

A. INTRODUCTION

This attachment summarizes and responds to substantive comments received during the public comment period for the Draft Scope for the proposed redevelopment of two underutilized parcels (the “Project Sites”) located within Belmont Park in the unincorporated hamlet of Elmont, Town of Hempstead, Nassau County, NY. The Final Scope has been prepared to describe the Proposed Project, present the proposed framework for the Draft Environmental Impact Statement (DEIS) analysis, and discuss the procedures to be followed in the preparation of the DEIS. The DEIS will be prepared pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617. Empire State Development (ESD) is serving as the lead agency under SEQRA.

Section B lists the organizations and individuals that provided comments relevant to the Draft Scope. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the proposed EIS. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE¹**ELECTED OFFICIALS AND MUNICIPALITIES**

1. Archie Cheng, Trustee, Village of Floral Park, oral comments delivered on March 22, 2018 (Cheng_027)
2. Frank J. Chiara, Trustee, Village of Floral Park, letter dated April 9, 2018 (Chiara_127)
3. Leroy Comrie, Senator, New York State, oral comments delivered on March 22, 2018 (Comrie_052)
4. Laura Curran Nassau County Executive, oral comments delivered on March 22, 2018 (Curran_034)
5. Michael Dantona, Superintendent, Floral Park-Bellerose Schools, oral comments delivered on March 22, 2018 (Dantona_019)
6. Kevin Fitzgerald, Deputy Mayor, Town of Floral Park, oral comments delivered on March 22, 2018 (Fitzgerald_014)
7. Laura Gillen, Supervisor, Town of Hempstead, oral comments delivered on March 22, 2018 (Gillen_012) (Gillen_050)
8. Frank Gunther, Architectural Review Board, Floral Park, oral comments delivered on March 22, 2018 (Gunther_035)

¹ Citations in parentheses refer to internal tracking references.

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9. Todd Kaminsky, Senator, New York State, oral comments delivered on March 22, 2018 (Kaminsky_049)
10. Dominick Longobardi, Mayor, Floral Park, oral comments delivered on March 22, 2018 (Longobardi_013) and letter dated April 12, 2018 (Longobardi_126) (Longobardi_128)
11. Steven G. McAllister, Police Commissioner, Village of Floral Park, email dated April 12, 2018 (McAllister_131)
12. Vincent T. Muscarella and Richard J. Nicoletto Nassau County Legislators, letter dated April 12, 2018 (Muscarella_129)
13. Elaine Phillips, Senator, New York State, oral comments delivered on March 22, 2018 (Phillips_032) (Phillips_048), email dated March 28, 2018 (Phillips_044)
14. Jeffrey Prime, Mayor, South Floral Park, oral comments delivered on March 22, 2018 (Prime_053)
15. Carrie Solages, Legislator, Nassau County, oral comments delivered on March 22, 2018 (Solages_051)
16. Michaelle Solages, New York State Assembly, 22nd District, letter dated April 12, 2018 (Solages_123)
17. Beveridge & Diamond, letter dated April 12, 2018 (B&D_130)

AGENCIES

18. Bradley G. Allen, Deputy Commissioner & Counsel, New York State Office of General Services, email dated March 16, 2018 (Allen_OGS_002)
19. Donna Betty, Chief Planning Officer, Long Island Rail Road, letter dated April 4, 2018 (Betty_081)
20. Donald P. Irwin, Division of Environmental Health, Nassau County Department of Health, letter dated April 27, 2018 (Irwin_138)
21. Carlos A. Pareja, P.E., Bureau of Environmental Engineering, Nassau County Department of Health, letter dated April 3, 2018 (Pareja_106)
22. Naim Rasheed, Senior Director of Traffic Engineering and Planning, New York City Department of Transportation, letter dated April 19, 2018 (Rasheed_137)

ORGANIZATIONS AND BUSINESSES

23. Belmont Park Community Coalition, letters dated March 22, 2018 (BPCC_124) and April 12, 2018 (BPCC_125)
24. Claudia Borecky and David Denenberg, Directors, Long Island Clean Air Water and Soil, Ltd, email dated April 12, 2018 (Borecky_122)
25. Richard C. Hellenbrecht, Secretary/Treasurer, Bellerose Commonwealth Civic Association, email dated April 4, 2018 (Hellenbrecht_079)
26. Christopher K. Kay, Chief Executive Officer and President, The New York Racing Association, Inc., letter dated April 13, 2018 (Kay_135)
27. Cheryl Lee, President, Elmont Parkhurst Civic Association, oral comment notes dated March 22, 2018 (Lee_082)
28. Ruby Marinacci, Local 176 Licensed Ushers and Ticket Takers, oral comments delivered on March 22, 2018 (Marinacci_024)
29. Reinvent Albany, oral comment notes dated March 22, 2018 (RA_003)
30. Joyce Stowe, President, Tudor Manor Civic Association, , oral comments delivered on March 22, 2018 (Stowe_061) and oral comment notes dated April 5, 2018 (Stowe_080)
31. John L. Turner, Conservation Policy Advocate, Seatuck Environmental Association, email dated March 30, 2018 (Turner_046)

