be great. Let's put Belmont back on the map.

I am Charlie. I am from Brooklyn. Don't let that sidetrack you. I grew up in Oceanside. And when I was a kid, my in-laws lived on Rye Street and once a year we'd walk to Belmont to see the racetrack.

As a kid it felt like miles. It was probably a half-a-mile.

I've been an Islander fan and when I grew up, we went to the Barn. You would be able to tailgate and the Barn unfortunately there's a lot of tradition so there's a big Islander fan base and we'll be here forever. We're excited the Islanders are back in Long Island.

The Barn just got outdated. People didn't want to go there. They didn't want to eat. Since then they went to Brooklyn. Islander fans got used to the train. The train is a lot of fun. Now we went back to NYCB Live and back there at NYCB Live it's a bunch of fast foods.

And just like the lady said before, the Belmont area looks exactly the same when I started walking here as a kid. They didn't add anything and the Belmont's going to be a great thing.

When I was younger, I didn't have many friends but I knew when I went to the Coliseum, I had about 13,000, 16,000 friends. I went to the Metro Stars, I saw soccer. There's other sports. There's basketball there. It's great for the kids. If I didn't have the Islanders, a place to go for the children, who knows what I would have done now.

Now I do work for the City. That's all I'm going to say but I'm very familiar with traffic. I worked in Disney World. The light pollution in the parking lot and Disney World the lights are there all the time. They had an idea, they put trees all around that parking lot and I mean it's not going to make it the best but maybe they can eliminate that.

Traffic turns I've decreased accidents in New York and Brooklyn and eliminating left turns is a great thing. And the Coliseum people would do that beeping -- that let's go Islanders but now they eliminated tailgating by making that gate open later so there's less tailgating. Everybody's older. Everybody's trying to, you know, make a penny so they don't have time

to tailgate.

I guarantee a large part is going to decrease traffic by taking the train. We all love the train. We all come to the area and it's a good thing.

If you eliminated left turns, that's a big thing. Back -- they would have like one cop doing traffic at the Coliseum.

Yesterday I went there -- last night, a big crowd, 13,000. I waited maybe a traffic light -- they just extended that green. So that traffic will be out of there in about 10, 15 minutes. You just have to eliminate the traffic, less left turns. It's what they do in the City.

Again, thank you for everybody.

Barclays was good with the train. Coliseum is outdated but the Belmont is going to be the best. Put Belmont back on the map and we'll all celebrate when we win the cub again.

Thank you everybody and thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. McArulla.

I'll final speaker, Matthew

Cacciatore.

MR. CACCIATORE: Good evening.

Thank you for taking the time to listen to me.

My name is Matt Cacciatore and my family and I have resided in Floral Park for over 30 years.

For the most part the speakers that have gone before me spoke to the flaws in ESD's planned expansion of Belmont. It is evident from their comments that those who have spoken before me are overwhelmingly opposed to the expansion as planned of Belmont, in essence to the scope creep that has emanated since the original plan was announced.

For the record, I join them in their opposition and concerts for this planned expansion as noted today.

As one who writes proposals in response to public and private requests for proposals, I firmly believe that the ESD knows where its flaws are.

I respectfully request as a citizen, as a taxpayer for the ESD to please

revisit this plan. At a minimum, give consideration to returning back to the original scope. And please, and I think possibly tonight is evidence of it, work with us not against us.

As a veteran of over 30 years of military service in the regular Army and the Army Reserve, I have experienced firsthand the many changes in our armed services. One of those many changes was that over those years leaders were legally, ethically and morally tasked to listen to the men and women that those leaders had the honor and privilege of leading.

In closing, I respectfully request that the ESD listen to us. Let's work together. Let's make this work for all of our citizens.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Cacciatore.

Thank you for all of your comments.

The time is now 9:35 --

VOICES: 8:35.

THE HEARING OFFICER: Again,

8:35.

Before we adjourn for the evening, is there anyone else who hasn't already spoken who would like to make a statement regarding the proposed project?

(No response.)

THE HEARING OFFICER: Let the record reflect that no one has answered to that question.

I want to reiterate that comments on the proposed project can be made until 5:00 p.m. on Monday, February 11, 2019 and instructions for the submitting of written comments can be found at the sign in table located outside this room.

The time is now 9:36.

VOICES: 8:36.

THE HEARING OFFICER: I will now adjourn -- 8:36.

We will reconvene tomorrow at 6:00 p.m. to continue the hearing.

I want to thank you for all attending.

(At 8:36 p.m., the proceedings were concluded.)

E X H I B I T S

EXHIBIT NO.		PAGE
1	Public hearing notice that appeared in Newsday with affidavit of publication	292
2	Proposed General Project Plan	292
3	Notice of Completion of the DEIS	292
4	Draft Environmental Impact Statement	293
5	Environmental Notice Bulletin dated 12/12/18 and acceptance of DEIS and public hearing	293

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing pages 285 through 406, taken at the time and place aforesaid, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 16th day of January, 2019.

Marc Russo

MARC RUSSO

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EMPIRE STATE DEVELOPMENT CORPORATION

----------X

RE: BELMONT PARK REDEVELOPMENT CIVIC
AND LAND USE IMPROVEMENT PROJECT
Public Hearing

----------X

Elmont Public Library
700 Hempstead Turnpike
Elmont, New York

January 10, 2019
6:00 p.m.

BEFORE:
EDWARD KRAMER, ESQ.
Hearing Officer

VOLUME IV

A P P E A R A N C E S:

For the Empire State Development Corporation:

Thomas Conoscenti, Vice President of
Real Estate Development

For AKRF:

John Neill, Vice President and Project Manager on
ESD's Consulting Team for DEIS

Also Present:

Members of the Applicant Team

ESD Staff

Members of the Press

Members of the Public

Nicole Ellis, Stenographer

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THE HEARING OFFICER: Good evening, ladies and gentlemen. My name is Edward Kramer and I'm an independent attorney duly admitted to practice law in the state of New York. I have been asked by the New York State Urban Development Corporation doing business as Empire State Development, ESD, to continue to conduct the public hearing that was commenced on January 8th, continued yesterday afternoon and evening, was adjourned yesterday evening, and is now being reconvened pursuant to Sections 6 and 16 of the New York State Urban Development Corporation Act, the Act, and Article 8 of the New York State Environmental Conservation Law and its implementing regulations.

This hearing is being held pursuant to a legal notice published in accordance with the UDC Act and the State Environmental Quality Review Act, or SEQRA, in its December 8th, 2018, edition of Newsday.

The purpose of this hearing is to afford you an opportunity to make statements and comments about ESD's proposed General

01-10-19 - Belmont Redevelopment Public Hearing Project Plan; the Draft Environmental Impact Statement, the DEIS; and the essential terms of the proposed conveyances and leases with respect to the proposed Belmont Park Redevelopment Civic and Land Use Improvement Project.

My purpose is to run the hearing in a fair and impartial manner and to try to make sure everyone who wishes to speak has an adequate opportunity to be heard. But this is not a question and answer session, it is, instead, an opportunity for you to present your views so that ESD can consider them in making its final determinations.

Please note that a stenographic transcript of this hearing is being made.

Comments presented at this hearing will be taken into consideration by ESD as part of the final approval of the proposed project. Comments may also be submitted to ESD in writing. Comments must be received by 5:00 p.m. on February 11th, 2019. Instructions for submitting written comments can be found at the sign-in table located

01-10-19 - Belmont Redevelopment Public Hearing outside this room.

First, Mr. Thomas Conoscenti, ESD's Vice President of Real Estate Development, will present information about the project on behalf of ESD. He will be followed by Mr. John Neill of AKRF, environmental consultants, who will present a summary of the DEIS.

Following the presentations, I will begin to recognize those who wish to make a comment about the project. If you wish to speak at today's hearing, please be sure to sign in at the speaker registration table located outside this room.

For your information and convenience, copies of the proposed General Project Plan, the GPP, and the executive summary of the Draft EIS for the proposed project are available at the table outside this room. A full copy of the Draft EIS is also located at this table, available for inspection only.

Upon request, the GPP and the Draft EIS may be inspected at ESD's offices,

01-10-19 - Belmont Redevelopment Public Hearing 633 Third Avenue, New York, New York 10017, between the hours of 9:30 a.m. and 5:00 p.m., Monday through Friday, public holidays excluded.

To inspect and/or obtain copies of the following documents, please contact -- the foregoing documents, please contact Michael Avolio at ESD at the address above or at 212-803-3729.

Copies of the General Project Plan have been filed in the offices of the Nassau County Clerk and the Hempstead Town Clerk and have been provided to the Town of Hempstead Supervisor, the Nassau County Executive, the presiding officer of the Nassau County Legislature and the chair of the Nassau Planning Commission.

Copies of the DEIS have been provided to all involved agencies and to other parties as required under the SEQRA. In addition, copies of the DEIS are available for review at the Elmont Memorial Library, Floral Park Library, Queens Library branches at Bellerose, Queens Village and Cambria Heights.

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The Draft EIS can also be at viewed on ESD's website at http://esd.ny.gov/belmont-park-redevelopment-project.

In order to give everyone an ample opportunity to speak, I request that speakers keep your oral presentations to no more than three minutes. Speakers unable to conclude their remarks in the allotted time may be given an opportunity to conclude their remarks once all speakers have been given an opportunity to speak, should time allow.

In order to ensure an accurate transcript and to enable all assembled to hear your remarks, I ask each speaker, when called, to come to the microphone in the front of room and please state your name and address. If you are appearing as a representative of an organization or governmental entity, please identify the organization or entity and state its address.

Finally, I want to remind you that the purpose of this hearing is to afford you an opportunity to make comments about the

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General Project Plan, the essential terms of the proposed conveyances and leases for the proposed project and the Draft EIS. Again, this is not a question and answer session.

Now I would like to take care of some administrative matters by confirming that the stenographer has marked the following documents as exhibits to the transcript:

Exhibit 1, a copy of the public hearing notice that appeared in Newsday, along with the affidavit of publication attached to the publication of the notice;

Exhibit 2, the proposed General Project Plan;

Exhibit 3, the notice of completion of the Draft Environmental Impact Statement for the project;

Exhibit 4, the Draft Environmental Impact Statement, a copy of which is on display for public review on the table outside this room;

And Exhibit 5, a copy of the environmental notice bulletin, December 12th, 2018; and notice of acceptance of Draft EIS

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These documents are deemed marked and admitted.

(Whereupon, documents were deemed marked and admitted as Exhibits 1 through 5.)

THE HEARING OFFICER: Mr. Conoscenti will now present information about the project, and he will be followed by Mr. John Neill of AKRF who will present a summary of the DEIS.

Mr. Conoscenti.

MR. CONOSCENTI: Thank you and good evening. My name is Tom Conoscenti and I'm with Empire State Development.

As noted earlier, this is the public hearing on the proposed General Project Plan and Draft Environmental Impact Statement for the Belmont Park Redevelopment Civic and Land Use Development Project.

Following the public hearing this evening, there is a written comment period until February 11th, which the public can submit written comments to on the project.

Following the written comment

01-10-19 - Belmont Redevelopment Public Hearing period, we will review and prepare written responses to each substantive comment which will be presented as part of the Final Environment Impact Statement, in a similar format as how we responded to comments to the draft scope we released in August.

Following the completion of the Final Environmental Impact Statement, which is expected in the second quarter of this year, we receive the final decision on the project from the Empire State Development directors, the New York City Franchise Oversight Board and the Public Authorities Control Board. If approved, the project could begin construction in the middle of this year.

Before I get into the summary of the General Project Plan, I wanted to note ESD's significant commitment to public outreach for this project. So far there have been six public meetings; 20 tours and smaller community meetings; 16 community advisory committee meetings and elected official meetings; and ongoing communication with elected officials, government agencies and

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staff.

The project is generally the same as it was announced at the end of 2017. It contemplates an 18,000-seat arena for the Islanders, with 19,000 seats for concerts. The project further proposes an up to 250-room hotel with amenity space, up to 435,000 square feet of retail, up to 30,000 square feet of office space and 10,000 square feet of community facility space.

In addition, per the RFP, gaming such as video lottery terminals and casino games are prohibited in this development and there are contracting requirements for 30 percent certified Minority- and Women-Owned Business Enterprises and 6 percent for Service-Disabled Veteran-Owned Businesses.

Based on the feedback to date, the site plans have changed in the following ways:

First, the hotel moved away from the Grandstand and the height was reduced and capped at 150 feet;

Second, most of the retail, which was originally proposed to be north of

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Hempstead Turnpike, has moved south of Hempstead Turnpike to Site B;

Third, in lieu of building recreation space on Site B, the developer will renovate Elmont Road Park;

Fourth, in reconfiguring the uses on Site A, new open spaces have been added to create a unique destination;

And last, the PSEG substation on the north lot has moved further south closer to Exit 26D.

In total, the project cost is approximately 1.18 billion and is expected to yield over 10,000 construction jobs and nearly 3,000 permanent jobs.

In terms of parking, the project will utilize approximately 8,250 parking spaces, including existing service parking lots at Belmont, as well as parking in the arena, hotel and underneath the retail village.

There will be no access to the site from Plainfield Avenue and the management of the parking will be coordinated between the

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New York Racing Association and the development team.

In terms of public transit, we have secured two Long Island Railroad trains prior to events for Jamaica and two trains back. The developer will contribute to the Long Island Railroad upgrades and train operations.

ESD will concurrently work with the Long Island Railroad to explore future opportunities for a full-time station at Belmont to meet the needs of commuters and residents.

The next few slides are diagrams and renderings of the project.

First, this is a slide of the full project with the parking area is highlighted;

This is a slide of the site plan for the development with the programming uses;

And last slide, these are a few renderings of the project.

Last, there are a couple of transaction items to cover.

The business deal that is

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contemplated is a 49-year lease with renewal options for up to 99 years. There will be a $40 million upfront lease payment from the developer for the 49-year term, and the lease would be with the New York Belmont Development Partners, an affiliate of New York Arena Partners.

ESD will reinvest the $40 million into onsite infrastructure and transit improvements and any money spent on infrastructure improvements would be repaid by the developer through a percentage of sales.

In addition to State ownership of the property, a Payment in Lieu of Taxes structure for the development is proposed and would be remitted back to the taxing jurisdiction.

The arena would guarantee a minimum annual payment of $1 million escalating annually, the hotel would have a 20-year abatement on the improvement which would be phased in on a straight line with annual escalations, and the retail village would have a 15-year abatement on the

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improvement which would be phased in on a straight line with annual escalations.

Now John Neill from AKRF will review the Draft Environmental Impact Statement.

MR. NEILL: Thank you, Tom.

Good evening, everyone. My name is John Neill, I'm with AKRF, and I'm a project manager on ESD's consultant team for the Draft Environmental Impact Statement, what I'm going to refer to as the DEIS.

The DEIS considers the proposed project's environmental affects for many different analysis areas, those analysis areas are shown on the screen here.

In addition to these analysis categories, the DEIS evaluates alternatives to the proposed project and describes mitigation that would be required to eliminate or reduce identified significant adverse impacts.

I only want to take about five minutes of your time, so I'm going to focus on the areas of analysis in the DEIS where there were identified potential significant adverse

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impacts.

During construction, the DEIS finds that the proposed project could result in significant adverse impacts at traffic intersections and from construction noise.

The DEIS identifies measures to eliminate the traffic impacts during construction and to partially mitigate the identified impact from construction noise.

Interior noise levels would be fully mitigated at all locations, but exterior construction noise would not be fully mitigated.

The DEIS also identifies the potential for significant adverse impacts on certain transportation systems, specifically on the local traffic network; on Cross Island Parkway; highway segments; on bus service and, potentially, parking.

The DEIS proposes mitigation measures that would eliminate the potential for significant adverse impacts identified on bus service, potential parking impacts and all but two of the local traffic intersections.

At these two locations, mitigation measures would only partially mitigate the identified impacts.

ESD continues to coordinate with involved agencies, including State DOT and New York City DOT, to confirm the viability of the proposed mitigation measures. Updates will be provided as part of the Final EIS or the FEIS.

I'm going to focus the remainder of my time on one important component of the proposed project's management strategy which is the Transportation Management Plan.

The DEIS analysis of traffic impacts represents worst-case conditions, like during a sold out arena event. They do not take credit for measures that would be implemented under a Transportation Management Plan, what I'm going refer to as the TMP.

The DEIS identifies a number of possible TMP strategies. ESD is working with transportation agencies and the applicant team to advance, as part of the FEIS, actionable commitments that would reduce and manage traffic demand along Cross Island Parkway and

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other regional highways linking to the Cross Island Parkway, as well as the local street network.

I'm going to briefly run through a couple examples of TMP strategies that are under consideration specific to this project.

The first is demand management strategies that would incentivize use of transit as well as carpooling. For example, identifying off-site parking lot locations. There are also onsite strategies such as designated drop-off and pickup locations to promote use of ride share, carpool or transit, as well as carpooling priority zones within parking lots.

Additional parking strategies will provide advanced and realtime information to visitors about where to park and how to get there. Measures would include, for example, when a customer buys an event ticket, they would be assigned a particular lot within Belmont Park and would be provided driving instructions specific to that lot. This would help optimize travel efficiency and avoid

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conflict with local neighborhood streets.

Transportation apps have become an important tool for transportation management. NYAP, the applicant, plans to work with directly with app providers such as Waze, to route event traffic by integrating parking facilities information into the navigational app.

NYAP will also be using event-specific information from travel apps post opening day to continually work to improve on the Transportation Management Plan.

Information would be available publicly through apps and through signage on major Long Island thoroughfares. Advanced and realtime notifications would encourage non-event motorists to consider alternate routes. This is a regional strategy that helps locally by reducing background traffic on the Cross Island Parkway.

ESD is requiring that NYAP design and implement onsite event management plans. These plans would detail strategies for signage, event staffing, shuttle buses,

management, everything that's shown on this slide. And those strategies would be tailored for different types of events specific to hockey as opposed to a concert, for example. They would account for event sizes as well as range of attendance.

These plans would be designed and implemented so they would be actionable on day one. However, recognizing that not everything is perfect on the first try, the plans would continue to evolve and improve using the transportation data that is collected from actual event days.

That concludes -- sorry.

Finally, one other important set of strategies for the TMP center around encouraging event visitors to arrive early and stay later. The goal is to redistribute vehicular away from the peak arrival and departure hours, so you're spreading out the traffic-generated trips to reduce volumes during peak periods. This would include scheduling and promoting pregame and postgame events and activities on the project's plazas

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or having shopping/dining specials before or after arena events.

ESD continues to work with the applicant and the involved agencies to advance, as part of the FEIS, actionable commitments that would reduce and manage forecasted worst-case traffic conditions.