32. Brien Weiner, VP, Conservation Co-Chair, South Shore Audubon Society, email dated March 8, 2018 (Weiner_SSAS_001)

GENERAL PUBLIC

33. Sabina Ackbarali, email dated April 10, 2018 (Ackbarali_107)
34. Eric Alexander, oral comments delivered on March 22, 2018 (Alexander_074)
35. Jessica Alfonsi, email dated April 11, 2018 (Alfonsi_117)
36. Virginia Amato, email dated April 14, 2018 (Amato_136)
37. Virginia Baldwin, email dated April 6, 2018 (Baldwin_086)
38. Gerard Bambrick, oral comments delivered on March 22, 2018 (Bambrick_072)
39. Carl Brosnan, oral comments delivered on March 22, 2018 (Brosnan_028)
40. Jennifer Codner, email dated March 27, 2018 (Codner_041)
41. Christy Colgan, email dated April 10, 2018 (Colgan_108)
42. Janice Conterelli, email dated March 23, 2018 (Conterelli_008)
43. Mary Harkins Conway, email dated April 12, 2018 (Conway_132)
44. William J. Corbett, email dated April 11, 2018 (Corbett_116)
45. Peter Dejana, oral comments delivered on March 22, 2018 (Dejana_025)
46. James Dodson, oral comments delivered on March 22, 2018 (Dodson_062)
47. Laura Ferone, oral comments delivered on March 22, 2018 (Ferone_071)
48. Kate Fletcher, oral comments delivered on March 22, 2018 (Fletcher_070)
49. Kristin Flood, oral comments delivered on March 22, 2018 (Flood_016)
50. Conor Flood, oral comments delivered on March 22, 2018 (Flood_017)
51. Kevin Flood, oral comments delivered on March 22, 2018 (Flood_067)
52. Steve Gullo, oral comments delivered on March 22, 2018 (Gullo_066)
53. Janice Harnett, oral comments delivered on March 22, 2018 (Harnett_020) and email dated April 6, 2018 (Harnett_087)
54. Nadia Holubnyezyi-Ortiz, Hillcrest Civic, oral comments delivered on March 22, 2018 (Holubnyezyi-Ortiz_018)
55. Leonard Hookum, email dated March 22, 2018 (Hookum_007)
56. Bobby Iadanza, oral comments delivered on March 22, 2018 (Iadanza_021)
57. Josh Johnson, email dated March 22, 2018 (Johnson_005)
58. Jon Johnson, oral comments delivered on March 22, 2018 (Johnson_031)
59. Susan Kaye, oral comments delivered on March 22, 2018 (Kaye_065)
60. Farida Khan, oral comments delivered on March 22, 2018 (Khan_075) and email dated April 12, 2018 (Khan_118)
61. Cheryl Lee, oral comments delivered on March 22, 2018 (Lee_059)
62. Patrick Lonergan, oral comments delivered on March 22, 2018 (Lonergan_038)
63. Duncan A. MacDonald, letter dated April 11, 2018 (MacDonald_111)
64. Teresa MacDonald, email dated April 11, 2018 (MacDonald_120)
65. Dennis Manchenes, oral comments delivered on March 22, 2018 (Manchenes_022)
66. Daniel Mangar, email dated April 11, 2018 (Mangar_112)
67. Julie Marchesella, oral comments delivered on March 22, 2018 (Marchesella_060)
68. Joseph Mazzotta, letter dated March 6, 2018 (Mazzotta_010)
69. Ross McDonald, oral comments delivered on March 22, 2018 (McDonald_057)
70. Brenda McDonald, oral comments delivered on March 22, 2018 (McDonald_058) and email dated April 11, 2018 (McDonald_114)
71. Dennis McEnery, oral comments delivered on March 22, 2018 (McEnery_037) and oral comment notes dated April 12, 2018 (McEnery_133)

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72. Anne Marie McGeever, oral comments delivered on March 22, 2018 (McGeever_076)
73. Adam Mohammed, email dated April 11, 2018 (Mohammed_110)
74. Raymond Morell, emails dated March 28, 2018 (Morell_043) and April 3, 2018 (Morell_078)
75. Sheila Moriardy, oral comments delivered on March 22, 2018 (Moriardy_073)
76. Joe Mulhall, emails dated March 22, 2018 (Mulhall_004) and April 10, 2018 (Mulhall_109)
77. Marc Mullen, oral comments delivered on March 22, 2018 (Mullen_056)
78. Rob O'Donohue, letter dated March 26, 2018 (O'Donohue_047)
79. Carol O'Neill, oral comments delivered on March 22, 2018 (O'Neill_015)
80. Aubrey Phillips, oral comments delivered on March 22, 2018 (Phillips_064)
81. Dr. Lynn Pombonyo, oral comments delivered on March 22, 2018 (Pombonyo_054)
82. Jean Marie Posner, oral comments delivered on March 22, 2018 (Posner_023)
83. Claire Praino, oral comments delivered on March 22, 2018 (Praino_063)
84. Eileen Prymaczek, oral comments delivered on March 22, 2018 (Prymaczek_033)
85. Casey Rappold, email dated April 11, 2018 (Rappold_121)
86. Christy Reisig, oral comments delivered on March 22, 2018 (Reisig_029) (Reisig_077)
87. Marybeth Ruscica, oral comments delivered on March 22, 2018 (Ruscica_026)
88. John Sexton, emails dated March 27, 2018 (Sexton_040), April 8, 2018 (Sexton_083) (Sexton_084), and April 9, 2018 (Sexton_085) (Sexton_088)
89. Matthew Sexton, oral comments delivered on March 22, 2018 (Sexton_055), emails dated April 9, 2018 (Sexton_089) (Sexton_090) (Sexton_091) (Sexton_092) (Sexton_093) (Sexton_094) (Sexton_095) (Sexton_096) (Sexton_097) (Sexton_098) (Sexton_099) (Sexton_100) (Sexton_101) (Sexton_102) (Sexton_103) (Sexton_104) (Sexton_105) and April 11, 2018 (Sexton_113) (Sexton_115)
90. Norman Siegel, oral comments delivered on March 22, 2018 (Siegel_069)
91. Dietrich Sotstika, oral comments delivered on March 22, 2018 (Sotstika_030)
92. Ann Terry, email dated April 11, 2018 (Terry_119)
93. Fred Torre, email dated March 22, 2018 (Torre_006)
94. Thomas Tweedy, oral comments delivered on March 22, 2018 (Tweedy_039)
95. Benjamin and Jennifer Valentine, email dated March 24, 2018 (Valentine_011)
96. Joseph Ventimiglia, email dated March 28, 2018 (Ventimiglia_042)
97. Marilyn J Weickert, email dated March 23, 2018 (Weickert_009) and letter dated March 30, 2018 (Weickert_045)
98. Margaret Weickert, oral comments delivered on March 22, 2018 (Weickert_036)
99. Tammie S. Williams, oral comments delivered on March 22, 2018 (Williams_068)

C. COMMENTS AND RESPONSES

PUBLIC REVIEW PROCESS

PUBLIC PARTICIPATION

- Comment 1:** The community must be informed and given opportunity to comment and provide input. Any proposed material change in the nature or schedule of proposed operations must be disclosed and reviewed with the neighboring communities prior to such a change. (Muscarella_129, McEnery_133, Codner_041, Longobardi_126, Stowe_061, Stowe_080)

Response: The environmental review process under the State Environmental Quality Review Act (SEQRA) provides for a robust public comment period that allows decision-makers to consider environmental effects of the Proposed Project, to evaluate reasonable alternatives, and to identify measures to mitigate significant adverse environmental effects to the extent practicable, consistent with social, economic, and other relevant factors. The SEQRA and General Project Plan (GPP) processes work together to facilitate public involvement by providing the opportunity for public comment on the Draft Scope, the DEIS, and the GPP, respectively.

Comment 2: There should be transparency and valued dialogue and input from the community members regarding the decision-making process. We need to have our questions answered. The Draft Scope is devoid of details relating to how, when and to what extent community input will be sought and taken into account. Will residents of the affected communities be surveyed for their general support or opposition to the project? Will the Proposed Project proceed despite widespread community opposition? Conduct ongoing community-wide hearings and other opportunities for community members to have their concerns and ideas addressed, and to weigh in on the zoning overrides, related infrastructure improvements, and hotel aesthetics. Make sure that community interests are vetted. We need to see a process move forward that brings everyone's interests together so you get to a successful result. The process must be transparent from inception and must include input from local community members but not from special interest affiliates. (McDonald_058, Kaminsky_049, Solages_051, MacDonald_111, Comrie_052, Alexander_074, Longobardi_126, Colgan_108, Holubnyezi-Ortiz_018, Williams_068, Weickert_036)

Response: The SEQRA process, including public review of the DEIS, provides a forum to provide comment on the Proposed Project. The Final Scope and Chapter 1, "Project Description," of the DEIS will include a description of the Proposed Project's environmental review process, including public participation.

Comment 3: The proposed facilities should become an integral presence within the communities in which each is located. This includes the support of and participation in annual community events and the inclusion of the local communities in events taking place at each facility, including thoroughbred horse racing events. This also includes providing, at little or no cost, water recharge basins or spaces, available facilities and recreational areas to groups and organizations in the surrounding communities. Will the applicant be involved in community life? Will the selected applicant make state-of-the-art media facilities available to the local communities including their 4 Village Studios cable access programming? (McEnery_133)

Response: As noted in the Draft Scope, the proposed 10,000-gsf community facility space would offer an array of programming options; a particular focus would be placed on health and wellness programming, as well as educational and career

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development services. In keeping with New York Arena Partners (NYAP)'s goal to use the arena and other elements of the Proposed Project as a platform for innovation in live entertainment and guest experience, NYAP intends to create and operate facilities in this space that would provide educational and job training opportunities for community members interested in careers in audio and light technology, sports, music, retail and event management, tourism development and hospitality. NYAP has already commenced discussions with leading New York-based enterprises to provide content and programming for the facilities to be incorporated into this component of the development; NYAP has also indicated that they will seek community input in finalizing the program. The specific types of community facility offerings at the Project Sites have not been determined.

With respect to water recharge basins, stormwater infrastructure will be addressed in Chapter 9, "Water Resources" of the DEIS.

Comment 4: Coordinated planning is important. There are existing plans that the community worked on many years ago. The Town should be engaged in any land use application. (Alexander_074)

Response: As detailed in the Draft Scope, the Proposed Actions include adoption and authorization of a GPP in accordance with the New York State Urban Development Corporation Act by ESD, which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code. However, the Town of Hempstead, as an interested agency under SEQRA regulations, will continue to play a significant role in the environmental review process. The Town of Hempstead will also have the opportunity to participate in the GPP process. ESD has met with and will continue to meet with the Town of Hempstead and Nassau County. In addition, the DEIS will include a description of local land use characteristics as well as existing community plans and policies for which the project will be evaluated for consistency with local policies.

Comment 5: There should be at least one locally involved neighbor of Belmont Park on the NYRA Board of Directors at all times. 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. Why was there no establishment of the Belmont Park Local Advisory Board under the New York State Racing Law section 212 before planning the Proposed Project? Will the selected applicant provide the hosting communities an active role in its organization/community advisory board? (McEnery_133, BPCC_125)

Response: Comments related to the NYRA Board of Directors are beyond the scope of SEQRA review for the Proposed Project, as ESD does not have the authority to appoint NYRA Board members. ESD will monitor project requirements through

the GPP. The Proposed Project is not subject to the New York State Racing, Pari-Mutuel Wagering and Breeding Law (the New York State Racing Law), nor does Section 212 require the establishment of a local advisory board for Belmont Park.

There is community and stakeholder representation via the Belmont Community Advisory Committee (CAC). The CAC is an advisory body comprising 15 community members, appointed by local elected officials and ESD, to consider and advise on matters submitted to the CAC by ESD concerning the Proposed Project and to facilitate open communication and engagement between ESD and the community. The Final Scope and Chapter 1, "Project Description," of the DEIS will describe the environmental review process, including public participation.

Comment 6: Will NYAP be required to contribute to a community fund to retain independent environmental experts to assist local communities in the Environmental Impact Statement process? (Fletcher_070, BPCC_124)

Response: No. ESD is performing the requisite environmental review pursuant to SEQR which requires that agencies coordinate in order to avoid multiple reviews.