So that does conclude my presentation. As Tom explained earlier, the comment period will stay open until February 11th. Instructions for submitting comments and reviewing documents are here on the screen and they are also available at the sign-in desk.

Thank you for your time. Thank you, everybody, for coming out, and I look forward to hearing your comments.

THE HEARING OFFICER: Thank you, Mr. Neill.

We'll now begin the public comment portion of this hearing. The procedures to be followed are as follows:

If you wish to speak at today's hearing, and you haven't already done so,

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Public officials and certain project participants will be allowed to speak as soon as possible after their arrival at the hearing room. In all other instances, speakers will be called on in the order in which they have registered.

I'll be calling names in groups of five. When you hear your name, please take a seat in the row reserved for speakers near the microphone. This is important because we have approximately 40 to 50 speakers already signed up, which, if everyone takes the three minutes allotted, would run well into the time that's allotted. I want to get everyone to speak if we can or as many people as we can. So when people come up, it takes a lot less time, if they are all near the microphone.

Another point, this is one hearing that's been conducted over three days and people have already spoken once, sometimes twice. We're going to let people who have already spoken speak at the end of the hearing, if time permits. This will be fairer

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Now I'd like to ask our first five speakers to approach the front of the room. They will be: Anna Kaplan, Senator Leroy Comrie, Edward Ra, Syd Mandelbaum and Dana Weissman.

Now, our first speaker will be Senator Anna Kaplan.

SENATOR KAPLAN: Good evening, everyone. My name is Anna Kaplan and I'm the new New York State Senator from District 7, which includes a portion of the Belmont project site, as well as the communities impacted by the development.

The redevelopment of Belmont Park has the potential to be a force for good in our community, bringing jobs, infrastructure enhancement, improved public facilities and expands the tax space which reduced the burden on our local taxpayers. But it is critical

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that the voices of our community are heard through this process and that the community benefits from the investments being made.

I am in the process of speaking with other stakeholders and members of the community to finalize my official response to the draft of the Environmental Impact Statement, but I have already identified several areas of concern which I will share with you tonight.

Number one is we need to see a commitment from the developers that they will be using union labor and providing job opportunities.

(Applause.)

SENATOR KAPLAN: Apprenticeships and internships for local residence.

We need to see a realistic comprehensive public transit plan that actually works and would alleviate the inevitable traffic that this project will generate.

(Applause.)

SENATOR KAPLAN: We need concrete

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plans for community reinvestment including a completely new Elmont Road Park and a larger community space on the project site, which should house a workforce development program for local residents in addition to other programs and services determined by the community input.

We have a real opportunity with this project to make a positive impact on a community that has not received its fair share of reinvestment for a long, long time. And I will be following this process every step of the way to make sure that it does. Thank you very much for your time.

(Applause.)

THE HEARING OFFICER: Thank you, Senator Kaplan.

The next speaker is Senator Leroy Comrie.

SENATOR COMRIE: Good evening. I'm Leroy Comrie, State Senator for the 14th Senatorial District. I'm here to speak on the ESDC issue and talk about the Belmont redevelopment.

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From the moment that the Belmont Park Redevelopment Civic and Land Use Improvement Project was announced, I studied closely and listened carefully to the information provided by all parties, including the impact to communities, the developers and the Empire State Development Corporation.

As the new chair of the Senate Standing Committee on Corporations, Authorities and Commissions, I'm intently interested in ensuring that the development projects are fiscally sound, economically responsible and directly responsive to the needs and desires of the community and the communities that are surrounding this project.

After multiple discussions with my colleagues, community leaders, local residents and stakeholders, I'm stating some of the issues that I believe to be a central point that must be addressed before the ultimate fate of this project is decided.

Any final project must include a full-service Long Island Railroad station with east and west access --

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(Applause.)

SENATOR COMRIE: -- with the park and ride options that serve our riding public 365 days a year. The cost of this station should be directly borne by the project developer, not the riding and taxpaying public.

(Applause.)

SENATOR COMRIE: Any final project must also include a long overdue significant expansion of the Cross Island Parkway to actively deal with the increased traffic that is there now. That's why I'm late, I took the Cross Island Parkway.

Any final project must include a detailed goal-based plan for robust participation by Minority- and Women-Owned Business Enterprises and local community vendors in all phases of the project.

And lastly, any final project must be conditioned upon a traffic study of local roads and concurrent restrictions restructuring of traffic patterns to deal with truck traffic and overcrowding in these

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communities and all streets leading to the proposed venue.

I'm very disappointed -- I have 26 seconds -- I'm very disappointed that the initial traffic study did not include the communities of Bellerose, Cambria Heights, Queens Village and any of the Queens communities.

(Applause.)

SENATOR COMRIE: There would be major impact from the truck traffic and other traffic coming from all over the state into the project. We need to make sure that we have an opportunity to look at that and have a full study before anything is done to comment this project.

THE HEARING OFFICER: Thank you, Senator Comrie.

SENATOR COMRIE: I believe that we have an economic development planning process for one clear reason, to understand the needs of the community and to subsequently present the best possible plan that benefits the public.

I urge ESD to be mindful of the voices that they hear and to work to incorporate them and make sure that we have a project that will truly suit and benefit the needs of this community.

I pledge to work with anyone and everyone that's interested in making sure that this project becomes a positive project and not a project that would hurt and harm the community.

I look forward to hearing from anyone that's interested in reaching out to my office. I'll work with Senator Kaplan, as I've always been working with Senator Kaminsky and ESDC, but they need to make sure they hear the community and follow through on the community in specific form so the community can be satisfied so that at the end of this project, there will be a benefit for all the communities that are surrounding this project. Thank you very much.

THE HEARING OFFICER: Thank you, Senator Comrie.

And for the speakers, there will

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be an initial signal when there's 30 seconds left and then there will be another signal when the time is up.

And could everyone please take a seat in the back, it's important that everyone take a seat. There are plenty of seats around.

The next speaker is Edward Ra, Assemblyperson.

ASSEMBLYMAN RA: Thank you. My name is Edward Ra, I'm the New York State Assemblyman for the 19th District which includes a portion of Floral Park and to the east of here including Franklin Square and New Hyde Park and several other local communities that would be impacted.

One of the main things I wanted to speak about is the need for a full-time Long Island Railroad station. It's an important part of mitigation of the traffic concerns with this. The two trains coming from the west are not going to cut it. I doubt they'll be used very much at all for hockey games, maybe for concerts. And certainly most

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Islanders fans that live to the east of the site are not going to be going west to come back. That is, like I said, part of mitigating traffic, but it's also an important community benefit.

Franklin Square and Elmont both sit along tracks where there are incorporated villages around each of the stations who own most the lots. These communities do not have really anywhere that they can go park and utilize the Long Island Railroad. This would be a tremendous missed opportunity to not include this in this.

There is a great benefit that's being given to the developer, it's great that they want to invest this funding in our area, but we should have this opportunity not pass us by to make this a full-time Long Island Railroad station.

With regard to some of the traffic concerns, there's a huge concern with the use of the north lot because of the change in the footprint of the retail of this project from when it was initially proposed. Although the

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EIS talks about the use of that lot as being basically very much like it is now, it still is going to be very different in the frequency of the use and that's going to be an impact on the surrounding community in that area and that end of Floral Park. And in particular, there needs to be more attention paid to that both in terms of its use and in terms of some type of real buffer to the local community.

(Applause.)

ASSEMBLYMAN RA: Lastly, also, traffic concern. There's a need for infrastructure improvements, signal timing is not going to get it done with the amount of traffic that's going to come through. We need real concrete -- I mean that figuratively and literally -- changes to be made to allow the traffic flow to be done properly to make this all work.

So I thank you for the last few days of listening. I know these are issues that have been brought up many times. And I would really, really urge Empire State Development and the developers to look at

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these issues and find ways to really get together the local community to make sure their voices are heard on these issues. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Assemblyman Ra.

Our next speaker will be Syd Mandelbaum.

MR. MANDELBAUM: Thank you, Mr. Kramer and good evening to everyone. I represent an antipoverty and environmental stewardship think tank named Rock and Wrap It Up! We have been working with the New York Islanders for 14 years, along with every other sports team in the tri-state area, to make sure that food that is prepared but not served or sold at their arenas and stadiums feed the hungry of the local community.

The New York Islanders practice what we call the three "Ps": People, planet and then profit. And the Islanders have already fed over 120,000 people with their leftovers since we have started this program.

We work with the entire NHL as well.

(Applause.)

MR. MANDELBAUM: What we want to see happen is not just food from the New York Islanders to feed the hungry or the community, but all foods that are generated and leftover from the Belmont establishment, the racetrack and any of the other facilities, including the restaurants, the retail that will be in the area, that food cannot and should not be thrown away. It must feed the hungry of our local communities and not go into landfill.

One of the keys to all this is an app called the Whole Earth Calculator which translates pounds of food that are donated into greenhouse gas emission reduction numbers as well as the total meals that the USDA sanctions.

We are going, and have gotten, commitments from the New York Islanders that they will be practicing the Sports Wrap program in their new facility and we would like the entire community to help us by reaching out to all other establishments that

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are going to be built in the community to feed the hungry of New York. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Mandelbaum.

The next speaker is Dana Weissman. If you've already spoken, we will call someone else.

The next five speakers will be New York City Councilman Grodenchik, Bryan Block, Martin Katz, Chester Brown, and Kevin Fitzgerald.

COUNCILMAN GRODENCHIK: Good evening, everybody. I'm happy to be here tonight in Elmont.

I'm Councilman Barry Grodenchik, I represent the 23rd Council District in eastern Queens which is largely north and west of the proposed development.

While I understand the desire to provide a new home for the New York Islanders and add commercial facilities at Belmont, I have serious concerns about the project's potential traffic in the surrounding local

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communities.

In particular, I represent the eastern Queens neighborhoods of Bellerose, Floral Park, Glen Oaks, New Hyde Park and Queens Village, which are just to the north and west of Belmont Park, and are at risk of being overwhelmed by the traffic generated by the Belmont Park redevelopment.

I have spent three years in public service and I recognize the need for development; however, development must be balanced, responsible and not harm the residents of a community.

The residents of eastern Queens have chosen to live in a relatively quiet area that offers many beautiful parks, excellent public schools and, thankfully, little congestion that plagues some of the denser parts of my city.

I have no doubt that the residents on the Nassau County side of Belmont Park feel exactly the same way. While traffic generally flows well in our local streets, as every driver in eastern Queens knows, the Cross

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Island Parkway, a heavily-utilized major thoroughfare that runs north and south across eastern Queens and parts of Nassau, is often the Cross Island parking lot as it is tonight. It was tonight when I went over Union Turnpike, it was not moving going southbound.

I'm concerned that once the new facility opens at Belmont Park, drivers seeking to avoid the Cross Island Parkway will end up on local streets. Therefore, City Comptroller --

(Applause.)

COUNCILMAN GRODENCHIK: Thank you.

City Comptroller Scott Stringer and I issued a joint letter asking the New York City Department of Transportation to review traffic patterns during peak trip periods as well as the local share between mass transit and vehicle usage and to propose solutions to mitigate the anticipated increase in congestion.

I'm going to just want to piggyback on what Assemblyman Ra said. It's incumbent upon the Empire State Development

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Corporation to work with the MTA to bring regular Long Island Railroad service from points both east and west to the existing Belmont Park station. I know it's going to cost money --

(Applause.)

COUNCILMAN GRODENCHIK: We live in the Death Valley of mass transit out here, in eastern Queens it's beyond a desert.

Such service would significantly reduce the number of visitors who travel to Belmont Park by car, thereby mitigating the impact of congestion on local communities.

And I want to say as strongly as I possibly can, I cannot support this development that does not accomplish that goal. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you for your comment, Councilman.

The next speaker is Bryan Block.

MR. BLOCK: Good evening. Bryan Block, no relation to H&R.

So, Mr. Michael Avolio. Dear sir,

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my name is Brian Block and I represent Cambria Heights. I'm the president of the Cambria Heights Civic Association.

The Cambria Heights neighborhood is a community of approximately 18,176 households, with a population of 57,829 residents. After review of the DEIS for Belmont Park redevelopment proposal, the Cambria Heights Civic Association formally objects to this development proposal.

Our objections --

(Applause.)

MR. BLOCK: -- center on overall traffic inundation to Queens, specifically Cambria Heights, and the lack of any substantive traffic studies for the Cambria Heights area.

I would like to reference Chapter 18, quote, "Unavoidable Adverse Impacts," Section B on page 18-1 and 18-2, local street network and the highway network. Our concerns have to do with the Cross Island Parkway and local streets not studied in Queens.

The Belmont Park redevelopment

01-10-19 - Belmont Redevelopment Public Hearing proposal DEIS addresses development traffic within Section 11 entitled "Transportation." This section gives an overview of the projected affects by the development on the surrounding transportation system.

The DEIS studied a total of 37 roads located in the general vicinity of the proposed project. The DEIS comes to the conclusion that the proposed project would result in adverse traffic impacts of five intersections during the workday a.m. peak hours, six intersections during the weekday a.m. peak hours, nine intersections during the Saturday midday a.m. peak hours, six intersections during the Saturday p.m. peak hour, and three intersections during the Saturday p.m. peak hours.

Of these intersections, none were located within Cambria Heights. The new closest intersections to Cambria Heights studied were Hempstead Turnpike and 224th Street and Hempstead Turnpike and 225th Street. It is simply inconceivable that a development of this size and scope will not

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affect Cambria Heights in some recognizable way.

As it now stands, no data was presented as to how traffic from the development proposal will affect Cambria Heights either negatively or positively.

In addition, there was no, and I say this again, there was no community engagement by your office. With no study addressing the transportation system within Cambria Heights, the Cambria Heights Civic Association cannot support either development proposal or the DEIS. Thank you very much. Good evening.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Block.

The next speaker is Martin Katz.

MR. KATZ: My name is Martin Katz, I'm with the Nassau County Department of Public Works, Division of Planning.

And County Executive Laura Curran wasn't able to make it to today's meeting and she asked me to represent her and read the

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following comments into the record.

The Empire State Development's plan to support the new home of the Islanders at the Belmont arena is the kind of high-impact economic development project needed in Nassau County. We are pleased to have the County representative serve on ESD's community advisory committee, given the importance of meaningful engagement with the affected local communities.

Over the last several months, ESD has been speaking with local civic associations, neighborhood groups and coalitions, chambers of commerce and elected officials on the Village, City, County and State levels. In doing so, various community concerns have come to light such as the height of the proposed hotel, the location of an electrical substation, the location of community improvements and the extent of transportation impacts and proposed mitigation.

I'm pleased to see that changes have been made to address some of the concerns

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but encourage your continued dialogue on the main issues. With respect to the Draft Environmental Impact Statement released in December, my administration is in the midst of reviewing the document with the Department of Public Works right now in detail and we will be submitting written comments by the February 11th deadline.

We look forward to continuing the dialogue that's been established with ESD in the community and with local leaders. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Katz.

The next speaker will be Chester Brown.

MR. BROWN: Thank you. I'm a resident of Floral Park, I live at 186 Beech Street. I've been living in Floral Park for 27 years.

Floral Park Village is recognized as one of the top 15 safest places to live in the entire United States. It is a crying

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shame that this mega complex idea is about to destroy such a wonderful place to live in.

There can be no doubt in my mind that the projected Belmont Racetrack complex is ill-planned and fraught with poorly thought-out consequences. The project, in its overall scope, is simply outrageously too large for a local area.

Most importantly, do not allow an arena to be built at Belmont. The arena is going to be the biggest cause of horrible traffic problems. And as proposed, this Belmont plan has insufficient available parking spaces.

Traffic. Firstly, Cross Island Parkway in the evening and night hours cannot and would not handle the increase in traffic coming its way as it's usually filled to capacity in the first place, especially in the p.m. commuting hours.

Cars connecting from the eastbound Grand Central Parkway to the Southern State Parkway use the Cross Island Parkway south. With the Belmont project in place, we'll be

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faced with a wall of traffic on the Cross Island Parkway because of the inflow of traffic heading to the Belmont complex. This commute will become a nightmare, thousands and thousands of drivers, all whom are taxpayers and voters, will be affected. They will surely be affected adversely and be unable to travel home in a reasonable amount of time.

As well, because of the sure wall of traffic drivers will face on the Cross Island Parkway, drivers will try other alternates which supposedly exist, but in reality actually don't exist. Without the slightest doubt, many of the vehicles will try to use local back roads to get around the traffic jams that will surely occur.

That includes the Village of Floral Park. Because of the nature of the roads in our village, the Village of Floral Park will simply be unable to handle any of this diverted traffic.

This proposed Belmont plan is a bad idea. It's too overwhelming, there's not enough municipalities around Belmont to

01-10-19 - Belmont Redevelopment Public Hearing service a Belmont mega project. Thank you for listening and good night.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Kevin Fitzgerald.

DEPT. MAYOR FITZGERALD: Good evening. I'm Kevin Fitzgerald, Deputy Mayor of the Village of Floral Park.

To be respectful of everyone's time, I did speak the other night, but I'll be quick.

There are a lot of residents, about 16,000 residents, that could not make it this evening or to the hearings or they just did not want to talk. However, the other night we submitted 901 letters signed by our residents asking that the project be scaled down.

(Applause.)

DEPT. MAYOR FITZGERALD: -- will be eliminated so that the north and east lots will not be required so that the amount of additional traffic that would be transversed

01-10-19 - Belmont Redevelopment Public Hearing to Floral Park would not increase the existing volume. And that a full-time, year-round station be constructed prior to the commencement of the events at the arena.

I will submit another 676 letters from our residents requesting that the project be scaled down. As of today, that will be 1,577 letters signed this week and submitted by our residents. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Deputy Mayor Fitzgerald.

The next five speakers are Frank McCaffrey, Alfreda Simpkins, Nadia Holuvnyczyj, Michael Walker and Michael Walker, Jr.

MR. McCAFFREY: Frank McCaffrey, 102 Broad Street, Floral Park, New York. I've been a resident for 42 years.

The project seems to be, at least in proportion, agenda'd by an epidemic in this country of greed and stupidity. The impact study is more or less a joke because the roads from Floral Park that is basically Plainfield

01-10-19 - Belmont Redevelopment Public Hearing and I guess the outskirts of Tulip are actually more or less plagued with traffic as it is. And by the way, I just came in on Hempstead Turnpike and this is a game night.

I guess what I want to say here is that we can't afford to have this project go through as is. I guess the navigational devices in cars today have -- if this project goes as is, people will be coming through Floral Park to get to the arena.

I think it should be scaled back on the way to the arena so we can at least somewhat handle it. I think what might happen is on top of using our roads as egress to the arena, we might find people who don't want to pay the fee and they park in our neighborhood.