Comment 7: The public comment period for this project was too short. ESD should ensure that the proper time is taken to vet this project and ensure all community concerns, particularly regarding the LIRR station, are considered and addressed before moving forward. (Gillen_012, Longobardi_013, Moriardy_073, Solages_051, B&D_130)

Response: In response to public feedback, ESD extended the period of time for providing comments on the Draft Scope beyond the original deadline until April 12, 2018, which was well beyond the requirement under SEQRA. The SEQRA Handbook suggests a comment period of at least 10 days following the scoping hearing. ESD kept the comment period open for 21 days and a total of 44 days from the release of the scoping document.

In addition, there will be a public review and comment period on the DEIS, as will be detailed in Chapter 1, "Project Description."

Comment 8: The Community Advisory Committee (CAC) needs to be immediately changed. Special interests (e.g., Rauch Foundation) should not be on the CAC because they will not act within the interests of the residents. A representative of the civics of the local community should be created to start working on long-term, sustainable development that will create high-paying jobs and will make Belmont Park a prime resource to the region as well as to the taxpayers of the State of New York. Why are CAC meetings not public and why are they being held outside of the communities who will be most impacted, namely Elmont and Floral Park? How can the CAC represent the community when community members have no way to contact community board members? Why do special interest groups,

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specifically the Rauch Foundation and LIA, who are represented by Mr. Kapell have the same amount of representation as Floral Park? Why did ESD neglect transparency by not stating Mr. Kapell's association to special interest groups? (Sexton_055, Sexton_113)

Response: The CAC is an advisory body comprising 15 community members, appointed by local elected officials and ESD, to consider and advise on matters submitted to the CAC by ESD concerning the Proposed Project and to facilitate open communication and engagement between ESD and the community.

Comment 9: Community input should be sought from all the areas surrounding Belmont Park that will be affected including: Nassau County, the Town of Hempstead; the Villages of Floral Park, Bellerose, and South Floral Park; Bellerose Terrace hamlet; Queens Village; Floral Park-Bellerose, Elmont, and Sewanhaka Central High School Districts; and the New York City public school system for surrounding areas and groups as necessary. (Longobardi_013)

Response: As noted in the Draft and Final Scopes, governmental entities with jurisdiction in an approximately ½-mile radius surrounding the Project Sites—including Nassau County, the Town of Hempstead, Village of Floral Park, Village of Bellerose, and the Borough of Queens will be contacted for information regarding planned future development and capital projects. NYRA will also be contacted. School districts with facilities in the study areas will also be contacted.

Comment 10: Actively informing and involving the community is an essential component of any redevelopment project. It should be a policy of ESD to notify the community of meeting and public hearings at least 30 days before the meeting date. A print ad for a newspaper, or radio spot on the local stations should be a method of communication. The paper never said who to contact and we, the taxpaying, home-owning residents were never notified of meetings or of the project. Why are meetings being held during the day, when people are working? As a representative of South Floral Park, we are optimistic about this project but we want to make sure that the South Floral Park area, including the Jamaica Square area, is included in the process. As the only direct residential neighbor of Belmont Racetrack at Nassau County, I find it irresponsible that no one from ESD has reached out to discuss the project. Small businesses should also be included in the process. (Amato_136, Solages_051, Solages_123, Mullen_056, Prime_053, Muscarella_129)

Response: Per SEQRA regulations, notice was published in both Newsday (on February 27, 2018) and the New York State Department of Environmental Conservation Environmental Notice Bulletin (February 28, 2018). In addition, ESD sent out an email to a distribution of approximately 70 individuals comprised of local elected officials and associations affiliated with CAC members. ESD's contact information was included. Public scoping meetings were held under the direction of ESD on March 22, 2018 at the Elmont Memorial Library at 700 Hempstead

Turnpike, Elmont, NY 11003. Two scoping sessions were held, both on March 22, 2018: one from 3:30 PM to 5:30 PM and the second from 6:30 PM to 9:30 PM. In addition to public comments received orally and in writing at the March 22, 2018 scoping sessions, written comments on the Draft Scope were accepted through 5:00 PM on Thursday, April 12, 2018, at which point the public comment period for the Draft Scope closed. The DEIS will be available to the public during the public review period following the lead agency issuance of the Notice of Completion. ESD will continue to comply with all applicable timeframes under SEQRA.

Through numerous community meetings and site tours, an extensive interview process with respondents, briefings with the Belmont Community Advisory Committee, local elected officials and other stakeholders, and careful review of hundreds of written comments and hours of public testimony even before the official environmental review process began, ESD has engaged in community outreach to ensure meaningful stakeholder engagement beyond what is required by SEQRA.

ESD has met with the Mayor of Floral Park and continues to meet with the Village leadership in furtherance of Project development.

Comment 11: We welcome this opportunity during the scoping process to have all our questions properly studied and analyzed to ensure that our Village and its residents' standard of living at a minimum remain the same or be improved. I look forward to learning more and I'm pleased to know that people are expressing their views and comments because it will work towards making this a much better project. (Fitzgerald_014, Posner_023)

Response: Comment noted.

Comment 12: How was the selected environmental consultant chosen? Or do the residents of Floral Park and Elmont get to choose who does the Environmental Impact Statement? (Prymaczek_033)

Response: The consultant team supporting ESD in the preparation of the DEIS was selected by ESD through a competitive Request for Proposals (RFP) process.

Comment 13: Was the redevelopment of Belmont Park a competitive bidding process? (BPCC_125)

Response: The RFP was a competitive solicitation process; three submissions were presented to ESD by September 28, 2017, including a proposal submitted by NYAP. As detailed in the Final Scope, the DEIS will include a Project Description that describes the Developer RFP process.

Comment 14: Formation of the Community Advisory Committee after the fact is an insult to the intelligence of most Elmont residents. (Phillips_064)

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Response: Comment noted.

Comment 15: While the two sessions in Elmont are appreciated, having a Scoping forum in the Village of Floral Park is critical and necessary given the significant adverse impact of the massive multi-faceted megaproject. (McEnery_133)

Response: The public scoping sessions were well-publicized and held at a location central to the area potentially affected by the Proposed Project (and within ½ mile of Floral Park). Many Floral Park residents were in attendance.

Comment 16: What scientific, evidenced based, and generally accepted standards will be used to measure what is being proposed in the DEIS? Will the methodology, including the raw data used in the study be made available to the public to test the validity of the Final EIS? (Sexton_101)

Response: Descriptions of the relevant methodologies will be included in the technical chapters of the DEIS. Depending on the technical area, raw data may be included in an Appendix. The DEIS will be available to the public during the public review period following the lead agency issuance of the Notice of Completion.

PROJECT DESCRIPTION

Comment 17: Site Plan Option 2 in the Draft Scope is a better choice because the retail village would be separated from the north side which would make the layout look more appealing by spreading out the uses across both sides of Hempstead Turnpike, instead of cramming it all on Site A, north of Hempstead Turnpike. The NYAP proposal morphed from its initial RFP submission. Change is always necessary for growth and we will all adapt and realize many things will still be the same. (Johnson_005, B&D_130, Flood_016, Holubnyezyi-Ortiz_018)

Response: Comment noted. As described in the Final Scope, Option 2 has been selected as the preferred site plan option and will be analyzed in the DEIS. Option 1 will also be considered in the DEIS as an alternative to the preferred option.

Comment 18: The EIS should describe the proposed use of the North Lot and any planned buffers. A buffer area including trees and other greenery is encouraged to shield the parking lot from the adjacent school yard and nearby residences. This would not only help dampen the noise and light pollution for homeowners, but would also make it more aesthetically pleasing. (Muscarella_129, Corbett_116, Longobardi_126, Flood_067)

My property shares a fence with Belmont Park and I know that the character of my home and my community will be dramatically impacted by this overdevelopment. (Flood_017)

The plan must provide an adequate and appropriate barrier between residential homes along the South Lot. The quality of life that residents of Elmont and Floral

Park currently enjoy should not be impacted by development as a next door neighbor. (Phillips_032)

New fencing, shrubbery and trees must be installed to isolate the school and homeowners from any development and their impacts next to the entire West End of the Village of Floral Park. (Flood_067)

Response: The DEIS Project Description will describe the proposed landscaping buffers and will assess the Proposed Project's effects on community character and visual resources. A buffer along the northeastern edge of the North Lot has been added to the Proposed Project's design. The potential impacts (including on community character, noise, lighting, visual quality, and safety/security) of the proposed development and parking on the adjacent communities will be analyzed in the DEIS.

Comment 19: ESD must continue to strive to strike the appropriate balance between providing economic development and disrupting the lives of the local communities. Do not overdevelop. (Phillips_032, O'Donohue_047, Flood_016)

Response: 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.

Comment 20: Build a world-class entertainment center so that the caliber of talent desired will come. (Codner_041)

Response: Comment noted.

Comment 21: What's proposed is nothing more than a commercial development that only benefits the NY Islanders. (Ventimiglia_042)

Response: As detailed in the Draft Scope, the DEIS will include a description of the Proposed Project's purpose, public need, and benefits, including social and economic considerations.

Comment 22: We were pleased to note the Draft Scope indicates that the sponsor intends to meet LEED V level design which minimizes impacts to the environment and natural resources. (Turner_046)

Response: As noted in the Draft and Final Scope, the Proposed Project would target LEED v4 certification.

Comment 23: What potential environmental impact will this project have on the surrounding communities? (Solages_051)

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Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's potential impacts on the surrounding communities.

Comment 24: We don't need any more sports fields or a community center. Public open space being provided on the north side of Hempstead Turnpike should be comparable in size and scope as what is being set aside on the south side of Hempstead Turnpike. (McEnery_133, Gullo_066)

Response: Since the issuance of the Draft Scope, based on feedback from the local communities, the proposed open space program was revised to include primarily passive recreational space on Project Sites A and B, and would not include sports fields. In addition, improvements to an existing off-site park will be undertaken by NYAP. The proposed open space plans, both on and off site, will continue to be refined throughout the environmental review process in consultation with the local communities.

Comment 25: When will the project mobilize? What is the estimated target date for completion? (Khan_118, Mohammed_110)

Response: Construction of the Proposed Project would occur in a single phase over an approximately 28-month period, starting in 2019, with full build-out of all project components in 2021. The Construction chapter of the DEIS will provide a more detailed construction phasing schedule.

Comment 26: Who are the investors purchasing this property from? (Khan_118, Mohammed_110)

Response: The DEIS will identify the ownership structure of the Project Sites, which are currently owned by the State of New York (the State), acting by and through the Franchise Oversight Board (FOB), and are leased through a ground lease (the "Ground Lease") to The New York Racing Association, Inc. (NYRA). As detailed in the Final Scope, FOB would convey the Project Sites to ESD and ESD would enter into a long-term lease of the Project Sites to NYAP. FOB would continue to maintain authority to approve or disapprove of the lease and all necessary easements for the substation and cables.

Comment 27: State in writing you will not expropriate private homes for public use, in other words you will not use eminent domain. (MacDonald_120)

Response: ESD will not acquire private homes for public use for the Proposed Project. If eminent domain were to be used, it would occur in accordance with applicable law.

Comment 28: Why was 2021 being used as the study time frame? Does the State of NY and/or NYRA have a plan post 2021 to expand or change Belmont Park? (Longobardi_126)

Response: Consistent with standard SEQRA practice, the 2021 analysis year was selected because it represents the first year in which all Proposed Project components would be fully built and operating. As noted in the Draft Scope, the DEIS will include analysis of the cumulative impacts of the Proposed Project and consider other relevant projects that will affect conditions in any of the relevant study areas by 2021. ESD does not have any plans for the further development of the Project Sites beyond those reflected in the Proposed Project.