I think also I want to say something that Mr. Sapienza said yesterday, the Chamber of Commerce of Elmont, that public safety issues would be met and it wouldn't be a problem to have this project full scale. I think if it goes to full scale it would kill off businesses in Elmont. Foxwood was an example, that was going to develop projects or

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employment up in Connecticut and that turned out to be hogwash.

I think that it'll kill off local businesses, choke off Hempstead Turnpike and then people in Elmont and eastern Queens will be faced with that traffic and the parking problem of people who are going to the arena and don't want to park at the arena, and I think they'll be stuck with that.

Also I'd like to say, is Senator Kaplan still here? I'd like you to scale back on this, Senator, because this is personal, this is where I live. That's all.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Alfreda Simpkins.

MS. SIMPKINS: Good evening, everyone. My name is Alfreda Simpkins, I'm a member of SEIU 32BJ which represents 175,000 property service workers along the East Coast including many commercial cleaners on Long Island.

We have been following the

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development and have read the Draft EIS. We are concerned no one assessed the job's quality for building service workers was included before authorizing new development and especially a project of this magnitude.

We believe it is important to understand how it will affect the people who will operate every day and provide options to ensure that it upholds local wages standards, if a goal of the Belmont project is to minimize economically growth and opportunity.

It is only appropriate that the same goal should be extended to the workers who make it run. And given that this development is being made possible through use of public land and taxpayers' resource, we hope that ESD will take the issue of job quality seriously.

We estimate that the Belmont Park redevelopment will create approximately 400 property service jobs and we believe that the best way to ensure that the project has a positive social economic impact, to ensure that there is a commitment to pay building

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service prevailing wages, a labor peace agreement has been made on the hotel site. And we hope that the developers will be committed to good jobs with strong benefits for the building service workers that will staff the arena and retail complex.

We have been reaching out to the developers about providing good building service workers and we also hope that Empire State Development will take the steps to support working families by ensuring that the prevailing wage is included in the plan and is approved for the site.

The project stands to make a significant impact to the local economy. We want to make sure that it becomes meaningful, standard and protected.

THE HEARING OFFICER: Thank you.

The next speaker is Michael Walker.

MR. WALKER: Good evening, everyone. My name is Michael Walker. I live on Gotham Avenue.

I don't have a problem with there

01-10-19 - Belmont Redevelopment Public Hearing being a revitalization of the neighborhood, but what's in it for the Elmont residents? We have nothing here. The Elmont Park on Elmont Road is in shambles. We have no type of place for the children to go. Everything that we have to do, we have to go outside of our neighborhood to do it.

I didn't hear anything about a playground being put on the facility. I didn't hear anything about any type of facility put on there for the seniors, for the middle adults, for the children. I don't hear anything being done that's going to help our neighborhood. Okay.

We don't need a hotel. Who is going to go there? We don't need retail stores, people can barely pay their mortgage. We need something that's going to be here for the residents that's here because we have nothing. We have to go outside for everything.

We need a park. We need indoor/outdoor swimming pools. We need indoor/outdoor basketball courts. We need

fields for the kids to play soccer and lacrosse. If you bring something here, let the residents have a say so that live right here. Not in Floral Park because they have beautiful things out here. Me and my son, we have to go in different areas for him to do different things. There's nothing here. There's nothing -- the things that were here are gone. The things that are here, they are not being taken care of.

At my son's school, it took me two years for them to get one rim on the court in the backyard on the playground. That's ridiculous. Two years for them to put one rim up. So we need something for the community that's going to help the seniors, they don't have anywhere to go. They should have a meal. They should have a senior center there.

They should have something that the kids can do. They should have a summer camp where the kids can go in the summer. They need to have something that's going to really help the residents because what we have here now is nothing. And it's ridiculous

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Well, they are here. And I'm going to tell you something, we need to vote them out of office because they are doing nothing for this neighborhood. I remember in 2012 when she first came to my block where my son goes to school at Malcolm Avenue and had us vote for her and her brother and they have done nothing for this neighborhood.

Our neighborhood is going down. So bringing this here, if you're going to bring it here, bring it with some things that's going to be for the residents because people can barely pay their mortgages. We are not going to an Islanders game, we're not going to the hotels, we definitely not going to the retail stores. So what exactly are you going to do for the residents that live right in the neighborhood? Because if there's nothing done, why should we vote for it? Why should we vote for something that's not going to help us?

Nobody is helping us for years,

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we're the forgotten neighborhood. But if you going to bring this here, bring it and do something for the people because this is ridiculous.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Walker.

The next speaker is Michael Walker, Jr.

MR. WALKER, JR: Hi. I'm Michael Walker, Jr., that's my father that just spoke. Thank you for saying all that.

I'm very proud to be here. I'm very proud to be able to speak somewhere where I can be acknowledged by the people because I feel that we have been speaking for too long. We've been speaking for too long and nothing is being brought into play. Nothing that we want is being brought into play.

Like my dad said, it took two years just to get one rim, not four, and one net in the basketball court. That's not fair. That's ridiculous. If our schools don't get enough funding -- they are teaching us the

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same things every single day, really. We're skipping things, we don't know what we are doing.

We have to go all the way out to places that we shouldn't have to go just to do certain things and that's not fair for people like us because we should have everything in the community. That's what a community is for. We are supposed to be able to go to you and you give us the resources that we need and we're not being fed what we need. We're basically in poverty. We don't have anything.

We need things here that people will go for because we're voting for everybody, but we're having super Walmarts and all this going on over here. Hotel, you're going to pay what? $500 just to get a room. A night. That's ridiculous. We're already paying taxes to live in our own homes and that's too much for us. $500 charge just to get into a hotel for a night. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you for your comments.

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The next five speakers will be Jack Majkut, Betsy Liebmann, Jonathan Horn, Dr. Marta Hernandez, and Raymond Mohler, Jr.

MR. MAJKUT: Good evening, ladies and gentlemen. My name is Jack Majkut, I'm the business representative for the International Brotherhood of Electrical Workers, Local 25.

Local 25 represents over 2,000 working families here on Long Island. I'm here today to speak in favor of the proposed Belmont arena project. The $1.2 billion project, of which is approximately 10 percent electrical, is a much needed economic engine for the local area. I know there are concerns about traffic; however, the benefits of this project to the community far outweigh any issues or concerns that can be addressed and mitigated.

With the approximate addition of 3,000 permanent jobs, 10,000 construction jobs, the secondary and tertiary spending, this project is a win for Elmont and a win for Long Island.

If I may take a moment to be selfish, this proposed project will create several hundred job opportunities for the IBEW for several years. These jobs are skilled, high-paying jobs which will employ many people from the local area. Local 25's apprenticeship program will be taking applications this April and implore the local community to take advantages of this opportunity.

Again, this project will create jobs for the local community and the jobs it creates may be your own or even Michael Walker, Jr., who we just heard from.

At this time, International Brotherhood of Electrical Workers, Local Union 25, are publicly requesting a written commitment from The Sterling Group binding this project to a PLA which will be negotiated with the Nassau Civic Building Trades.

Thank you for your time and opportunity to speak.

(Applause.)

THE HEARING OFFICER: Thank you.

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The next speaker is Betsy Liebmann.

MS. LIEBMANN: My name is Betsy Liebmann and I live at 326 Tulip Avenue, Floral Park. That is where I've lived my entire life. I've also been a teacher in Elmont for 35 years so I feel tied to not one but two of the communities that will be greatly impacted by this oversized development.

Floral Park is a great community and a wonderful place to live. During 50-plus years of living on one of the villages busiest streets, of course I've seen how traffic has increased in a major way. I can't imagine how much harder getting around will become if the number of cars and trucks traveling not only on Tulip Avenue but through the village will increase exponentially.

Having had the experience of being both of my parents' caregivers during their final illnesses, there were a few times when a medical emergency meant we needed help. The response time of the Floral Park police and

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the volunteer EMTs was nothing short of amazing.

(Applause.)

MS. LIEBMANN: How could that stay the same when streets become regularly clogged and gridlocked? It's a very frightening thought.

Lastly, as a teacher for over three decades, it is so clear that ensuring school safety has become much more challenging than when I first began my career. The scope of the proposed development makes that immeasurably more difficult for our schools.

The safety not only of our students traveling to and from school, whether walking, going by car or school bus, will be made much more difficult. Not only will it take longer, but it undoubtedly becomes more dangerous. Common sense dictates that more cars and more trucks will mean more accidents.

School buildings and the students inside will be harder to protect as well, especially when they are on playgrounds and playing fields. The surrounding communities

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(Applause.)

THE HEARING OFFICER: Thank you for your comments.

The next speaker is Jonathan Horn.

MR. HORN: Thank you, ladies and gentlemen. My name is Jonathan Horn, I live in Dickens Avenue in Franklin Square. I've lived in Franklin Square my entire life. I'm proud to live in this neighborhood and I have major concerns about the project as a whole.

This project, to me, echos the grandiose nature of its predecessor The Lighthouse Project, and there's a reason why that failed. The DEIS clearly states there will be adverse traffic affects and I can only imagine that it's on the low end of how much more congested it will actually be.

There needs to be tangible explanations of how to solve these traffic concerns beyond asking commuters to arrive early and leave late.

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(Applause.)

MR. HORN: As many of the previous speakers have noted, the Cross Island is already a heavily utilized thoroughfare and fear that this additional usage will be untenable. Emergency service vehicles will also be tremendously affected by this.

Going forward with this project without a fully operational Long Island Railroad stop should be a nonstarter. I'm also bothered by this multimillion dollar abatements given to the builders of this project, and I don't see how the taxpayers of this community will benefit from it.

(Applause.)

MR. HORN: As the Mr. Walker from Elmont stated, and his son, local residents asked for resources over and over and yet we're expected to go without or wait very long to get it, so the haves can continue to reap benefits.

The retail aspect also is troubling because it seems to be far beyond the scale of what would be deemed appropriate

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And while I'm sympathetic to the needs for jobs or possible redevelopment of the area, it seems as though the tremendous scale of this project will do more harm than good. The hotel seems to be tremendously unnecessary.

(Applause.)

MR. HORN: I don't know anyone in this area who has ever asked for it. I'd like to see some information on the Marriott in Uniondale and what their occupancy rates are for game days and non-game days and whether we have need to have a 250-room building sitting half empty or worse.

To me, as it currently stands, it will be a negative to build that hotel and I just feel like I have no confidence in this project as it currently stands. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Dr. Marta Hernandez.

MS. HERNANDEZ: Good evening. My name is Marta Hernandez and I live on 15 Hill Avenue.

I am a person that believes in development of communities as long as these developments happens with the communities in mind.

(Applause.)

MS. HERNANDEZ: It is great to see an effort of certain groups of people getting together planning the future of certain communities. We have a great or meaningful involvement of these communities. Yesterday, and I was trying to talk on behalf of about 20 percent of this population here in Elmont, Floral Park, which is the youth.

If you look around, it is very few -- I'm going to take a chance here, and I bet will make a mistake, but I feel that less than 10 percent, less than 5 percent of those that are here tonight are older than 18. Besides the idea of creating the project to

develop a community, there should be an excellent proposal to engage all levels of neighbors of that community.

I am not sure what exactly was the engagement process to bring this idea to the youth population of these communities. In terms of inability of documents, graphs and perhaps language that some of those here might understand, I can say that you didn't do a great job.

(Applause.)

MS. HERNANDEZ: About 50 percent of the population in these communities speak another language other than English and this is only what you have available today.

(Applause.)

MS. HERNANDEZ: Only in English. Can you hear me? Okay.

Anyway, they are on the floor for some reason, I don't know. I don't believe in the project, not because I don't believe in development. I don't believe in the project because: One, it's a result of a process that doesn't reflect meaningful community

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(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Raymond Mohler.

Is Raymond Mohler here?

(No response.)

THE HEARING OFFICER: Could everybody please take a seat. It's important that everybody sit down and not stand in the back. Kindly take seats, everyone.

The next five speakers will be MaryAnn Cuite, Matthew Aracich, Anthony Guerrero, Eileen Carrig and Dean Lykos.

MS. CUITE: Good evening. Thank you for allowing me to speak. I live at 22 Maple Avenue in Floral Park. I've lived there my whole life. I was born, grew up in, and now have a family in the great village of Floral Park. It is where I went to school, played sports, joined many clubs and

organizations, got married and live a great life there.

I teach in Queens Village and I'm also in the Floral Park Fire Department. My story is not unique. Many families have deep family roots in the great village. Belmont Park has always been a part of growing up. We took class trips to see the barns, the horses, et cetera.

The one day of the year, Belmont Stakes, the traffic is outrageous. Between the Floral Park Police Department and the residents of Floral Park, the day is tolerable. For example, Plainfield Avenue becomes a one-way and traffic is diverted so they could leave quickly.

Make no mistake, though, the village is overcrowded, traffic is horrible and the village is virtually impossible to pass, et cetera. We except this as one day a year. This just cannot become a regular occurrence.

(Applause.)

MS. CUITE: We have a 250-room

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hotel, the 435,000 square feet of retail space and concerts, the traffic alone will be a nightmare. Roads such as Jericho Turnpike, Hempstead Turnpike and Plainfield Avenue are close to maximum capacity at peak rush hour.

(Applause.)

MS. CUITE: The quality of life and the village where people raise their families will be decimated. For example, carpooling, off-site parking lots, as was stated in your plan, will only increase the traffic in Floral Park and the surrounding communities and ruin the great village. The great village to live, to play and to grow up in.

I strongly encourage you to rethink this catastrophic Belmont redevelopment plan. The negative impacts, including decimating Floral Park, far outweigh any positive goal in this project. It is too big and too much. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Matthew

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Aracich.

MR. ARACICH: Good evening to all the members of the community, coalition, ESD, New York Arena Partners, it's a pleasure to address you here tonight.

My name is Mathew Aracich, I am representing 60,000 tradesmen and tradeswomen who partner with more than 240,000 in Long Island Federation of Labor.

Belmont Park Arena is an exciting proposal that hosts the New York Islanders as well as many other events.

This project is expected to enhance and rejuvenate the surrounding area, bringing customers back to local businesses and encourage new businesses to open. For far too long the property has been underutilized. It's obvious it does not produce the type of jobs or tax revenue this is expected if it was compared to a similar size parcel of land in the town.

Looking at the business model of New York Arena Partners, the goal for Mr. Browne is to use the capital provided by

the partners to invest in opportunities to grow the assets in the portfolio for the sake of return on investment and profit as intended.

You may ask, what does this project do for the men and women of the building trades? The answer is not similar, since the building trades model does not generate profit. We substitute the word "profit" in exchange for "opportunity." The building trades intends to creat opportunity for men and women who are local residents. This strategy will complement the construction work that is being planned for the Nassau Hub project.

The goals of the trades are to work with the community through outreach to give access to those who want to join the middle class by entering the local union apprenticeship programs that offer high paying careers, not abundant low-paying, dead-end jobs;

Work with the community to encourage inclusion, not exclusion by

01-10-19 - Belmont Redevelopment Public Hearing promoting MWBE and MBE contracts to meet or exceed minority workforce hiring;

Enlist Opportunities Long Island as the pre-apprentice program to acquire workers and begin safety training with them now before the project begins and organize those who have skills and put them on a path to middle class;

Continue to promote job fairs at school districts in Elmont, Hempstead, Freeport, Uniondale, Westbury and throughout all of Nassau County;

Work with veterans through the H2H program;

And nontraditional employment for women.

The building trades is aware of the many concerns that are brought forth by the community during these meetings. While we acknowledge the vast majority of your positions as important and legitimate, we also realize that no plan is perfect and we realize that this process is continuously evaluated and updated.

To think that perfection comes from one person's agenda or that your input is disregarded is the furthest thing from the truth. You are the community and the members of the buildings trades are the community and the local hires as well.

I can speak with confidence when I say that the men and women of labor are supportive of the Belmont Park Arena project. However, that support is contingent upon the inclusion of the items I mentioned earlier in this statement. The residents of the state of New York, the County of Nassau, the town of Hempstead and the local community all have a proprietary interest in ensuring that this project is constructed with union labor.

Mr. Browne, I've enjoyed our conversations as well as what we've discussed about our difference in depth and came to the conclusion that we're really understanding the purpose, intent and need for this project to be built. I have complied with your request to return a document that will satisfy both our needs and the needs of the community.

Therefore, since we're not negotiating a PLA at this time, the building trades respectfully ask that you sign a letter of commitment stating that the New York Arena Partners will engage in a project labor agreement.

THE HEARING OFFICER: Thank you.

MR. ARACICH: The building trades has laid out a transparent plan and we'd like you to do the same. Thank you.

(Applause.)

THE HEARING OFFICER: The next speaker is Anthony Guerrero.

MR. GUERRERO: My name is Anthony Guerrero and I'm a resident of New Hyde Park for nearly 20 years, a proud member of Local 28 Sheet Metal Workers Union.

We represent 3,000 active members that live in the city and Long Island, a number of them reside in the town of Hempstead.

Our union looks at this project as an opportunity for local residents to work in their local area on a project that will pay

good wages and benefits, that's why we're publicly requesting Sterling Group sign a written commitment binding this project to a PLA that will be negotiated with Nassau Suffolk Building Trades Council.

As I said before, our members live out here. Also our members are a diverse group. Our apprenticeship program is nearly 65 percent minority. In that same group, we nearly have 12 percent women, with a commitment to be nearly 20 percent in a few years. One of highest in the building trades, I should say.

These apprentices are highly trained in their craft. Our union does not offer a job, they offer a career. A project like this is a place where they can be trained and begin a career that will some day offer the chance of purchasing a home perhaps in this area like I have done. And, as we all know, we need a good paying job to be able to buy a home out here.

Again, I ask for a written commitment from Sterling to negotiate PLA with

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the Nassau Suffolk Building Trades. I also would like to add that we -- I personally would like to see a train station to be a must as part of this project. As someone who has attended games and events at Madison Square Garden and Barclays Center, the train is the way to go. There will not be a need for heavy car traffic if we offer capable train services for all to use.

Lastly, as a constituent of District 7, I would like to thank Anna Kaplan for her continuous support on this project. And I'd like to end with this: Local 28 will be accepting applications to join the union and be part of the middle class. Thank you.

THE HEARING OFFICER: Thank you.

Next speaker is an Eileen Carrig.

MS. CARRIG: My name is Eileen Carrig, I live at 41 Walnut Avenue in Floral Park.

While I have much to say regarding the absurd number of traffic issues, I will focus my time on retail. Not 135,000 square feet of retail proposed to be built near the

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arena, but the more troublesome proposed 435,000 square feet retail village to be built on Site B that will include bus and car staging areas.

What has remained incredibly quiet throughout much of this process is any discussion of the specific tenants for that site. At the scoping meeting in March 2018, I learned that New York Islanders co-owner, Scott Malkin, is the founder and chairman and executive director of Value Retail and that company is the intended tenant.