Comment 29: Have all conditions of the NYRA/NY State “ground lease” been adhered to permit development of the Proposed Project, and if not, what conditions have to be satisfied? Does the Developer/ESD’s project require amendments or alterations to the “ground lease”? (Longobardi_126, B&D_130)

Response: As noted in the Draft and Final Scope, the Project Sites are owned by the State of New York acting by and through the FOB, and are leased through a Ground Lease to NYRA. In accordance with the Ground Lease, the State has the ability to sever from the Ground Lease a portion of Site A and the entirety of Site B. Approximately 7 acres included on Site A would require cooperation with NYRA, which has a lease agreement on the property that expires in 2033. The disposition of the leasehold premises subject to the Ground Lease Agreement will comply with the terms and conditions of the Ground Leases Agreement and such terms and conditions as may be agreed between the State and NYRA.

Comment 30: Does the proposal seek to accommodate allowing helicopters to land at the site? If so, does the proposal present preliminary information on where they would land and what times will landings and take offs be permitted? (Longobardi_126)

Response: The Proposed Project does not include a helipad on the Project Sites. While there is an approved helicopter landing site within Belmont Park outside the Project Sites, the Applicant is not seeking use of that site as part of the Proposed Project.

Comment 31: How does the selected applicant propose avoiding or minimizing concurrent events taking place at Belmont Park? (McEnery_133)

Response: In accordance with SEQRA regulations and standard practice, the DEIS analyses will assume reasonable worst-case assumptions with respect to concurrent events taking place at Belmont Park. For example, the analysis will consider night racing (as proposed by NYRA) concurrent with an arena event, even though at this time night racing at Belmont Park is not authorized and would need legislative approval to move forward. If significant adverse impacts are identified that are attributable to concurrent events, potential mitigation measures would include agreements between NYRA and the Applicant to avoid specific worst-case conditions. As established in the original developer RFP solicitation, and as noted in the Final Scope, no arena activities would be permitted on the day of the Belmont Stakes.

Belmont Park Redevelopment Project

Comment 32: It appears that the New York ESD is steering much of the burden of development on the north side of Hempstead Turnpike while giving most of the public benefits, including a multi-million dollar “community center” and over 7 acres of new parkland and recreational facilities to the south side of Hempstead Turnpike. (McEnery_133)

Response: Since the issuance of the Draft Scope, the proposed community center was relocated to Site A, co-located with the proposed office use to promote synergies between these two uses. In addition, the preferred option locates a majority of the retail development on Site B. Moreover, there have been modifications to the proposed open space as a result of feedback from the community, which is detailed in the Final Scope. As described in the Final Scope, the proposed open spaces would provide primarily passive recreational amenities, such as naturally landscaped areas and sitting areas. NYAP intends to seek community input in finalizing programming for the proposed open spaces.

Comment 33: Provide a more detailed layout plan than what has been shown so far, especially for Site B. (Gillen_012)

Response: The Final Scope provides a more detailed layout plan as compared to what was presented in the Draft Scope. The Project Description chapter of the DEIS will provide further description.

Comment 34: Too many basic components of this project seem to be in flux based on the information presented in the draft scope and comments made by NYAP at the scoping session. While the draft scope provides an overview of what is expected to occur within Belmont Park, information is scant on off-site work. The scope needs to be revised to better define the project and address off-site issues with much more clarity. (B&D_130)

Response: The Final Scope provides additional detail on the Proposed Project, including a site plan that specifies the location of proposed uses. The Final Scope also provides updated information on off-site work associated with the proposed substation. Additional detail will also be provided in the DEIS.

Comment 35: In the previously approved plan, the design focused on the parking lot directly adjacent to the Grandstand. Now the developer wants to include an electrical substation and a 20+ story hotel in the lot bordering Floral Park and Bellerose Villages, as well as the FP-Bellerose School. This is completely unreasonable. (Morell_043)

Response: As detailed in the Draft Scope, the hotel is proposed on Site A. As detailed in the Final Scope, there have been several changes to the Proposed Actions since issuance of the Draft Scope, including relocating the proposed substation to the southwestern most portion of the North Lot farther away from the neighboring residential and school communities and reducing the height of the proposed hotel.

PURPOSE AND NEED

Comment 36: 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. 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. (Solages_123)

Response: Comment noted.

Comment 37: 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 need various forms of help from UDC/ESD? (BPCC_125)

Response: A neighborhood conditions study will be undertaken as part of the GPP process pursuant to the New York State Urban Development Corporation Act.

Comment 38: We want to see the creation of high-paying, career opportunities that are available to the public at large, not to in-house corporate employees. We want this development to foster patronage of local businesses and for it to invite visitors to enjoy the surrounding communities. (Holubnyezyi-Ortiz_018)

Response: The DEIS will include estimates of the direct and indirect (business-to-business) jobs generated by the Proposed Project, including jobs, as well as potential economic synergies with existing area businesses. In addition, the proposed community facility is anticipated to offer career development services, pending community input to finalize the program.

Comment 39: The Draft Scope states one of the Purposes and Needs for the Proposed Project is to “benefit the neighborhoods and communities adjacent to Belmont Park.” What are the specifics that will be used to measure that this goal was met? (Longobardi_126)

How will the Proposed Project benefit the local community? The surrounding communities should benefit from the Proposed Project. (Torre_006, Codner_041, Moriardy_073)

What are the positive benefits—including economic and social benefits—for our community? (McDonald_058, Valentine_011)

Response: As detailed in the Draft Scope, the DEIS will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and economic considerations. Various analyses in the DEIS—including those for community character and socioeconomic conditions—will serve to inform ESD in evaluating whether the Proposed Project meets this development objective.

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Comment 40: Please bear in mind that Belmont is one of the last pieces of land where large scale development can take place in Nassau County. (Morell_078)

Response: Comment noted.

Comment 41: 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. (Weiner_SSAS_001)

Response: As detailed in the Draft Scope, the Project Description will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and economic considerations. For informational purposes, as discussed in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include estimates of the direct and indirect economic benefits of the Proposed Project. As stated in the Draft Scope, ESD development objectives include providing a source of quality jobs for area and New York State residents, and benefitting the neighborhoods and communities adjacent to and surrounding Belmont Park. The Proposed Project would diversify the economic base at Belmont Park, maximizing economic benefit in comparison with the current underutilized character of the Project Sites.