This is no run-of-the-mill mall. It builds itself as the only company to specialize exclusively in the creation and operation of luxury outlet destination, operating as a boutique selection of nine villages in Europe. Most important, luxury and fashion markets which appeal to high-spending international and European visitors. Two additional locations are in China.

In ESD's December 6th, 2018 General Project Plan, under the "Project

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Belmont is Mr. Malkin's foot in the United States door for Value Retail. If similar Value Retail plans are followed here, multiple daily shuttle buses and car services will run from JFK and LaGuardia airports and from various points in and near Manhattan. It then becomes crystal clear why there's an influx of hundreds of people at a time throughout the day, both at designated bus staging area and ride share staging area are part of the site plan B.

On top of the obvious traffic issues, this would surely be a noise and air pollution. I would not want to live on these neighborhood streets that are located immediately east of the vehicle staging areas. Is the proposed eight-foot high landscape berm

01-10-19 - Belmont Redevelopment Public Hearing and additional landscaping going to satisfactorily mitigate the bus and car noise? What are the solutions that are being considered?

We are well aware of the struggle retail companies are facing trying to fill empty spaces, especially because there are two malls within close proximity to Belmont; Green Acres and Roosevelt Field, and they, too, are facing the struggles.

Is a place to shop for high-end goods, albeit discounted, what this community needs or wants? What sense does this type of development make? It makes no sense.

It's time to rework the entire project and eliminate this unnecessary piece of the plan. As one the speakers stated yesterday, listen to logic. Thank you.

(Applause.)

THE HEARING OFFICER: The next speaker is Dean Lykos.

MR. LYKOS: Good evening, everyone. My name is Dean Lykos and I'm representing the other spectrum of the retail

world. I'm the owner of City Line Florist in New Hyde Park. And I've been fortunate enough and professional enough to have had the New York Islanders as a client of ours for years.

Their relocation from Nassau County to Brooklyn has been very taxing on our business providing the service that they request and that they need that we provide for them. The location of them being in Brooklyn is very demanding. In order to keep them as a client, we do sacrifice a lot of it, extra drivers and vans and so on.

The Islanders being back here in Nassau County would be very beneficial to my small business, again, which is very, you know, family-owned and operated, local business, it's been incorporated since 1961.

So I understand everyone else's concerns about the mega business enterprises, but I'm here as a local business that needs the support and clients like the Islanders to be back here locally. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be Barbara Cunningham, Charles Razenson, 7th grade OLV basketball team, Richard Browne and Bridgette Gayron.

MS. CUNNINGHAM: I'm glad I'm going before the basketball team.

My name is Barbara Cunningham, I live at 88th Street in Floral Park. I was born and raised in Floral Park, left for a little while, came back and raised my family.

I do not like public speaking, but I don't like being made a fool of either.

I went back in December of 2017 to listen to the presentations. This was not my first choice, but I believe they had something that they could do for our communities. They seem to show some concerns for the town that surrounded us.

But that original presentation has changed. I cannot support a shortsighted plan for a mega mall. The outside construction will provide good jobs, but the retail will provide very few good paying, health-benefit-providing jobs.

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I cannot support the noise, the lights, the traffic, the tailgating behind our grammar school and our adjacent high school endangering our young people.

I cannot support a mega project --

(Applause.)

MS. CUNNINGHAM: -- let alone a forward-thinking one which includes mass transit to safely get your patrons to their destination and not endanger the well-being of our citizens.

(Applause.)

MS. CUNNINGHAM: I'm not in support of this project as it stands today.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Charles Razenson.

MR. RAZENSON: Hello. My name is Charlie Razenson, I have a small business also. And by the way, the Islanders are my client.

Small business. Me and my wife, we're an embroidery company. Now, who do the

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Islanders use, me versus Adidas? Because they like my work.

By the way, if you have a small company, they'll use you also. They shop local. If you have a printing company, they use tons of printers. It's nice to hear from the local florist guy, they do a lot of stuff for those kind of guys. They do a lot of stuff with a lot of us embroiderers. There's eight of us that I know of, I'm not the only one.

And by the way, they pay for my tickets three times over, that's how much work they give me. That's not bad for a small guy.

They have reached out to many of the fire departments in the area to promote them. They have met with Belmont to promote them.

So think about it, they are here for your community. For -- you people are concerned about getting in and out of the property, I've been going to Islanders games for the last 40-some-odd years, it takes me 15 minutes to get in from my house at

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Hicksville and it takes me maybe 12 minutes with everybody there to get out and 12 minutes to get home. That's it. They have it down to a science.

(Audience participation.)

MR. RAZENSON: It doesn't matter, it's the same thing. It's the same thing.

(Audience participation.)

THE HEARING OFFICER: Let him speak.

MR. RAZENSON: Really simple, this is what it is. They have a way of getting people in and out.

For jobs for your young people, there's some new people here. The Islanders, at every game, hire 200 people for each game to game ops. By the way, I used to have that job, one of those jobs, I was the guy who flew the blimp around. You remember those days. It was good money for a part-time job.

And by the way, for a new person coming in for a full-time job, they pay about $40,000 a year for a new person out of college for a job, that's not bad.

Retail. You can get 100,000 a year job if you're one of the managers, if you start to learn. Don't give me that, my daughter-in-law is one.

Now, go ahead and think about that. You can get local jobs or go ahead and say, we don't want this project.

Well, here's an idea for you, for you folks, watch your kids leave Long Island permanently.

THE HEARING OFFICER: Thank you.

The next speakers are the seventh grade OLV basketball team.

MISS FEROSE: Hi. My name is Madison Ferose and I go to Our Lady of Victory.

MISS CINTOV: My name is Mary Grace Cintov and I go to Our Lady of Victory.

MISS GAYRON: My name is Cathy Gayron and I go to Elmont Memorial.

MISS DOLAN: My name is Elizabeth Dolan and I go to Floral Park Memorial.

MISS KELLY: My name is Abby Kelly and I go to Floral Park Memorial.

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MISS GAYRON: My name is Bridgette and I'm not in seventh grade.

BASKETBALL TEAM: All we have to say is, this is too much.

(Applause.)

THE HEARING OFFICER: Thank you.

MS. GAYRON: Erin Gayron.

I attended yesterday's hearing and although I knew the project had grown in scope, I was shocked by just how much. So much so that I canceled our scheduled basketball practice tonight and asked my team to join me here today and have a voice with what will profoundly change the town that they love.

And although playoffs are around the corner, and we're in the playoffs, they know that this is much more important.

The Belmont project has increased over 400 percent in scope and breadth. What was originally proposed and approved made no mention of Site B, nor north or east lots that abut our town.

I echo the concerns of my fellow

01-10-19 - Belmont Redevelopment Public Hearing residents and our neighborhoods in Elmont, the DEIS report, which was deemed satisfactory by the ESD, is not just appalling, it is insulting to the residents in these communities.

(Applause.)

MS. GAYRON: -- half a mile radius of the project site, it states that there will be:

Number one, no adverse impact to the character of our town. Well, I'll be sure to ask our neighbors when they are sitting in their bedrooms listening to tailgating parties that light up the parking lot;

Number two, no adverse impact on community facilities. With the increase car and foot traffic, there will be more accidents our Floral Park responders will be responding;

Number three, no adverse impact on the air quality. I'll try to remember this when the construction trucks come barreling down the streets with a trail of exhaust.

And Number four, quote, "Not anticipated that this project-generated

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I grew up in Floral Park. After living away for many years, I decided to come back and make a home there with my family. There's a rite of passage in Floral Park, and my team can attest to it, you get to a certain age, you get to walk the town by yourself and with your friends. I remember the first time I got to do that.

My oldest two enjoy this taste of independence to grab a slice or go to the sweet shop. There are 364 days of the year I allow my children to do it, there is one day I do not and that's Belmont Stakes Day. I live on the west end, I experience the pedestrian and car traffic that comes with the Stakes.

I typically leave town that day because of it to avoid people urinating on my neighbors' property or have to explain to my children why someone is unable to walk.

It is reasonable -- it's a reasonable concern that this would become a weekly occurrence in our neighborhood with the substandard public transportation available to and from Belmont. What is to stop concert goers from taking the train to Bellerose, jumping over the proposed fences and vegetated buffers that will separate our schools and our homes from this project.

I recognize that Belmont needs to be developed. This is too big. This is too much for our town.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Richard Browne.

MR. BROWNE: I can't sing. You can boo if I sing.

I'm Richard Browne, I'm the managing partner of Sterling Project Development. We are the owner's representative and development manager for New York Arena Partners.

A quick history on this project.

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We were hired by New York Arena Partners and the Islanders two years ago as they concluded that they could not stay in Brooklyn. We conducted an exhaustive search of all the potential sites in New York which included either staying in Brooklyn, moving to the Coliseum, moving further out east, even moving next to Citi Field and building an arena there.

When this land became available and we studied it, it was the unanimous conclusion of both the Islanders and my firm that this was the most viable and really only viable location in New York, as agreed to by the National Hockey League.

We responded to an RFP we completed for this site and were conditionally designated a little over a year ago.

We have been going through the entitlement process while we have been simultaneously doing our design work on all the components of the project. The major components of this project in terms of their scale and their size are the same that we

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proposed back over a year ago.

Our numbers: 18,000-seat arena and it's still an 18,000-seat hockey arena;

Up to -- and these are maximum levels that we are entitling or applying for entitlement. Up to 435,000 square feet of retail and up to 250-key hotel.

None of that has changed. What has changed is the location and the layout of some of the components of this project. And yes, the gentleman in the back was mentioning the potential use of overflow lots to park, the north lots and the east lots. That has come out as a result of just looking at and surveying the land and the overall space.

But what I want to do for the 48 seconds that I have is dispel any myth that we have not been listening.

You asked -- the community asked us to relocate and lower the height of the hotel, we have done that;

After talking to NYRA, et cetera, we relocated the retail so it's not to overshadow the Belmont Park clubhouse and the

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pad;

We were asked to help relocate the substation and that has been done;

We have changed the start date or Islanders games to 7:30 to try to help with the traffic issues;

We have agreed to put a berm up across from the Elmont residents.

I have been here for the last three days now listening to the requests that I'm hearing and, again, I promise you, we are listening. I will take back with me your requests to berm and barrier around the Floral Park border, the north lot.

We are fully aligned with you on the need for enhanced mass transit service here. What we have gotten from the -- we are pleased with what we've gotten, it's a bare minimum, and we agree with you, and I will take that back.

The retail, last perspective. Up 435,000 feet. Woodbury Common is 900,000 feet. Roosevelt Field is 2.4 million square feet. There's no way -- we assure you

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we will build this responsibly and will continue the conversation with you. Thank you.

THE HEARING OFFICER: The next five speakers are Robert Pedley, Ken Fairben, Richard Hellenbrecht, Rhoda Paveis, and Bill Kellher.

MR. PEDLEY: Good evening, thank you for the time.

My name is Bob Pedley, I'm president of the Floral Park Police Benevolent Association. I've been a Floral Park police officer for 30 years, president of the PBA for 16 years.

And in my 30 years on patrol, I can tell you that this traffic is steadily getting worse. The traffic at rush hour on Jamaica Avenue, Jericho Turnpike, Plainfield Avenue, Tulip Avenue and Carnation Avenue is an exercise in patience.

The plan for Belmont, as far as anything I read, has looked like it has increased 400 percent since conception. On an event day, such as Belmont Stakes, Floral Park

01-10-19 - Belmont Redevelopment Public Hearing comes to a halt. Most of the residents of Floral Park do not enjoy Belmont Stakes, they endure it.

The mall will bring extra traffic congestion, accidents every day. People who need police assistance will find a delay. Currently, Floral Park Police Department answers over 5,000 calls to service annually. Approximately 1,008 cases, approximately 175 motor vehicle accidents, and the Floral Park Police Department takes pride in its response time in helping people and that's definitely going to be curtailed.

The quality of life of the residents of Floral Park will be affected. When I say, "quality of life," sometimes it's more than just the quality of life, sometimes it's life. Floral Park Police Department saves lives every week.

If the project needs to go forward, it makes common sense that a train from the east is necessary on a 24-hour basis. Just common sense.

(Applause.)

MR. PEDLEY: I ask that you reevaluate the scope of this project. Thank you.

(Applause.)

THE HEARING OFFICER: The next speaker is Ken Fairben.

MR. FAIRBEN: Good evening. My name is Ken Fairben, I live at 35 Bergen Street in Floral Park. I don't write notes, I speak from the heart. This project has no business being in our area.

(Applause.)

MR. FAIRBEN: I'm a member of the volunteer fire department. I don't speak for my chief, I speak for myself. I'm a 50-year member of that department, I have seen many changes come along.

I operate occasionally with the ambulance and I can tell you right now some of the comments made about overseeing and these things take precedence over daily lives. You be the person that calls and says your child has stopped breathing and now we've got to figure out how we're going to get to your home

01-10-19 - Belmont Redevelopment Public Hearing on Plainfield Avenue, Tulip. Just getting down prime time, trying to go against traffic, to get around traffic is a horror. Just remember your child is in need. Or it might be one of the elderly in your family.

The service will be severely curtailed. It will be hurting. We will make the effort, not saying we're throwing in the towel, but it's going to definitely slow things down.

Where we may have a response time -- and God bless, we're lucky, we are fortunate. And I feel badly for Elmont, they say they don't have the services we do. We have a police department better than you can imagine. Something comforting when you put that phone down and you have a police officer there that's been trained in EMT and can start doing CPR, that's a plus. But, again, they are slowed down by the same situation: Traffic.

Let's talk about the residents and our own businesses. A small store owner has a tough time keeping his business. Just

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parking, you can't park in Floral Park. So I'm just saying, please give some serious thought, really.

Nobody's talked about traffic, you really haven't, you skirted around it. If you came up with an ideal plan that can alleviate that problem, I'll consider it. But right now, absolutely no way. Please, this does not belong in this area. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

As I said in the beginning, we'll sometimes go out of order to accommodate certain public officials.

The next speaker will be Assemblywoman Solages.

ASSEMBLYWOMAN SOLAGES: Good evening, everyone.

So I know that three minutes is not enough time for me to address all the concerns I have with this project so I will submit a full document with all my concerns, but today, I will state a few.

I stand here not only as a

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representative of the 22nd Assembly District representing you, but as a lifelong resident of this area. I've raised my kids here, this is my home, and so I want to make sure my home is protected.

So whether you support the project because of the community benefits or you're against the project because we know that stadiums are not economic generators for our community, we have to still be objective and listen to all the facts and how it's go to impact our community.

And so I stand here with concerns because I don't want to be subject to environmental and health hazards for the purpose of entertainment. And so some of my concerns will be this:

Number one, a full service train station is a must for this project.

(Applause.)

ASSEMBLYWOMAN SOLAGES: We need a real traffic mitigation plan for our community, especially at the Cross Island. This document does not elaborate on that and

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that cannot be left out, we must solve this problem now.

We must ensure that our community is provided with good-paying jobs, especially union jobs. We must make a commitment to hire local, especially our children, our families because people need jobs in this community.

In addition, we must make a full commitment to MWBEs and small business contractor goals. It's nice for them to say it, but they need to commit to it in writing so we can see it.

We must create a barrier for all communities, Elmont and Floral Park, so we don't get the negative affects. Belmont Park has antiquated infrastructure, it's well-known, it's very old, it hasn't been upkeep (sic), and so we need to make sure that the infrastructure is updated.

So the document does not speak to how much water is being used for the project and if this water is going to come from our community and affect our water and pipelines. I know during Belmont Stakes time, it's very

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hard to flush the toilet and I know the people in Floral Park have issues with that too.

In addition, in light of today's announcement by National Grid, the William pipeline issue is very -- it needs to be addressed, it's a very big issue. A pipeline being built is something that environmentalists do not want, and so we cannot sacrifice our environment, like I said, for the purposes of entertainment.

And so my time is running out, but please know that I'm at the table every day fighting for you, making sure that we have a voice in this community, making sure that we get the benefit to our community without the negative affects on the quality of life.

And so please, please everyone at the table, we must solve these problems before we move forward. Thank you so much.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Richard Hellenbrecht.

MR. HELLENBRECHT: Good evening.

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My name is Richard Hellenbrecht, I reside at 246-72 86th Road in Bellerose. I'm secretary-treasurer of the Bellerose Elmont Civic Association located approximately one mile north of the proposed development site.

Our organization has closely followed the proposed project over the past year and has many concerns regarding the potential impacts in our area that will result from the full implementation of the project.

The most critical issue that would affect our area is traffic congestion. The only north/south highway in the area is the Cross Island Parkway which was developed in the '50s and is well past its design capacity.

It is consistently congested during most hours of the day, particularly southbound during the extended evening rush hour. The parkway serves vehicles destined to and returning from the South Shore and JFK International Airport. Importantly, the Cross Island Parkway is one of the only two access roads to JFK, which is scheduled to undergo a massive redevelopment and expansion project

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The additional thousands of cars going to the proposed arena at the height of the evening rush hour would jam traffic on the parkway and spill cars into the local roads. The retail mall and hotel, if successful, would extend the traffic congestion throughout the day.

Several intersections in the Bellerose area unquestionably will also be impacted but were not included in the DEIS. To avoid the Cross Island Parkway, recent technologies will divert traffic to such local roads as Commonwealth Boulevard, 249th Street, Little Neck Parkway, 266th Street, Plainfield Avenue intersection.

These concerns have led New York City Comptroller Scott Stringer and Councilman Barry Grodenchik to request the City Department of Transportation to conduct a study of the potential impact on roads in Bellerose, Queens Village and Cambria Heights.

That study has not been completed and must be considered when complete. The

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absence of real mass transportation alternatives virtually guarantees significant traffic generation due to the proposed project.

With regard to Chapter 18, Section B, pages 18-1 and 18-2 on the local streets and highway networks, the DEIS executive summary cites on page 34 a reasonable projection that, quote, "The proposed project would result in significant impacts on the local streets, highway network and bus service, as well as potential impacts on parking."

In summary, I object to, and we object to, the proposed project due to the overwhelmingly negative impacts the project would cause in the quality of life in the Bellerose areas and our surrounding communities and the Nassau communities as well.

We stand behind our neighboring civic groups in the adjacent Nassau County area which will be adversely impacted, not only by traffic, but loitering, overuse of

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infrastructure and some many other things.

Thank you.

THE HEARING OFFICER: Thank you.

The next speaker is Rhoda Paveis.

(No response.)

THE HEARING OFFICER: The next speaker is Bill Kellher.

MR. KELLHER: Good evening. My name is Bill Kellher, I reside at 283rd Avenue and I'm a three-year resident of Floral Park.

I live within 100 feet of what was once called the overflow parking lot, north of the track, which is now looking to accommodate up to 200,860 cars. I, like many others here tonight, are not against the development of Belmont Park but are against the scaled up size of this project from the RFP presented to the neighboring communities surrounding Belmont.

It is hard to sum up in three minutes the level of disappointment in the board members of ESD to push forward the DEIS. The $1.2 million plan to build an arena and destination mall will jeopardize the safety

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Looking back to December 17th, 2017, Richard Browne spoke of the plan in this very room at that stage. He stressed the value of what he said are thoughtful developers who build where we live and manage their properties like they manage their homes. Has anyone from Sterling bought a house near Site A? Don't answer that.

You went on to place high value in safety and well-being of those around Belmont. The ESD also placed high value on vehicle-pedestrian traffic for safety attending Belmont. Somehow they lost their core value of safety and replaced it with optimizing high return on their investment and profit.

(Applause.)

MR. KELLHER: Your words, "The project would not have the potential to result in significant adverse impacts other than transportation." We heard from others today

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You called them traffic challenges -- I love the word -- on the Cross Island Parkway, Hempstead Turnpike and neighboring roads. It was stated, "We knew it was a problem going in. The Cross Island Parkway is a bit of a challenge."

And all you heard the famous line, "We're going to try to influence the behavior of event-goers and influence driving behaviors." It's worth stating that again because first, they laughed the first time. Clearly it's a joke.

Not having a full-time LIRR railroad to Belmont, why is that? Why wasn't that in the plan? Because that's common sense.

(Applause.)

MR. KELLHER: It could cost additional money and push out your time frame, delaying your project from what you state as a May 2019 start of construction. I'm sure by now you already bought your ceremony groundbreaking shovels. I ask you to store

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them away for quite some time.

Instead, you should offer two trains, the cheap and easy route. And those who are fortunate to get influenced by the train, will be looking to always look at the on-time LIRR schedule for this event.

I won't go into carpooling, it's nonsense. I will close by stating the communities of Belmont do value where we live, express concerns to start the project. We were transparent in the beginning, we are now. Our voices will be heard then and are heard now. This plan is not to go ahead. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be Peggy Lyons, Rudy Marinacci, Lori Halop, Richard Zimmerman and James Johnson.

The next is Peggy Lyons.

MS. LYONS: I submitted my paper because it's too dense.

THE HEARING OFFICER: Thank you.

The next speaker is Rudy

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Marinacci.

MR. MARINACCI: Good evening. My name is Rudy Marinacci, I reside at 67-03 Bell Boulevard in Oakland Gardens.

I'm the business agent for Local 176, the Licensed Ushers and Ticket Takers Union. We represent the ushers and ticket takers at Citi Field, Yankee Stadium, Madison Square Garden, Billie Jean King stadium for the U.S. Open and the Nassau Coliseum.

Many of my friends, family and fellow union members live in these surrounding communities and I have to say, the best way to ensure a middle-class lifestyle is through a union job.

I'm here to speak in favor of the project, but for this project to come to fruition, ESD must make adjustments to their current plan through an in-depth traffic study, completion of a full-service Belmont railroad station and extension of the current Long Island Railroad into Elmont.

Consideration should also be given to scaling down some of the high-end retail

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and offer healthy food and grocery alternatives.

(Applause.)

MR. MARINACCI: These changes will help this project be successful by reducing the negative impact the additional traffic will have on the communities and enhance the communities' benefits of the project.

ESD must commit to good-paying union jobs. I've been present at most of these hearings, and in order for this project to reach its full potential, the job must be done right. Good-paying union jobs for construction of the arena and all the structures associated with the project.

Our union will seek to represent the ushers and ticket takers in the area and will offer additional employment for community residents at the venues we've represented for over 90 years.

One last point about the Islanders. The Barclay Center in Brooklyn is not an alternative for the Islanders and they have opted out to return to the Nassau

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Coliseum. When the coliseum was renovated, the seating capacity was reduced to below the NHL minimum so staying at the coliseum is not realistic.

With that being said, there's a very strong possibility if this project is not permitted to go forward, the Islanders, a storied franchise of Nassau County, may have no alternative but to leave Long Island. With skyrocketing taxes, Nassau County cannot afford to lose the jobs and revenues generated by an arena that has the Islanders as an anchor tenant.

I don't think the community wants this to happen and I implore Empire State Development to take the steps to ensure it does not happen. So let's take the steps that have to be made and taken so that this project can be successful to ensure the Islanders can remain where they have belong on Long Island.

THE HEARING OFFICER: Thank you. The next speaker is Lori Halop.

MS. HALOP: Good evening. I'm Lori Halop. I moved to Elmont in 1958 when

they brought me home from the hospital. I live there still. I have a daughter who now goes to Gotham Avenue Elementary School and a daughter who goes to Elmont Memorial High School. I'm not going anywhere because I love Elmont and I don't want to go anywhere else.

I came to this process from proposal to RFP to more RFPs to more proposals to more presentations. I've seen soccer stadiums, Costco, I've seen it all, okay. I've seen it in this whole project, and for the life of me, I still can't understand why this makes sense? I'm sorry. I'm sorry.

Your own environmental impact study, everyone here, if I gave them a test to come up with five reasons why this just isn't going to work, okay. We would love it to work. We would love to save the Islanders, not that they're my responsibility to keep on the island or my children's, okay, But it is not going to work.

A stadium that size is not going to work. The Cross Island Parkway is not going to become a double-decker parkway, okay.

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We're not going to be able to sustain all the services, and now we come today finding out about gas pipelines that have to be run. It's not going to happen. We need to be realistic. This project needs to end. This RFP is not viable.

(Applause.)

MS. HALOP: It's -- instead of me standing here and looking at this lovely screen, Governor Cuomo needs to be sitting here and talking to the members of this community and the surrounding communities to find out what will work, what won't work, what is viable, what is not viable and what is good for the future, not for Elmont, not for Floral Park, not for Queens, but for everyone in this area and for all of Nassau County.

And until he does that -- he makes it his point to come down for a fundraiser, he needs to make it a point to come down for his constituents. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Richard

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Zimmerman.

MR. ZIMMERMAN: My name is Richard Zimmerman, I'm a resident of Floral Park for 15 years. I commute every day from out east and get down to my house by Plainfield Avenue. I've lived in Floral Park for 15 years, but I grew up in Wantagh, and in 1990, I actually had a job at Belmont Raceway for the summer, so I learned how to commute on the Southern State Parkway to get to Belmont every day. So I have a lot of experience commuting in both directions into the area.

Now I have a five-year-old son, a two-year-old daughter that's going to Floral Park schools so I have a lot of reason to be involved in this project. I'm also an Islanders fan.

Now, one are my main concerns is that this project is something that everyone can come together on. I was at an earlier meeting months ago and I spoke about at length the great need and the great opportunity to have a full-time Long Island Railroad station at Belmont, that would be good for the

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environment.

Now, what I would like to employ on everybody is that this project, New York State has been looking to utilize an undeveloped piece of property and underutilized piece of property for a long time. Belmont Raceway is a sports park, they are building an arena on a parking lot.

Now, I don't want increased traffic at all, but to be honest, when I was driving home today, I checked my GPS and I said, how am I going to get to the Elmont library? How would I get to Belmont Park? I drive it every day, I get off the LIE and the Northern State to come down to my house. And I'm telling you, Islanders fans are not going to be getting off the Northern State and the LIE to go a greater distance and fight all those traffic lights to get a longer trip to the Belmont arena. It's not going to happen. The GPS will show you that stay on the parkway and the Cross Island will be a faster trip.

Now, as an Islanders fan, you, the community are doing great things in this

01-10-19 - Belmont Redevelopment Public Hearing process. They moved the substation, Elmont ordered more jobs so they put more retail. Your Floral Park needs a sound buffer, and they'll probably get it. But we can all join together and find common interests and call on the Long Island Railroad, call on Governor Cuomo to focus on getting a full-time Long Island Railroad station and everything they can do to increase the exits and the parkways to reduce the traffic and make it the best thing. And we can come together and we can work together and find common interests and common causes and make the project work.

(Applause.)

THE HEARING OFFICER: Thank you, Mr. Zimmerman.

The next speaker is James Johnson.

Is James Johnson here?

(No response.)

THE HEARING OFFICER: In that case, the next five speakers will be Brenda McDonald, Dianne Thompson, Bob Savage, Sheila Moriarty, and Marylou King.

The first speaker is Brenda

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McDonald.

MS. McDONALD: The lady earlier who reiterated that no one had spoken about the retail space that's coming to Site B, I just wanted to piggyback off her because it is -- and it was troubling to me the other night because no one mentioned it at all.

So in your document dated December 6th, 2018, the Site B retail village will have up to approximately 350,000 GSF and destination retail uses.

And then it goes on to say the retail village will have approximately 1,500 parking spaces located and construct beneath the retail building which means underground parking.

And then it says it's intended -- the retail village is intended to be a complementary standalone use that would not be reliant on the arena's or Belmont Park racetrack's invitees and would be expected to draw customers from Long Island and the greater New York City Metropolitan area as well as from national and international

tourism.

How is that for our community?

(Applause.)

MS. McDONALD: And then it goes on to say destination shopping. So I went to really look up destination shopping, we have seven malls. We have seven. Is this one going to be number eight?

So it says the project would increase commercial investment, immediate study areas drawing direct investments through building construction, enhanced retail activity, destination shopping, increased event-based economic activity. What is that? So what are people going to be doing over there? I want to know because that's where I live, behind that parking lot.

And when you think about who's going to come and go, if it's not reliant on the activity at Belmont Park, what is it reliant on? Are our residents supposed to be shopping there? If it's really high-end, I mean, who shops high-end all the time? We all go and buy something, but we're not shopping

high-end every day.

So please take a seat at the table with the residents to find out what is more viable there. Not high-end shopping. Jobs are needed, yes, you know, I understand all of that as an educator, but just talk to the residents to find out what is viable there. Destination shopping is not.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. McDonald.

The next speaker is Dianne Thompson.

MS. THOMPSON: Good evening, everyone. Thank you for having me. I appreciate the opportunity to speak. I've lived in Elmont for over 30 years and Elmont has changed.

We do need development. We need smart, innovative development. The project as outlined is not smart. It does not consider the residents that are here.

We have asked consistently for a number of years to consider development for

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the youth or seniors or STEM, new technology, something that will last. Retail stores, excuse me, they are going away. They are closing all the retail stores. Who thought up this plan? You say that you considered the community, you did not consider the community.

A hotel? We have hotels two miles down the road at JFK, three of them. We have them in Garden City. Who is going to go to a hotel at Belmont Park?

An arena. With all due respect, I do not like hockey, but the Islanders -- I love sports, that's great. I can understand them wanting to be here. They do not belong in a residential community at Belmont Park.

(Applause.)

MS. THOMPSON: You took our tax dollars and renovated Nassau Community so they could be there temporarily. Take the money and fix it. That should have been done in the beginning.

(Applause.)

MS. THOMPSON: We need neighbors who are smart. There are many projects across

the country that are innovative. Have you looked at any? Did you consider any? No.

Governor Cuomo decided he wanted the Islanders here and everybody fell in line. With all due respect, this Environmental Impact Statement that's saying there's no adverse impacts, it's a joke. It's a joke.

(Applause.)

MS. THOMPSON: I do hope you will consider rethinking this project. As I said, we're the gateway to Nassau. It's a beautiful area. Smart redevelopment needs to happen. Not just shoving something down the community's throat.

(Applause.)

THE HEARING OFFICER: Thank you for your comments.

The next speaker is Bob Savage.

MR. SAVAGE: Good evening, ladies and gentlemen. My name is Bob Savage, I've lived in Floral Park since 1973 -- '75, I'm getting old.

There are three white elephants being dumped on the residents of Floral Park

01-10-19 - Belmont Redevelopment Public Hearing and Elmont. A mega mall, a 250-room hotel and a nonexistent traffic light. Basically both communities are bedroom communities by design and location. Belmont Park was designed as a park, not a parking lot.

(Applause.)

MR. SAVAGE: Please let us know who will anchor the white elephant at the mall. Not after this thing is built, but now. Please explain in detail a 250-room hotel for year-round service in our residential community.

Floral Park Village has 844 stop signs of which 154 are four-way stops. The other 690 are one- or two-way stops. This does not include traffic lights, all of which are always stops.

That means only the Cross Island Parkway, Hempstead Turnpike and Jericho Turnpike are available. Good luck. This is not the "Field of Dreams" where, If you build it, they will come.

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Island Business and read the facts.

Sears filed for bankruptcy; Bed Bath & Beyond, closing 40 stores; Mattress Firm filed for bankruptcy; Fortunoff, closing two stores; Toys "R" Us, gone.

The winners in this are the Islanders team and the hockey fans, that's if you can get to a game. I see the hand of Cuomo and our friends at -- who was the garden group supporting all this. So these are the people that are going to make the money on this and the communities are going to get stuck with nothing but traffic.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Sheila Moriarty.

MS. MORIARTY: Good evening, everybody. Sheila Moriarty, Bellerose Terrace.

I happen to be the president of the Bellerose Terrace Civic Association, but I'm here to speak for myself, not for my community.

Everything that I wanted to say was covered until I found out about the natural gas pipeline that they want to put through. A lot of people may not know this, but there are four environmental groups up in Albany, Buffalo area and Pennsylvania that have been fighting this gas line from coming through across the Delaware Water Gap. Well, they are trying to prevent over 100 yards of damage to the environment to get this pipeline through down into the city.

As it is in our communities, our gas lines are 80 years old and have not yet been replaced. They just started, but imagine our old gas lines how it would affect this new project if we were all hooked up on the same line? Has anybody ever seen a gas line -- gas pipeline explode?

So I'm going to start with this, we have to be honest, this .5-mile project is a joke. It should have been three miles, if not more, for the environmental impact study. Too many communities will be affected by what's going on.

What are you going to do about the electricity, the gas, the water in the area? You could not build a proper garage to house all your people because you sit and you're building on top of the most superficial part where the aquifer are. What are you going to do to guarantee that our aquifers will not be further damaged than what they already are?

What will you add to it? Solar power? Wind power? What is your plans for doing more green at this project?

Islanders fans, you're not going to have a place to have your parties in the parking lots because they will not have places for you to have your tailgate parties. Most people will get frustrated with all the traffic and stop coming to the property 'cause it's just not worth the travel. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Marylou King.

Is Marylou King here?

(No response.)

THE HEARING OFFICER: The next

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five speakers are -- I'd like to make an announcement to remind everyone that at 8:45 registration for speakers will close. So if you want to speak tonight, you must do that before 8:45 and we will be staying past 9:00 to accommodate whoever we can.

The next five speakers will be Travis Williams, Tiffany Labissiere, Julie Marchesella, Thomas Dejesu and Joyce Stowe.

The first of the speakers will be Travis Williams.

MR. WILLIAMS: Good evening, everyone. My name is Travis Williams, I'm the new president of business operations for the New York Islanders. I am brand-spanking new 'cause I just joined in November, so hopefully I'm too new to get booed and you used all your boos on Richard.

Thank you. Now I feel welcome.

Well, thank you for having me here this evening. Before -- I'm moving into Garden City. So before I begin my remarks, I want to thank, first of all, the Empire State Development for giving us this opportunity

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More importantly, I want to thank all of you for coming out. Some of you have voiced support, most of you, many of you, have raised concerns, all very valid concerns, about the project.

We feel it's very important that these concerns are heard because this has got to be something that's successful for all, not just for one.

Just to give you a little bit of background about myself, because I'm new to the scene on this one. I think it's important that you hear about my background and my experiences and why I was brought to this project and brought to the New York Islanders.

I was from -- I'm from Pittsburgh. I was raised in St. Louis, in Indianapolis and ended up in Pittsburgh. In Pittsburgh, I spent 12 years as outside general counsel to the Pittsburgh Pirates as they were going

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through the construction of their new ballpark, PNC Park.

I then landed with the Pittsburgh Penguins in 2008, started off as their general counsel and also oversaw their arena construction project which was their new home as well.

And so I've moved over on to the business side, took over all the sales marketing, all the functions, and ultimately oversaw our development projects as well, which included our practice facilities and our entertainment district and around our facilities.

The reason I mentioned this is I've gone through these types of processes before. I've worked with political leaders, I've worked with community leaders and I've worked with residents on making sure you find good solutions to the type of concerns that you're raising here tonight.

Despite my professional accomplishments, probably my biggest accomplishment in life is that I've married my

wife and have been married for 22 years and have six children, all of whom are moving here to be part of the Long Island community and very excited about that.

You ask yourselves, why am I saying all this? It's because I believe in the commitment that the New York Islanders ownership group has, not only to this arena, not only to the team, more importantly to this community and making sure this project is successful for all.

And that's essentially why I was brought here because we've had that success in Pittsburgh in doing this and we want to do that same thing as well for the Long Island community as well.

So I just wanted to express one thing in particular that I think you all wanted to hear is that we are moving our offices here to Floral Park as part of that move here. We are going to have several jobs that are going to be available. We are going to ensure local opportunities. As a matter of fact, I've already met with several of the

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state representatives and senators to make sure that they're aware of these opportunities.

And then when we move into the arena, we're going to have hundreds of more jobs and we are going to ensure that those jobs are available.

So I thank you very much for your time this evening. I appreciate you listening. I look forward to being a part of community and working with all of you moving forward. Thank you.

THE HEARING OFFICER: Thank you.

The next speaker is Tiffany Labissiere.

MS. LABISSIERE: My name is Tiffany Labissiere, and I'm a resident of 225-08 107th Avenue in Queens Village. I'm a wife and a mother of two boys who have gone to sleep because they have school tomorrow. I'm also the secretary of the 107th Block Association.

The 107th Block Association is a group of Queens Village homeowners that are

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very concerned about the Belmont development. Like our Long Island counterparts, we are concerned about noise pollution and parking in our area.

Recently my son hopped out of a car and a car came zooming down my street and almost hit him. My street is already a speedy alternative for people trying to avoid traffic on the Cross Island Parkway. If games, concerts and other events will take place in my backyard, I'm concerned about my children playing outside.

The 107th Block Association would like ESD to consider several needs for our community. First, we would like to request special parking permit signs on game days and weekends on the Queens Village side of the development.

We would also like access to the facility's promise in the proposal, the community center or what have you.

In addition, we would like a promise from the developers that our street, 107th Avenue between 225th and 227th, does not

become an exit for the parking lot.

The 107th Block Association bought our properties with the hope to raise our families in a safe and beautiful community. Our simple requests are a small ask to the city and the developers. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Julie Marchesella.

MS. MARCHESELLA: Good evening, ladies and gentlemen. My name is Julie Marchesella, I'm a member of the Elmont Chamber of Commerce. I'm a property owner directly across the street from the racetrack as well as the proposed site.