Comment 42: Will studies be conducted to ensure the long-term viability of the proposed arena and retail shops? Building more retail space does not sound like a profitable or practical endeavor. (Morell_078, Longobardi_126)

Response: As detailed in the Draft Scope, the Project Description will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and economic considerations. The DEIS also will include as part of Chapter 7, "Socioeconomic Conditions" an assessment of market trends and potential competitive effects of the proposed arena, retail, and hotel uses. However, purely economic considerations are outside the scope of SEQRA.

CASINO / HOTEL

Comment 43: We don't want a casino/gambling in the hotel. Guarantee that a casino will not be built at Belmont Park. Will a new EIS be needed along with community input if a casino or residential uses are proposed for the hotel? (Conterelli_008, Morell_078, Longobardi_126, Weickert_009, MacDonald_120, Corbett_116, McEnergy_133, Weickert_036, Chiara_127, Amato_136)

Response: Residential development, gaming (e.g., VLT, table games, pari-mutuel, and simulcast wagering), and horseracing were specifically excluded from further consideration in the Developer RFP and are not part of the Proposed Project.

Comment 44: Decrease the height of the hotel. The EIS should consider potential visual, lighting, and community character impacts from the proposed hotel. (Conterelli_008, Longobardi_013, Gunther_035, Longobardi_126, Morell_078,

Attachment A: Response to Comments on the Draft Scope

Phillips_032, Ferone_071, Hellenbrecht_079, MacDonald_111, B&D_130, Muscarella_129, Chiara_127, Gillen_012, Morell_078)

If the hotel is as tall as some say, it will be an unsightly eyesore. No one wants to see tall buildings like Nassau County Medical Center or North Shore Towers in Nassau County. It would tower over our beautiful neighborhood and be a sniper's nest for our elementary schoolyard. Not to mention it would illuminate the entire west end all night long. Shouldn't my children grow up in a town where they can see stars? The hotel at the current coliseum is only a few stories high - that's plenty. (Alfonsi_117)

Where will the hotel be located and will it block sunlight from the racetrack at any point during the year or affect sunset racing? Will there be balconies overlooking the Floral Park Bellerose School and Floral Park residential homes? Will hotel patrons have a direct line of sight to children at the nearby schools? Can the location of this hotel be moved to a different area of the Project Sites? (Longobardi_126, Brosnan_028, O'Donohue_047)

Response: As described in the Final Scope and in response to public comments, under the preferred site plan (the Proposed Project) the location of the hotel on Site A has been adjusted as compared to site plans prepared in response to ESD's Request for Proposals, and the proposed maximum height has been reduced from approximately 265 feet to a maximum height of 150 feet. The Proposed Project's conformance with the character of the surrounding ½-mile study area will be evaluated in the DEIS. The analysis will identify the defining features of the ½-mile study area, assess how these major characteristics relate to the area's overall character, and analyze whether the Proposed Actions could significantly alter the defining features of the community.

Comment 45: There is no market for a 25-story hotel. Provide a business study to support the need for the hotel. The hotel will be just like the two smaller hotels built on Jericho that have repeatedly housed homeless families. No one wants to stay at a hotel in Elmont. (Rappold_121, Prymaczek_033, Hellenbrecht_079, Lonergan_038, O'Neill_015, Alfonsi_117, Alfonsi_117, Praino_063)

Response: As stated in the Draft Scope, the DEIS will include an assessment of hotel market trends with performance metrics (e.g., total available rooms, average daily rates [ADR], revenue per available room [RevPar], average occupancy rate). Please also see the response to Comment 44.

Comment 46: What amenities and building materials are planned for the hotel? (Longobardi_126)

Response: NYAP plans a full-service hotel, with food/beverage and conference/meeting facilities of up to 20,000 gsf. Building materials will be specified in the Proposed Project's design guidelines, which will be included in the GPP.

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Comment 47: I see no problem with the hotel's height/ number of rooms. (Johnson_005, Codner_041)

Response: Comment noted.

Comment 48: Would the hotel be Minority-and Women-Owned Business Enterprises, and Services-Disabled Veteran-Owned Businesses? Who will manage the hotel (e.g. which brand)? What will be the mechanism to change ownership? Will the hotel pay rent to the state for use of the land? (BPCC_125, Longobardi_126)

Response: The management of the hotel has not been determined and is outside the scope of SEQRA analysis. The DEIS will provide the details necessary with respect to the hotel in order to evaluate its potential environmental impacts. NYAP anticipates a 3.5-to-4-star operator.

Comment 49: The intensification of usage of property on the north side of Hempstead Turnpike (including siting a large hotel on the smaller site) rather than the spreading of the development impact onto both sides of Hempstead Turnpike is unfortunate. (McEnery_133)

Response: As detailed in the Final Scope, the Applicant has indicated as its preferred site plan, Option 2, from the Draft Scope, which locates the Retail Village to Site B, south of Hempstead Turnpike. In addition, the maximum height of the proposed hotel has been reduced as detailed in the Final Scope.

Comment 50: I will not support a larger hotel, increased events and a large shopping outlet in my backyard. (Praino_063)

Response: Comment noted.

ARENA

Comment 51: If the Islanders return, it should be to a renovated Nassau Coliseum not to a wasteful and potentially dangerous project in an already overdeveloped area. (Valentine_011)

Response: Comment noted.

Comment 52: Have studies been conducted to determine that there is a need for a new arena at Belmont Park. What are the benefits of a NHL hockey arena as compared to a soccer stadium? How will hockey benefit the local community? Why can't a new stadium be built on the Nassau Coliseum property? The EIS should consider how the proposed arena would impact other arenas. What studies have been done or will be done to see if alternative commercial, educational or residential projects can benefit Belmont Park? (Morell_078, McDonald_057, Sexton_115, Alfonsi_117, Terry_119, Rappold_121, Sexton_055, Sexton_094)

Response: As detailed in the Draft Scope, the Project Description will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and

economic considerations. The Socioeconomic Conditions analysis in the DEIS will evaluate the potential impact of the Proposed Project on other arenas. The DEIS also will examine a number of alternatives to the Proposed Project as outlined in the Final Scope.