I'm in support of this project. Elmont has had many proposals for redevelopment over the past approximately 30 years, of which I have been a community member, all for nought. It's about time that a viable project and investment in the Elmont community takes place. It is also about time for this barren property to become more than a

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parking lot.

It's also about time that Elmont residents -- Elmont residents -- Elmont residents, not Floral Park or any of the surrounding communities, but Elmont residents have the Long Island Railroad that they deserve. A train station that was part of our vision plan almost ten years ago now. The region of Long Island as a whole could use the monies generated by this development in sales tax revenue alone. I have had an empty store available for over ten years awaiting just the right tenant. Talk of this stadium has already prompted interest.

My current tenants, residential and commercial, are in favor of this development. One has already received orders from the Islanders. They are also interested in the potential jobs created, both full- and part-time. Any project of this magnitude is going to require electricity, water, security and, yes, traffic. Along with traffic comes customers and spending.

There is nothing there now. There

01-10-19 - Belmont Redevelopment Public Hearing are all items that have been addressed and the only thing that won't cause additional traffic is the current parking lot currently in use. Is that what we all want here? I'm sorry, I don't. I own property and invest here.

(Audience participation.)

THE HEARING OFFICER: Let her finish. If you want to express -- excuse me. If you want to express yourself about a speaker, you have time to boo, cheer, hiss or applaud after they speak.

Please continue.

MS. MARCHESELLA: Any project of this magnitude takes time and patience. Let's move on and make this happen. Thank you.

THE HEARING OFFICER: Thank you.

The next speaker is Thomas Dejesu.

MR. DEJESU: Good evening. My name is Tom Dejesu, I work for the New York Racing Association and I've been asked by our president and CEO, Chris Kay, to read this letter tonight:

"The New York Racing Association welcomes and supports the proposed

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redevelopment of Belmont Park that will create thousands of good jobs and drive positive economic impact for our community and this region for decades to come.

"As the cornerstone of an industry responsible for 19,000 jobs and more than three billion in economic development impact annually both here on Long Island and across the state, NYRA began productive dialogue with Empire State Development and New York Arena Partners immediately after the RFP was awarded in December of 2017.

"The conversations and meeting that have taken place since then have resulted in a fuller understanding of the importance of the project to the local economy as well as the material improvements that would benefit the towns and villages so well represented throughout these public hearings.

"I will provide just two examples of those material improvements at this time.

"First, the utility provider for this area, PSEG LI, had chosen a site for the new electrical substation to serve the area

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partners project without consulting beforehand with us or the surrounding neighbors. Both NYRA and our neighbors objected to the proposed site.

"NYRA responded by identifying several other potential sites on our property and then invited representatives from the area partners, Empire State Development and PSEG LI, to inspect and evaluate those alternative sites. The parties, working together, agreed upon a new site, one that is not immediately adjacent to the local school.

"Second, NYRA collaborated with the area partners and Empire State Development to address programming at each venue. NYRA and the area partners have agreed that they will not schedule large-scale events at the same time in our separate venues. For example, the area partners will not have a hockey game, obviously, on the day of the Belmont Stakes. We have also agreed upon plans for a smaller event.

"These changes to the original environmental impact statement are reflective

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of the collaborative way both ESD and the area partners have addressed concerns from NYRA and the neighboring towns and villages.

"In addition to the significant number of jobs and debt of economic impact from this project, the redevelopment of Belmont Park will result in a revitalized property with the kinds of entertainment offering and amenities that we believe will directly contribute to the growth and overall health of the overall horse racing industry by appealing to a new generation of racing fans.

"However, as a proud part of this for decades, NYRA supports this project so strongly because we believe the project will drive the creation of good-paying jobs both during construction and decades to follow.

"Many of the speakers during these public hearings have described Belmont Park as a good neighbor" --

THE HEARING OFFICER: Mr. Dejesu, you can submit the rest of your remarks to the stenographer and they'll become part of record. Thank you for your comments.

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The next speaker is Joyce Stowe.

MS. STOWE: Good evening, everyone. My name is Joyce Stowe and I'm president of Tudor Manor Civic Association.

Much has been said about the Draft Environmental Impact Statement, DEIS, for the past three sessions and I will not itemize my objections to the draft at this point, but to simply advise that the New York State Development Corporation take this plan back to the drawing board.

I joined scope and involved in the endeavor for decades ever since the two lots were mandated to Elmont for economic development to bring relief to homeowners' property taxes in Elmont.

The school tax had a very deep affect on the residents in the various districts around Belmont Park and Belmont Park is the only land space in this side of Nassau County and the border of Queens that will help with the problem, hence the two lots.

This project is the furthest we have been since 2008, having dealt with three

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governors and tremendous assistance from our the assemblyman, the Honorable Thomas Alfano. At that time, NYRA was supposed to have led the way.

The LIRR was always a pivotal angle for this development. We had several meetings with the MTA between 2007 and 2008, coupled with promises; however, when costs of millions were introduced, as it is right now, there was no agreement. That is one of the major reasons why Belmont is without a viable train station and cannot accommodate this large project. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next five speakers are Nancy Gorry, John Sexton, Brian Naughton, Greg Curley and Jack Guevrekian.

MS. GORRY: My name is Nancy Gorry, I was here last night at the meeting and I was listening.

I listened to all my neighbors' concerns regarding this project. I listened to Elmont residents' concerns looking for a

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solution to beautify their neighborhood and to have a train station for their use.

I'm back here tonight hoping people will listen to me. I'm a 28-year homeowner in the west end of Floral Park and a 51-year resident of the village. My mother grew up in Zinnia Street with her four sisters in the house that my grandfather built in 1922. In fact, two of my cousins are also homeowners here as well, and one of them is here tonight.

I tell you this to show you my roots are deep in Floral Park and throughout all of these years I've had a good neighbor in Belmont Park and NYRA. NYRA and Floral Park have always peacefully co-existed.

Along with racing, I remember the many concerts in the park held on summer nights; you could bring a blanket and cooler and hear current bands for about $20.

There was also a time when racing was up at Saratoga, that the park would open its gates to traverse the myriad of lots and tunnels throughout the grounds.

Also, when my son was younger, they would host fun runs with the town's youth council and the finish line was a long back stretch. Sadly, I think most of these activities stopped after September 11th.

Anyway, going back to NYRA. About 15 years ago, NYRA had a plan to build a daycare center for the backstretch employees for both Belmont and Aqueduct. It was a beautiful building surrounded by shrubs and low lighting that was to be an asset to the grounds. It was also to be placed adjacent to the dead end homes of the west end.

NYRA sought out our approval and asked for input. We wrote letters and some of those letter writers were asked to meet with the planning commission. The hours of operation of the daycare were from 5:00 a.m. to 9:00 p.m. This would have entailed almost nonstop traffic from staff, from drop-offs, from vendors and deliveries right in our backyards.

We voiced our concerns and we asked about other possible sites. In the end,

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NYRA listened. Without much fanfare, the daycare site was moved to just inside the front gate where it is still in operation today.

I'm not against the development at this site, as I realize prime real estate is underutilized. But it seems as if everyone wants a piece of pie. An arena plus a hotel and mega mall with no clearcut way to alleviate the congestion on the roads leading there is not feasible. A railroad station would be a long-term benefit for both residents and the fans. It might even bring more fans.

In closing, the project is just too ambitious for this densely populated space, and at the end of the day, I hope the ESD is listening.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next speaker is John Sexton.

MR. SEXTON: Good evening. I'm reading this for Archie Cheng who is a trustee for the Village of Floral Park and a past

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trustee for the Floral Park Bellerose School District and the Sewanhaka Central High School 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 ride share vehicles. The north lot abuts the playground of the Floral Park Bellerose school. A 1,000-foot-long open chain-link fence separated the playground from the north lot.

Over 900 students use the playground daily and many more students use the playground for athletic practices and games in the evening during daylight savings time.

The potential for 3,000 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's 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 is carried out on-premises drills to safeguard against intruders, but there's 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 8,252 parking spots. On a Saturday midday event, 5,511 spots would be utilized leaving 2,800 open spots. And if there was racing, 2,030 more spots would be used for the Belmont track, leaving 561 parking spots not utilized.

On weekday and Saturday evening events, without racing, between 6,530 and 6,846 spots would be utilized, leaving between 1,250 to 1,570 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

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non-sold-out events and a wide buffer established where the 561 unused spots were going to be placed. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. Next speaker is Brian Naughton.

MR. NAUGHTON: I'm reading this for Mayor Longobardi 'cause we're not sure he's going to be allowed to speak tonight.

THE HEARING OFFICER: Excuse me, the mayor has put in a request to speak and those who have already spoken were put at the back so people who haven't had a chance to speak could speak first.

I'd appreciate if you do the same. You can hand it in or you can wait and you can read it.

MR. NAUGHTON: I can speak on behalf of myself, right?

So all right. So I've lived here my whole life. Brian Naughton. So they say there is going to be no tailgating at Belmont. On Belmont Stakes Day, 40 state troopers are assigned to the Belmont parking lots to make

sure there's no alcohol. Have you ever been to Jones Beach for Jimmy Buffet? They banned alcohol also.

How are you going to do that? New York State troopers are not going to come into parking lots to ban alcohol. This is not going to happen.

All right. I'm not sure how a group of individuals are going to make a little bit of money for themselves, but they are going to put our children and our children's safety at risk? It just doesn't make sense. These are our kids. You don't live here, Mr. Browne, I live here, all right. I've lived here my whole life.

I work here. I live here. I walk to work in the village. All right. A little bit of money for a small group of people that don't live here don't come back to bite me.

(Applause.)

THE HEARING OFFICER: Thank you for your personal comments. If you want, you can hand that in, it'll be part of the record.

The next speaker is Greg Curley.

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MR. CURLEY: Thank you. My name is Greg Curley, this is my son, Danny, he's a fifth0grader. We're residents in Garden City and we support the new arena.

I listened through everyone. Please, could you just let me speak. I will not -- he has an older brother and an older sister, they are both in high school and they got to experience a significant amount of, what I call, very special family time going to New York Islanders games at the Coliseum; something Danny hasn't gotten to have since they moved to Brooklyn.

I hope people can appreciate and realize how special it is to have a pro hockey team in the area, something that the kids can look up to, something that my son can come here in a room where everybody is against us and be proud enough to wear an Islanders Jersey.

Let me just tell you, I was here in the beginning of this meeting when Michael Walker got up and spoke and I was impressed as hell with that kid and for the attitude that

he had and the bravery that he showed coming up here and getting up there and speaking. And I wish Danny, someday, could speak like he did. I'm very impressed.

One thing, and this is off my speech, the Islanders contribute to the community. The Islanders go to the schools. The Islanders, the players, these are pro hockey players, go to the schools and run programs for the kids where they teach -- where they help them build confidence to do such like Michael Walker did, that very impressive kid before.

So when you hear, Hey, there's nothing in it for the community. No, having the Islanders, a pro hockey team stay here, there's a hell of lot in it for your community. There's a hell of lot in it for us. So traffic problems, congestion, please just listen. Look at the gain, the stuff that can happen, the stuff that the Islanders can bring to this community having the pro hockey team.

And let's face it, if this project

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doesn't go through, the team is gone and you can go back to the stagnant Long Island that, unfortunately, you see when you drive down Hempstead Turnpike to get here.

Thank you for your time and thank you for listening to me.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Jack Guevrekian.

MR. GUEVREKIAN: Good evening. My name is Jack Guevrekian and -- tough crowd we got here tonight. I'm afraid to talk.

The previous gentleman mentioned pro hockey team here in our own backyard, I think it's a great opportunity. It's a great thing to have.

I grew up on Long Island, I experienced a lot of those same things going to those games. Few years back we lost the New York Jets, this was a shame, it was a professional team but some might call it a minor league team.

New York Islanders themselves

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personally have done great things for the communities throughout Long Island. Sick kids in the hospitals, amazing gift to their families who let them do specific things for the children that are disabled. And my own children have got to experience meeting the team players.

I think it's something to work out. I think it's a great opportunity. I'm going to keep it short. You all have a great night and thank you for listening.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be Beth Dixon, Bernadette Smith, Brian Siglar, Maureen Heeb, and Krissy Roleke.

The first is Beth Dixon.

MS. DIXON: Hi. Beth Dixon, I live in Bellerose Village, 76 Hudson Road, and I'm president of the Junior Women's Club of Bellerose. And our village is a very small village, we're nestled in between the Cross Island, Jericho Turnpike, Floral Park. And I have concerns about the traffic that this

project will bring.

I feel this project is too long and it's going to bring a burden of traffic that we just cannot handle. 40 years ago we had to put the speed bumps on so many roads because so many commuters were using our street as a cut-through and that was just regular, everyday commuter traffic. And they were speeding, of course, as soon as you got away from Jericho Turnpike, you start flying down Hudson Road. It was a safety issue for our children.

I think that it's obvious that the Cross Island is not going to be able to handle the traffic this project is going to bring and people will turn to Waze and Google Maps and they'll get diverted right through Hudson Road, right through Bellerose Village and right through the neighborhood streets as well.

On my block alone we have 29 children and that's just my one short block and they are outside all the time. They are walking to their friends' houses playing

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outside. So my concern is the traffic that this project is going to bring.

And that's really -- in short, this project is way too large, too much traffic is coming in and it's not safe for the children. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Bernadette Smith.

MS. SMITH: Okay. I just want to -- I have a few things to say, a few points I want to make.

This project is too long, it's massively flawed, it needs to be reworked. I think it's important to note the masterful public relations that is it being called the Islanders arena project, the Islanders project, all the time. It's genius. It's all about the Islanders, but it's not.

And it sort of changes what the flavor of the opposition is to anything. It makes it like it's anti-Islander. This poor gentleman should not have to sit here and

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defend himself that he likes the Islanders, that shouldn't have happened.

But the project is vastly larger than just an arena. It's an arena plus a hotel plus a mega mall. It's continuously expanded in scope -- I disagree, Mr. Browne, I'm sorry. And the study that was done, obviously, has changed in order for it to be compliant.

The energy. We spoke about earlier today, someone brought up the pipeline. I'm going to quote the article released in POLITICO today. The National Grid rep said last November, "Supplying preferred service for this project is contingent on the successful and timely approval and permitting of the Northeast supply enhancement pipeline project" -- we know is hugely controversial -- "and expected to provide a guaranteed natural gas supply. National Grid said the pipeline is crucial to support this and to support the growing natural gas demand."

Mr. Stern was quoted as saying, "Belmont can move forward without the

pipeline, the alternative is definitely not oil, we're exploring all clean energy renewable options." But the options were not explored in the DEIS.

Governor Cuomo is committed to green energy, he's all a part of this new green deal that's happening, but we don't have an answer to what will happen if the pipeline doesn't happen. And he's saying it won't happen so we still have no answer in the DEIS.

This project is flawed and the study is flawed.

Economics. Local businesses could most assuredly gain from an influx of visitors to the area. Nobody disagrees. In particular, we've heard from our neighbors in Elmont that they welcome the economic growth and from Floral Park I do as well. But this project is massive and it's geared to bring people to the campus of Belmont Park and keep them there.

And I don't see the economic development along Hempstead Turnpike and Jericho Turnpike that needs to be done. The

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project is too large. Drop the mega mall. Keep it with just the arena. I have more but not enough time.

So I can't foresee the long-term success of this. Never mind the traffic and how it's going to affect the residents, if you're coming in as a visitor and you get stuck for hours on the Cross Island Parkway and hours on the roads getting in, what makes you think they are going to come back?

(Applause.)

THE HEARING OFFICER: Thank you.

Our next speaker is Brian Sigler.

Is Brian Sigler here?

(No response.)

THE HEARING OFFICER: The next speaker is Maureen Heeb.

MS. HEEB: Hi. I'm a resident of Floral Park, I've been here for 50-some-odd years. I read the report and I'm baffled at the lack of consideration on the impact of the surrounding -- to the surrounding communities.

I'm against the project. Everybody talked about all the traffic, they

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talked -- you guys mentioned that the mitigation plan you offer is carpooling and incentives to use mass transit, and all of this is quite laughable but very scary for the residents of the surrounding communities.

The number of cars navigating through the local streets to get to the events is estimated at over 13,000 based on your report. Our communities can't handle it and the project will put all of our residents at risk. It's too big.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next speaker is Krissy Roleke.

MS. ROLEKE: Thank you. I live on 330 Carnation Avenue here in Floral Park -- here in Floral Park, we're in Elmont. And I'm here with our neighbors from Elmont and Queens Village, we have to come here periodically. I've only lived here ten years, but periodically, we have to come here and fight a new ridiculous plan which tells me that the RFP is flawed, not just this project.

(Applause.)

MS. ROLEKE: It's like a giant stadium and mega mall or parking lot. I love that these are the only options.

I'm glad to hear the developer is listening and you -- I really hope you are listening to the community, listening to our emergency responders. What could be more important?

As many speakers before me have pointed out, even before the environmental study, it was obvious this over-the-top plan was a bad and harmful idea.

I'm on the Cross Island Parkway every day driving my kids to and from school, that's not even during rush hour and Waze tells me to get off and go on those side streets. So I don't know who's saying that that doesn't happen. In the mornings, I'm just like ten minutes later, I'm still in Floral Park. It's a joke.

But even if the developers are not concerned about the health and safety of the children and our other community members, why do you want your customers to get so

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frustrated and turned off by the awful logistics and traffic. None of this makes any sense.

And now with the news of the National Grid, it just gets bigger and makes less and less sense. I was -- as a child, I liked seeing the boy in the Islanders Jersey, I was a season ticket holder with my family during the dynasty years. It's exciting and I love what they do in the community so I don't know why they'd want to be attached to something that will do such damage to community members, especially the children.

(Applause.)

MS. ROLEKE: And I love the work they do with them, but, again, that's someone who would be at risk from the project more than they would be helped. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next five speakers will be Laura Trentacoste, Dana Bonomo, Craig Forbes, Ann Moynagh and James Farrell.

MS. TRENTACOSTE: Good evening.

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I'm Laura Trentacoste, the Floral Park Bellerose School District Board of Education vice president.

During each of your listening session we've had a representative here imploring you to please call our district office and sit down for a meeting with us. You've touted the many groups you've worked with during these development plans, but no one has had a conversation with us.

So please call our office tomorrow morning. Mr. Browne, you, too, we'd like to take you on a tour. Show you Belmont through our school yard. Take you on a bus tour at dismissal so you can experience the traffic that our bus drivers are already facing every day.

We are very worried about our children. Please call the Floral Park Bellerose School District office tomorrow to make a meeting and sit down with us, please.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Dana Bonomo.

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MS. BONOMO: Hi. My name is Dana Bonomo, I'm a Floral Park resident. I'm a transplant, I've only been here 25 years.

Scores of people have come up and talked about the entire project feeling that it's just too big, the feasibility, the safety issues.

My observation here is the puppet master of this whole thing is and that this that department right there, the New York Empire State Development. That's where I'm going with this.

This is an agency that has broken federal laws, State laws, has spent hundreds of millions of dollars inappropriately, ineffectively and without any accountability. And these are the people that you fine men and women are getting into bed with. They are not trustable. They have such a deplorable record of mismanagement, misspending and lack of accountability.

They are the fine people behind the signs on our state highways that are illegible when you're driving. They were put

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I personally am a self-employed person, I was in a negotiation with the New York State Empire State Development for a fashion initiative involving "I Love New York." I had a 19-page contract to sign involving the use of their licensing mark. I'm no lawyer, but I read through it and found some things that I felt were very conflicting. Showed it to a lawyer friend and they were like, Sign the contract this can never hold up. It's so conflicting in language that it's laughable.

So when this DEIS report comes out with these really unrealistic expectations and lack of problems that could come from a project so large and that agency approves it, it's like look at your source, people. If they were in private sector, they'd be fired. They would be demoted.

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(Applause.)

MS. BONOMO: I worry the puppet masters of this project and the deceit and the lies. They've spent $450 million on advertising in six years and would not disclose the papers to the public, the contract with the advertising agency. All of the invoices that were pursued. It was a $50 million contract, it ended at $450 million. The point was to bring economic growth to New York. Guess where the media buy was? New York. Guess who doesn't see that? People who aren't from New York who were supposed to be building the businesses here.

Fools. It's ESD, Extremely Stupid Developers.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Craig Forbes.

MR. FORBES: Good evening. My name is Craig Forbes, I live on Freeman Avenue in Elmont. I'm a lifelong resident of Elmont and a member of the Tudor Manor Civic Association.

I wanted to say that I'm an Islanders fan, I've gone to many Islanders games. Not many, like five or six, over the last few years. I brought my little guy to watch Tavares when he was here. He loved to wear his Leddy jersey.

But being as that may, I can't support this project right now in its current standing. As the folks have mentioned already throughout the evening and the last few days, every afternoon, every evening traffic in this particular area along Hempstead Turnpike, Elmont Road, the Cross Island, Northern State Parkway, is absolutely slammed and that's without even an arena here in the area.

So I think obviously putting an arena here would only make that situation worse, much worse. And I think moving the start times of the games may help a little bit, it's not going to solve the issue. It's still going to be a major issue in this area.

I've been to a bunch of these meetings over the years and a number of projects, whether it's stores or whether it's

different things that come up, whether it's the soccer stadium or this arena. And a lot of things promised over the years, whether it's been a full-time Long Island Railroad station, whether it's been a supermarket for the community, whether it's been a small community center. A lot of these things have been promised to the community and in this current plan it is not present and none of these thing are present. And that's unfortunate that over the years there's a problem to the community and in the end it's not part of the final plan.

I can see it -- I never saw that there was a mega mall on the south lot before these other meetings. So I could see the project has grown in scope significantly and I also believe that it is not going to benefit the community.

I've done a little reading on the stadiums throughout the U.S. and economically they do not, over a long-term period, benefit the community. The data definitely backs it up.

I also feel the folks -- I've only been to a handful of games, but I feel the folks in the community wouldn't be able to afford the tickets to the games. So they are going to have to host an event here, but they can't go to the games.

THE HEARING OFFICER: Thank you, Mr. Forbes.

(Applause.)

THE HEARING OFFICER: Our next speaker is Ann Moynagh.

MS. MOYNAGH: Good evening. My name is Ann Moynagh, I'm 29-year resident of Floral Park and I love my neighborhood.

I understand that the areas are bound to change and I can accept that; however, I cannot accept the depth of this Belmont expansion. It's just too much.

I am also a small business owner in Floral Park. One proposed solution on the first night to the traffic problem was "come early, stay late." Well, that certainly does not bode well for the few mom and pops that are left in the surrounding areas and

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neighborhoods. There are already so many empty storefronts near us, a proposed mega mall does not make good sense.

I also fear that the proposed hotel is just a setup for a casino down the line.

(Applause.)

MS. MOYNAGH: As a retired school teacher, I'm very aware of the concerns of our school children and our schools. Someone last night, a school board member, said here that the developers should do a ride-along so they could see the drop-off, the pickups, the parents pulling up to schools and all of that so that they could really see what the traffic patterns are like and what kind of maneuvering goes on when kids are going into school and coming out of school. I think that's a great idea.

There are just so many faults with this development plan. I echo many of the people I've heard over the last three nights, and this plan really needs to go back to the drawing board as so many people have said.

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Please don't destroy our way of life here and all this work that we've done to create a beautiful neighborhood. We don't need this project. It's just too big. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you, Ms. Moynagh.

The next speaker is James Farrell.

Is James Farrell here?

(No response.)

THE HEARING OFFICER: Our next speakers will be Deirdre Cunningham, Carl Achille, Jon Cooper and Kristin Flood.

The first speaker will be Deirdre Cunningham.

MS. CUNNINGHAM: Hello and thank you. I live at 69 Clover Avenue in the west end of Floral Park or what Waze will eventually call "an alternate route to Belmont Park."

Today I'm repeating a little information I heard from Bernadette Smith and Ms. Moriarty, but it does bear repeating.

Today it was reported on

POLITICO.com that National Grid warned unless a new natural gas pipeline goes through, the Belmont project will have to find an alternative for its colossal heating needs. Yet, as reported by POLITICO, a spokesman for the New York Economic Development arm said a consistent gas supply is not necessary for the Belmont project. But the current plans for the stadium complex rely on gas for heating and no potential alternatives have been made public.

Jack Stern of ESD has gone on record saying that the project would categorically not use oil even if it's unable to get firm natural gas service. Stern said Belmont can move forward without the pipeline, yet has not said what the alternative energy sources would be and none were mentioned in the DEIS.

I'm troubled by the conflicting information. And a project of this size, I'm a little surprised that I have to ask, how are you going to heat the stadium, hotel and retail? Will Cuomo approve a pipeline or

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absent a pipeline, are you planning on bringing compressed natural gas via rail or trucks, which would not be allowed on the Cross Island Parkway?

Ultimately, this is not very surprising given the dearth of information being presented in the DEIS, which does not significantly address the impact to water and the environment.

I am not opposed to development at Belmont, but the size and growth of this project does not fully consider the impact to those communities most affected, no matter how many people you encourage to carpool. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next speaker is Carl Achille.

MR. ACHILLE: Good evening, all. My name is Carl Achille of Elmont. Yes, I'm a former congressional candidate for this district, but I'm not here as a politician. I'm an Iraq war veteran, member of law enforcement, a father, a family member, and I

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(Applause.)

MR. ACHILLE: I've been very active in this community since my return from combat in 2004, serving as vice president/president of my local civic, vice president of the Elmont Chamber of Commerce and families for public office. I truly care about all of our public safety and security.

As detailed in the book Vigilance by former New York City Police Commissioner Ray Kelly, in 2005, after being stonewalled by developers and the Empire State Development, after months of letters and e-mails, which culminate into threatening to publicly embarrass everyone about the very serious public safety and security concerns about the proposed design of the Freedom Tower of lower Manhattan, his recommendations were finally taken into consideration and utilized.

Unfortunately, nearly 14 years later, the same old game is being played here. To my knowledge, to this date, there has not been a comprehensive threat assessment that

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Over the past several days, you've heard from many advocates from our neighboring village, parents, the young, old, other concerned residents, who are all here on behalf of the community, who over the past couple years have suffered under the affects of lukewarm representation from individuals who are not able to deliver or effectively represent the needs, wants and concerns of the people who put them in office so the people have been forced to represent themselves.

I'm here today because I feel more frustrated with what we, as the community, have to advise you that our approximately 2600-member police force here in Nassau County and especially our local volunteers who risk their lives for the rest of us at our fire department, would need millions more dollars in upgrades, equipment and advanced training to not only protect our communities but to

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protect their own lives in the event of an emergency or, God forbid, act of terror.

(Applause.)

MR. ACHILLE: My fear is that our current economic state here in Nassau County, will that increase have to come from our newly reassessed taxpayers? It appears that in an attempt to account for potential public safety concerns, you placed an emergency entrance in the narrow backstreet among homes in hopes that this will ease the communities' potential concerns, but what that did was highlight the fact that you have not contacted any professionals in the public safety or emergency management sector. Because if you were, you would have known that it would be next to impossible to operate a large amount of emergency vehicles needed to respond to an active shooter, terror act or, more commonly, a fire situation in an entrance slightly bigger than the size of a curb cutout for a standard driver.

(Applause.)

MR. ACHILLE: -- no transportation

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infrastructure, no railroad usage or access are just so many issues that have plagued this community for decades and are not new.

Ladies and gentlemen, this is our special moment. Let's not let our children, our families, our neighbors or ourselves down. Thank you very much.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Jon Cooper.

MR. COOPER: Hope I won't get too many boos. But good evening, my name is John Cooper and I'm from Garden City, originally Roslyn.

Just let me speak and then you can do whatever you want. Okay.

I'm here tonight because I'm not just an Islanders fan, I'm not just someone who worked with Nassau in Islanders telecast back in 1985 and his family was a regular season ticket holders. I'm here 'cause I'm a Long Islanders.

I'm here because this arena is vital to our island's future. Building this

arena isn't just for the Islanders, it's for all of us. The benefits that this project will have on our economy and way of life will outweigh any negatives in job creation and tax revenue. Those are the affects that will benefit the economy, but ultimately building this arena and bringing the Islanders home permanently for a new generation of Long Islanders is just the right thing to do and will ultimately benefit all Long Islanders for generations.

Ultimately we can all come together and figure this all out. I know I don't live here, but I'm from here, too, maybe one day I will live here alongside all of you.

But you know what, it's not funny because it could happen. I've lived within ten minutes of an Islanders game most of my life, I'd like to do that again someday and all your concerns do -- I'm not saying all your concerns aren't warranted, but we can all come together, figure it out so everyone can be safe, secure, happy and we have something to be proud of as Long Islanders. Thank you.

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(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Kristin Flood.

MS. FLOOD: Hi. My name is Kristin Flood, I'm a lifelong resident of Floral Park. Thank you for allowing me time to speak tonight.

I echo my neighbors' sentiments of that opposition that you've heard for most of tonight and I agree this project is too large, too much and too greedy. I'm here once again at this microphone two times in less than a year, and I'm standing now in awe looking at you that this project of this magnitude is in the hands of representatives, who I've witnessed over the last couple nights on occasions spending more times on your phones and whispering than actively listening to our concerns.

(Applause.)

MS. FLOOD: It also goes without saying that it's evident reading through the DEIS that the same level of attention was paid.

I want to recognize Empire State Development as you embark on your next challenge of bringing Amazon to New York City, that's amazing. But in doing so I want to state for this record that it seems that you've been spending more time on that than focusing on the Belmont project.

We will not settle for the guillotine here, not when my family, my children and my community are at stake.

I recommend a different approach with more professional conduct from the ESD representatives. I didn't even realize that he was a moderator until just tonight. It would be better if we were actually able to speak to you and have your full attention; no laptops and cell phones.

Please come to Floral Park and see what you're blindly about to destroy. Please listen. It's very simple, it's too much for Belmont. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you Ms. Flood.

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Time is now 9:22 and we've had 61 speakers so far and now we will start with those who have already spoken at the hearing on previous days.

So our next speakers will be, if they are still here, Ross McDonald; Matthew Sexton; Nadia Holuvnyczyj; Dana Weissman; Dominick Longobardi; Jessica Alfonsi; Joe Alfonsi and Dr. Lynn Pombonyo.

Ross McDonald.

MR. McDONALD: Good evening, everybody, everyone that's still here to hang out and listen to information.

What I want to bring up in this last slide that we had over here I don't think people noticed because it was like 30 seconds per slide. But the slide that had summary proposal General Project, there was a major issue concerning the financing of the arena.

The arena is listed -- the Belmont arena is listed at $1.1 billion in total. The slide did not actually give the value of the Belmont arena, did not give the estimated value of the hotel, did not give the estimated

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value of the retail village. The total amount was listed as $1.12 billion.

In the slide presentation, Payment in Lieu of Taxes, this is a code phrase for payment instead of real taxes. If you want to understand what that means, the arena on the slide that guaranteed minimum annual payment of $1 million. What does that represent? We're talking about a $1.1 billion project, Belmont project. If you take 1 percent of that amount, that would equal $12 million a year, not the guaranteed minimum annual payment of $1 million escalated annually.

The slide presentation was not complete, it was misleading to the people of the community, surrounding communities of Elmont, Floral Park, Bellerose, Cambria Heights and so on.

There's also the Payment in Lieu of Taxes which is a code phrase for payment in lieu of real taxes. If Nassau County offered the homeowners payment in lieu of taxes for our property taxes and they told you that if your taxes were 15,000 -- real estate taxes

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were 15,000 a year and they told you if you're paying just one-third of that amount, 5,000, that will be your total tax payment for your year, wouldn't you take that?

Okay. How many people here are interested in making millionaires, billionaires? Raise your hands. Nobody, right? Well, that's exactly what this project is going to do. It's going to make millionaires, the Wilpon family are the ones that Sterling Associates and --

(Sound of timer.)

THE HEARING OFFICER: Thank you for your comments.

MR. McDONALD: Please check into that.

(Applause.)

THE HEARING OFFICER: Next speaker is Matthew Sexton.

MR. SEXTON: Matthew Sexton, Village of Floral Park. I'm also the parliamentarian of the Floral Park South Side Civic Association and I can assure everyone that is here, the Floral Park South Side Civic

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Association is 100 percent against this project in its entirety.

Mr. Browne said before that Belmont Park was the best and only place in the area to build an arena. I, unfortunately, have to disagree with you on that one. There is an arena proposed and being built in Suffolk County.

I've heard multiple times about outreach. I've worked with Lisa Black who outreached the residents and civics of Ronkonkoma to gain support, identify problems, come up with solutions so that the arena would have a minimum impact to Ronkonkoma.

We have not, any of our Floral Park South Side -- any of our civic associations have been met with by Empire State Development Corporation, nor by the developers at NYAP.

Another thing I do have to take issue with is the fact that this is a $40 million land giveaway as stated by the late great Village Voice. Furthermore, as stated tonight this evening, New York state

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taxpayers will be on the hook for $40 million worth of infrastructure improvements and we're supposed to hope that the developers pay them back.

Sterling Equities already has one current development, it's called Citi Field. It's junk bond status. Why should taxpayers have to take any risk for any sort of infrastructure? You have the money, pay it yourself.

Last, I'd like to say this: We're told these jobs, these retail jobs, these other jobs are bound to be great. I propose this from the gentleman from Pittsburgh. Do me a favor, give up your salary. Give it to that gentleman that spoke third who helps feed people who are needy, and take the average salary for a yearly person who works as a concession stand worker at the Nassau Coliseum or the Barclays Center and go try to get a mortgage and live in Garden City. It's not going to work out that well.

All the Islanders fans that ain't here no more, we're willing to help you. I

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have had no problem calling up Suffolk County so you guys could move that and you can stay on Long Island.

Furthermore, Mr. Browne, I think you got screwed with Willets Point. We could be much better friends than what we're going right now. I know that your money didn't work with Governor Cuomo, he can do to you mostly whatever he wants. We'll send enough letters and you can put this arena at Willets Point because we don't need it right here.

What we need are high-paying jobs. What we really need is first a community advisory board similar to Saratoga and Aqueduct.

Second of all, we need a master transportation plan. We are not against development but we need to develop the infrastructure first.

And finally, we need to have a master plan for the area. Something that is current, something that brings in high-tech jobs, STEM jobs, something that can complement our school district so our children can go and

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learn these skills and take them into jobs. 'Cause last I checked, there is not enough ice skates in the world that can get these kids to do a job like that. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you. Our next speaker is Nadia Holuvnyczyj.

(No response.)

THE HEARING OFFICER: Next speaker is Dana Weissman.

(No response.)

THE HEARING OFFICER: Dominick Longobardi.

MAYOR LONGOBARDI: It's been a long night for everybody.

Good evening, members of the Empire State Development Corporation. I want to take this opportunity to thank you for hearing our many residents and the issues that 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.

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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 Ladecky, Zach, Anne and few others join Gerry, Kevin, Commissioner McAllister and myself to take a tour of the great village and Belmont Park.

It was about 4:00 on a very rainy afternoon. Mr. McAllister drove the van and we drove 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 to 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 Floral Park and Bellerose train station. We discussed how the project might be good for all the surrounding communities if we could generate business in the local areas.

However, we also discussed issues relating to the proximity of the houses and school children to the fences of Belmont, the traffic on all the roadways and how it might affect the access to the events and the problems that it would cause for our residents, how the traffic would cause major issues for residents and business owners from accessing their homes and businesses and of course problems for emergency response vehicles.

We discussed how the train stations might become a hub without a full train station at Belmont. We talked about how we did not want the north lot being used.

As an aside, at the time, use of the east lot wasn't even a thought.

As the project evolved, issues such as the height and placement of hotel and location of the electrical substation were taken care of and open communication was afforded to the village.

However, the issues of safety, traffic use of the parking lots adjacent to

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the 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 that tour.

Obviously nothing has been done to address these issues and, in fact, 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's not about the New York Islanders, in fact, in my statement, again, the Village of Floral Park is not against development of Belmont or the New York Islanders hockey team. But I will say this: Governor Cuomo does not own Belmont Park, the taxpayers of the state of New York own Belmont Park and you --

(Applause.)

MAYOR LONGOBARDI: This is your development project and it shouldn't be done at the peril and cost of the quality of life

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I urge you to go back and redo this DEIS and address the issues raised by the wonderful caring people in Floral Park and the surrounding communities. And please, as you do so, absolutely remember it is those people you work for. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Jessica Alfonsi.

MS. ALFONSI: I'll be brief tonight. Hello again.

I've sat here the last three nights and feel the need to sum up the messages of the vast majority of speakers and spectators.

No one believes your environmental impact study is done honestly and accurately. Many subject matter experts reviewed several sections of the DEIS, namely safety, traffic, transportation, community character, water and noise. You've obviously not familiarized yourself with the communities and the area.

How many people have to tell you that bringing a hockey arena and parking lot to an elementary school may not the best idea? And how many need to say traffic is already atrocious and that people are dying?

Elmont needs development but not all this. Start by giving them a fully-functioning LIRR station that will be enough of a boom to 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. Belmont Park must stay parklike, however, not become a parking lot. We don't need hotel space and retail space and conference space and office space. Who here will benefit from any of 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 one. Put all the arena parking on the south lot where it belongs and stay away from our schools and houses.

And finally, I think it's safe to say you clearly do not have the community's support. In today's Newsday article, your spokesman, ESD, is quoted as saying, "ESD is committed to a robust community engagement process. Our goal is to ensure local residents' voices are heard."

I'm up here to tell you that we do not feel heard.

And on a personal note, I don't like focusing only on the negative and coming up here and barking at all of you, I understand business is business. Mr. Browne, you seem like a nice guy, I get what you're trying to do. But we tried playing nice and you guys didn't reciprocate.

Floral Park will not put up with this. And instead of thanking you, I want to thank my neighbors and friends for coming and fighting for our town.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speaker is Joe Alfonsi.

MR. ALFONSI: I can't follow that.

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THE HEARING OFFICER: Understood. Next speaker is Dr. Lynn Pombonyo.

DR. POMBONYO: Good evening. I'm Lynn Pombonyo, a trustee of the Village of Floral Park. Thank you all for being here, all of our neighbors and wonderful speakers.

The Village of Floral Park has retained the law firm of Beveridge & Diamond for the duration of the Belmont Park redevelopment project.

On October 3rd, 2018, Michael Murphy, an attorney at Beveridge & Diamond, submitted several extensive Freedom of Information Law, FOIL, requests to Empire State Development's record access officer.

These requests encompassed any and all records with the details related, but not limited to, the proposed project and studies and data related to traffic; parking in the north lot; the Plainfield Avenue exit; the Long Island Railroad station; related correspondence and numerous others necessary for the village, our attorneys and engineering consultants to conduct a thorough analysis of

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the details missing in the DEIS and prepare a fully-informed response to that.

This detailed analysis is critical, given the proposed project's significant adverse impacts on your village.

Written acknowledgements of our FOIL requests were received from ESD on October 12th, November 9th and December 26th, 2018.

The October 12th communication from ESD indicated that the village would be notified of the results of the search for the required documents within the statutory 20 days. No documents were received, and instead, the village was repeatedly informed that the FOIL request was under review.

So on January 4th, 2019, Mr. Murphy from Beveridge & Diamond wrote the following to Mr. Howard Zemsky president of 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

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"The continued failure of ESD to provide the requested documents has made it virtually impossible for the Village to properly assess the DEIS in the time allotted.

"As a result, we request your immediate intervention to 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 be extended to at least March 8th, 2019 in consideration of this issue."

On January 9th, 2019, which was yesterday, Floral Park mayor, Dominick Longobardi, received a zip drive containing now, as of yet, unreviewed documents, which even if we had begun to read them right away, could not analyze or prepare responses to them for these four hearings.

This is absolutely unacceptable. We are reiterating Mr. Murphy's position that the period for written comments be extended to at least March 8th, 2019 so that Floral Park can fully respond to all of the facts. Thank

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you.

(Applause.)

THE HEARING OFFICER: Thank you.

The next speakers are Ann Terry, Elaine Licari, Virginia Amato, Steven Gullo, Mary Harkins Conway.

The first is Ann Terry, and this is her first time speaking.

MS. TERRY: I live in Queens and there's been very little discussion about the impact on Queens. Some of it's more than half a mile away, but it's still going to be impacted.

The gentleman from Pittsburgh is moving to Garden City, lucky for him that's more than half a mile away. So he won't have any adverse impacts ever.

When I was reading, I've only read the executive summary, I haven't read the whole report. Let me back up a little bit and talk about being from Queens.

I don't think anybody from my neighborhood has spoken for two reasons. First of all, it's scary. I find this scary.

And also, because, as I've said to a couple of you before, nobody thinks this is going to do any good.

The decision is going to be made over a lunch with Andrew Cuomo and everybody knows that, so it's very frustrating to go through this and feel that citizen impact as no good.

Reading the executive summary, mostly I have questions. And I understand this is not questions and answers, it's just comments, but mostly I have questions.

I was surprised to see that the job training benefit, which is supposed to benefit the community, is completely unstructured. There are no certificate programs, it's essentially maybe internships, maybe, which people could already have with the Islanders if they were still at the Coliseum. It doesn't increase any training. It's not structured. It's not certified. So how is that going to benefit as is being sold as part of your marketing?

The green space, some of it is

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traffic buffers. You can't access a traffic buffer. Then there's the plaza, which is supposed to be public access. That's just another word for a sidewalk. Then there's going to be walking paths or some such. Again, that's just another term for a sidewalk. There's no community benefit at all. It's all profit making.

The community center, which is only 1 percent of the footprint, that's going to be overseen by the developers, not by the community. It's not -- there is no community benefit. It's all for profit.

(Applause.)

MS. TERRY: Also, in your executive summary, there's a statement that there won't be any change in the community profile. All of this development sets a precedent. Whether there's no immediate change to the community profile, years' chance, developers will be able to point to this such as the overriding zoning that's being done to make this project go forward, this will be a precedent to allow developers

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The gentleman here mentioned on the first day of these hearings that any requirement for mitigation of the adverse impact would be actionable. By whom? Under what enforcement? What you're doing is going out in the rain, not opening an umbrella and then going to be surprised when we all get soaked.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Elaine Licari.

MS. LICARI: Good evening all of you who are still left here.

I'm not going to give you stats and I'm not -- there were many eloquent speakers before me.

And we in Floral Park, and I can speak collectively because not one person that I spoke to in Floral Park is for this expansive project.

We are not against growth. If

when you were born you didn't grow, you wouldn't be here now, but excessive growth -- anybody know what Kudzu is? It's an invasive plant that just kills everything and that's what this is.

We are not against Belmont. I personally love Belmont, but I have one offer, to you gentlemen, I have a house on Plainfield I'll sell you for less than you're paying for your houses in Garden City and then you can be very close.

Now, I come from Queens, I'm the new kid on the block. I'm only here five years, but I have already seen increase in traffic growth. Okay. But overgrowth, again, is not going to help anyone. I am for the needs of the outside communities as well, they need a train station. I have a train station, I don't have to worry about that. I'm speaking for Elmont and all the other communities. You need a full-time Long Island Railroad train station. It's not going to work without it.

And give something to the people

so they can commute. I come from Queens right near a place called Atlas Park, it was a privately-owned company right near the railroad tracks and the Hemmerdinger family who owned it, they were very politically attached, they were able to get this high-end high-scale development done and people came in from other neighborhoods, brought their own lunch and let their kids play in the ponds. It went belly-up. And a big market survey was done before that. Okay.

This cannot be. It's too big. It is much too big. We are a government for the people. Let it be for the people. Not for big businesses, not for millionaires. For the people.

And, yes, hire union workers, I agree with that. But I have one more thing to add, I don't know, did anybody else pick up on it? I'd rather have American companies come in rather than Chinese companies, absolutely.

Please, I beg you. And I have a message for president Cuomo, we need statesmen, not politicians. We need people

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(Applause.)

THE HEARING OFFICER: Thank you. The next speaker is Virginia Amato.

(No response.)

THE HEARING OFFICER: Steven Gullo.

MR. GULLO: Steven Gullo, resident of Elmont. My family's house is on Sterling Road, no connection with Sterling Equities. It happens to be right across from the racetrack, two blocks in. We've been there for 70 years. It was after the, I guess, it was the GI Bill, my mother and father got the house there.

And when I first heard -- I have the Islanders Belmont hat on 'cause -- but I tell you, some of you Floral Park people are making me reconsider some of my enthusiasm. My enthusiasm was based on two blocks away, I don't have to face the traffic, I can go see concerts or music that I have been a big fan of and the Islanders. So for me, it was a

pretty good deal, right. But I understand what you're talking about, the scale part of it.

But I did want to bring up something that was spoken of briefly before, it's called carbon footprint. I don't think it's been addressed at all. The Empire State Development built or donated to have a solar panel factory built Upstate, a lot of money from the Tesla, I think, solar something.

Okay. So they sort of gave one of these tax abatements and built the factory and everything. And I don't know, I didn't read -- I'm a working person, I don't have time to look through 700 pages of stuff, but I don't know, is there any -- they are not responding to questions, but you've got a solar factory up there, is there any solar here?

The governor is committed to 40 percent renewables by 2030 and you have this factory and is there any solar on this, what, 20 acres? Is that the rooftops, you could displace a lot of that energy used that

you're going to need, by using what you invested in it from Upstate as solar if this happens.

But at this point, I can see -- I still like to see the Islanders come in here and I could ditch -- if we don't have the mall and the hotel, it wouldn't be a loss.

(Applause.)

THE HEARING OFFICER: Thank you.

Next speaker is Mary Harkins Conway.

MS. HARKINS CONWAY: Good evening. My name is Mary Harkins Conway. My family moved to Floral Park in 1968. I always tell people that if they don't know Floral Park, that I grew up in shadow of Belmont.

A year or so ago I was here for the listening session because I'm interested in Belmont. We are so close I want to know the different proposals. So I sat in this same room about a year or so ago, and what I took away, my recollection, was what the community wanted was green space, high-tech jobs and a full-time Long Island Railroad

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station.

And what did we get? None of that. What they said then their decision was that you'd have the Islanders come with an arena. I was disappointed and kind of surprised with the lack of responsiveness, but I say, all right, we can make this work. I don't know where they are going to put an arena at Belmont, but we can make it work.

And then I heard that they were going to shove or squeeze the arena and a hotel in front of the Grandstand and I was disheartened because I always loved Belmont. Like passing by the red brick, the arched windows and covered with ivy and the iron, the wrought-iron fencing. I love that about Belmont.

So I wrote to my legislator, please just don't ruin our Belmont. Like I just had such a passion about keeping the place as it is. Now, with the project as it is, now I'm like, don't ruin Floral Park. Don't ruin Elmont. Don't ruin the surrounding areas in Queens.

This project is just too big, it doesn't fit. It's out of proportion. I'm concerned, like everyone else has been talking about, the pollution, noise, light, air, water. Also about the traffic congestion. All the roads leading to and coming from Belmont are congested, not only congested, they are saturated, like, where are we going to put more vehicles?

One thing I forgot to add was when they said they were coming, the Islanders were coming, I was like, all right, we can try to make it work. I'm a former hockey mom, I love the Islanders, it's just not the right location and that's so important, it's the location. Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

Our next group is Joe King, Michael Culotta, Janice Harnett, Dennis McEnery and Thomas Tweedy.

Is Joe King here?

(No response.)

THE HEARING OFFICER: What about

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Michael Culotta?

MR. CULOTTA: So my name is Michael Culotta, I'm from Floral Park and it's late, it's almost 10:00. I just want to thank you for extending this hearing. This is important to our community. Thanks for staying so late, it's a little past my bedtime, I'm exhausted so please just bear with me.

A few points. First the UDC Act under which the ESD operates, requires that ESD give primary consideration to local needs and desires, but the Belmont development is not prioritizing local needs. The developers who stand to benefit from the project most and folks at ESD who need to approve this project don't live in our community.

(Applause.)

MR. CULOTTA: Over the last few days, we've heard testimony from my neighbors voicing concerns and opposition to the size of the project. And I'd like to urge Empire State Development to scale this thing back because the project is simply too big.

Second, the UDC Act under which ESD operates requires ESD to foster local initiatives and participation in connection with the planning and development of its projects. To that point, I'd like to say that the 700-page DEIS, along with hundreds of pages of technical appendixes, were dropped in our lap right before the holiday season.

So I'd like to ask ESD to extend the public comment period beyond February 11th so that my neighbors can have meaningful opportunity to weigh in on this project. It's important to our community.

Third, and the purpose of these statements for the Draft EIS, ESD states that one of its objectives is to benefit the neighborhoods and communities adjacent to and surrounding Belmont Park, but this development will not achieve the objective. It will do more harm to our community than good. The traffic, the noise, the air quality impacts are significant, they're adverse and they will be lasting.

ESD admitted that it cannot

mitigate these impacts in the Draft EIS, but ESD can eliminate the cause of them by scaling this thing back.

It's also imperative that the Long Island Railroad station at Belmont receive improvements to make it a fully functioning station throughout the year. It needs to accommodate regular ridership from both the east and west sides of Long Island. Right now, the State of New York has designed, engineered and is building a $12 billion train station underneath Grand Central Terminal for Long Island Railroad, underneath the biggest and busiest train station in the country. If the State can do that, it can find a way to get people from one side of the tracks to the other at Belmont on game day.

And after all, ESD and LIRR both report to our governor, it's important that the left hand and the right hand work together on this thing.

I also urge ESD to eliminate the mega mall and all the retail which will bring nearly 20,000 people a day through our

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village. It doesn't make sense for us taxpayers to be subsidizing a dying industry. Keep parking south of Hempstead Turnpike, which was the original game plan. Don't use the east and north parking lots, close Plainfield Avenue for post-event traffic and conduct a real meaningful traffic study to analyze the impacts on the congested Cross Island Parkway. Thank you for your time.

(Applause.)

THE HEARING OFFICER: Thank you. Next speaker is Janice Harnett.

MS. HARNETT: I'm Janice Harnett and I'm from Floral Park.

And I've been to all the meetings and there's one thing I have to say regarding the mega mall. There was a man and he was talking about the retail and he stated that it was boutique, like it was unique goods, specialized items and that it was guaranteed to bring foot traffic. And we all interpreted that to be high-end. Not at all. Google it, it's a glorified flea market, so that's the kind of traffic we're going to have through

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Also, if you remember, the hotels, the three and a half, maybe, four stars. So it's a shoddy hotel, it's not the kind I stay in or anybody else around here. So it's -- we're not getting the right type of foot traffic into Belmont and Elmont and Floral Park.

I'm fighting to make it green. I think green space always brings in good foot traffic, it's good for the community. We don't have any parks locally, the closest park Eisenhower Park and between here and Eisenhower, there's another coliseum. So I don't understand it. And that's all.

(Applause.)

THE HEARING OFFICER: Thank you.

Dennis McEnery.

MR. McENERY: Good evening. I'm Dennis McEnery. I graduated from La Salle Academy in Providence, Rhode Island as well as Providence College of Providence, Rhode Island.

I'm not against the Islanders, but

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who is going to be our neighbor? Mr. Rogers, won't you be my neighbor? Well, who is this Value Retail? And we know all about the kids who play hockey, but what do their parents do? Who owns the house?

The DEIS suggest that Value Retail indicator of how they do is in Shanghai, China and then a location outside of London. First of all, I'm a little concerned at how Value Retail operates so comfortable in a single-party dictatorship political climate, although the state of New York seems to be drifting to that kind of dictator one-party rule.

(Applause.)

MR. McENERY: Since we can't find anybody in China willing to speak out against the Value Retail Chinese neighbor, which also has a wall around it. And by the way, nine million people visit it, which is 25,000 people a day. So there will be more here than the Great Wall of China.

So let's look at the location in outside of London. And they still have a

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representative form of government. And what do they say about their neighbor? There's a Facebook page which is called the "I Hate Bicester Village Traffic," and it has over 3,000 members.

And then you look at the traffic on Black Friday all over the papers in London. So this past weekday at the Bicester mega mall outside of London they had a car show which jammed up the local community.

So does the Elmont residents here like their T.J. Maxx neighbor? It's nice, isn't it? Well, Bicester didn't want T.J. Maxx London retail store to be their neighbor, so I took a look at what they wrote to stop their neighborhood. And here quickly, what they objected to, I incorporated those objections.

The proposal has significant adverse impact on the nearby areas;

The applicant approaches to consider did not consider alternative options;

The applicant failed to consider a more accessible better connected site;

There was no cumulative impact assessment done, therefore, the application was not credible;

The applicant has failed to robustly assess the traffic changes;

The level of traffic was not properly done.

Number ten was Value Retail said it was too close to the local primary school. They were objecting to T.J. Maxx in England, look what they are doing to us. So their services there will kick back into the highway.

Value Retail says the applicant has failed to clearly identify capacity to support the scale of the retail.

So I think they should do something else.

THE HEARING OFFICER: Thank you.

The next, and, I believe, final speaker is Thomas Tweedy.

MR. TWEEDY: My name is Thomas Tweedy, I'm the former mayor of the Village of Floral Park and I offer something a little bit

different.

Again, I agree with what everyone has said, this project is too big, too long for the impact zone that we're talking about. But if the indoor 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 parking.

Many suggest the 300-foot buffer, a football stadium, from Mayfair Avenue to the LIRR fence maintaining a parallel line with the Floral Park Bellerose fence line and its fields. The buffer must include planting and irrigation for its entire land. The buffer must also include the agreed upon earth and berm of 10 to 15 feet in height and that berm located on the inside edge of the 300-foot buffer.

I suggest that the ESD refrain from any third-party leases on these State lands as well. The Islanders and the New York Arena Partners are tenants and as tenants, they understand their obligations and their limitations of their lease. And if mitigation

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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 provide a solution and offer the Village of Floral Park and the Town of Hempstead the management and responsibility of the north lot.

The usual benefits are obvious. I'm confident Commissioner McAllister of the Floral Park Police Department would maintain safety, patrol and order and have deputized law enforcement officers in the state of New York and not just rent-a-cops as suggested by the New York Arena Partners, thereby ensuring the safety and security of their tenants many customers.

All revenue generated by event parking, sale permits on the north lot would be shared between the Village of Floral Park

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This transfer agreement would also allow the continuation of an imperative inter-municipal agreement with NYRA, the Village of Floral Park, Stewart Manor, Village of Bellerose, Village of New Hyde Park for snow storage during winter storms.

These inter-municipal agreements are a hallmark of Governor Cuomo's plans. His push for shared services, if interrupted, would cost these local villages untold additional costs.

Sadly, the DEIS does not speak to these impacts and the overarching narrative we read in the documents seems to be, what's good for us is good for us, the rest of you are on your own.

I do not believe this is the sentiment our governor expected for this project, but it is how we feel. Thank you

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very much.

(Applause.)

THE HEARING OFFICER: Thank you.

Thank you for all of your comments. The time is now 10:05.

Before we conclude the hearing, is there anyone else who would like to make a statement regarding the proposed project?

(No response.)

THE HEARING OFFICER: We had 74 speakers. Let the record reflect that no one has answered that question.

I want to reiterate that comments on the proposed project can be made until 5:00 p.m. on Monday, February 11th, 2019, and instructions for submitting written comments can be found at the sign-in table located outside the room.

The time is now 10:06, the hearing is now concluded except for written comments. I want to thank you all for attending and good evening.

(Time noted: 10:06 p.m.)

C E R T I F I C A T E

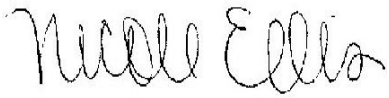
STATE OF NEW YORK)
: ss.:
COUNTY OF QUEENS)

I, NICOLE ELLIS, a Notary Public for and within the State of New York, do hereby certify:

I reported the proceedings in the within-entitled matter, and that the within transcript is a true record of such proceedings.

I further certify that I am not related to any of the parties to this action by blood or by marriage and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 16th day of January 2019.



NICOLE ELLIS

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