Comment 53: It appears that your preliminary EIS should be expanded. Traffic and pollution should be the bases for moving forward and the EIS was not adequate. (Codner_041)

Response: At the time of the promulgation of the Draft Scope, an EIS had not yet been prepared. As detailed in the Draft Scope, the DEIS will analyze the traffic and air quality impacts associated with the Proposed Project.

Comment 54: There is a bike path that runs through Queens from the Throgs Neck Bridge (next to the Cross Island Parkway) and ends at the Nassau border. There is another bike path that starts at the Verrazano Bridge (next to the Belt Parkway) and ends at the Nassau border. Brooklyn and Queens should work together to connect these two paths (3-4 miles) on the border of Nassau County near Belmont Park. (Harnett_087)

Response: Comment noted.

SITE MANAGEMENT / SAFETY / SECURITY

Comment 55: Safety and security should be fully addressed including use of patrol officers, emergency vehicles access, traffic flow, use of state-of-the-art technology, requiring proper identification, protecting children in close proximity, proposed buffers, accidents and disasters, crime, potential terrorist attacks, shootings, etc. As the North Lot is also a Floral Park Bellerose School evacuation site, a buffer zone should be provided so that children can be safely evacuate in an emergency. As Belmont Park is a Hurricane Evacuation Zone and a part of an overall regional disaster plan, how will the EIS address the projects impact on regional disaster plans? The proposed sports field on Site B is a safety concern for the adjacent homeowners. As the structures are built, will Temporary Certificates of Occupancy (TCO) be issued, allowing part of a building to be occupied while construction work is still in progress? Please provide an emergency response plan. How will any emergencies be communicated to our local police and our schools? (McGeever_076, Longobardi_126, Weickert_009, Dantona_019, Ferone_071, Alfonsi_117, Sexton_098, McEnery_133, Ruscica_026, Mulhall_004, Amato_136, Sexton_097, McDonald_058, Praino_063, Flood_067, Colgan_108, McDonald_114, Sexton_040, Chiara_127, Codner_041, Terry_119, Baldwin_086)

Response: The Project Description chapter of the DEIS will provide details on the nature of the proposed buffer along the perimeter of the North Lot and the western edge of Site B, including a description of measures contemplated by ESD and the Applicant to manage on-site visitor flows, security and natural disasters. The

arena is proposed to be a certified U.S. Department of Homeland Security SAFETY Act building. The SAFETY Act provides incentives for the development and deployment of anti-terrorism technologies by creating systems of risk and litigation management. The entirety of the Project Sites would be under 24-hour surveillance and there would be a comprehensive security plan to ensure proper vehicle and visitor screening. Standoff and runup restrictions would be established in cooperation with the Nassau County Police Department as well as the U.S. Department of Homeland Security. In order to obtain SAFETY Act certification, a full audit of the security plan for the venue (physical as well as operational) will be conducted by the U.S. Department of Homeland Security, with continued operational compliance required to maintain certification. All staff members would have photo ID with key card access control and visitors would be properly screened in order to gain access to the proposed facilities. NYAP would work closely with NYRA to ensure that all areas of the Project Sites and parking areas are properly secured. This includes the North Lot during events.

The Visual Resources chapter of the DEIS will provide photo-simulated views of the Proposed Project from adjacent residential areas. Moreover, the DEIS will assess the potential environmental effects of the proposed uses, including their locations relative to existing uses and demands on community facilities and utilities. The basic 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 at the earliest possible time” (6 CRR-NY 617.1). Since the issuance of the Draft Scope, PSEG Long Island, in consultation with ESD and based on concerns expressed by the community, has relocated the proposed substation from the originally proposed location immediately adjacent to the Floral Park Bellerose School athletic field to a location in the vicinity of the Cross Island Parkway ramps, just north of the Racetrack, directly adjacent to the North Lot to the west (see Figure 1 in the Final Scope). Also, the height of the proposed hotel was reduced from a height of approximately 265 feet to a maximum height of 150 feet.

Comment 56: As part of its proposal, has the Developer/ESD addressed the issue of event curfews, and how will they be enforced? Has the Developer/ESD preliminarily identified a curfew time? Has the Developer/ESD committed to consult with local communities on curfew times, and what remedies will be available to communities if the curfew is broken? As part of its proposal, has the Developer/ESD indicated whether it will commit to structured remuneration for local communities when the curfew is broken? (Longobardi_126)

Response: As described in the Final Scope, the Project Description chapter of the DEIS will describe strategies to manage safety and security to ensure that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the action is the one that avoids or minimizes adverse

environmental impacts to the maximum extent practicable. The DEIS also will describe the anticipated operating hours for the Proposed Project's uses.

Comment 57: Will the Proposed Project be subject to building codes addressing the height, and total occupancy of the buildings proposed, as well as security? (McDonald_114)

Response: Project buildings would comply with New York State Uniform Fire Prevention and Building Code. The estimated height of the proposed buildings will be provided in the DEIS. Please also see the response to Comment 55.

Comment 58: Will celebratory fireworks, beer trucks or parties be held in the North Lot? Will tailgating be allowed in the North Lot? There is concern over potential for drunk driving. (Flood_067, Longobardi_126, Colgan_108)

Response: As detailed in the Draft Scope, with the Proposed Project the North Lot is expected to be used for parking. Currently, NYRA does not allow for tailgating, including on Belmont Stakes day. NYAP would also prohibit tailgating in the North Lot. Please also see the response to Comment 55.

Comment 59: Children should be protected from harmful chemicals/electricity associated with the Proposed Project. (Baldwin_086)

Response: In response to public comments on the Draft Scope and as detailed in the Final Scope, an assessment will be included in the DEIS that considers electromagnetic fields (EMFs) from the proposed electrical substation. The DEIS will also include a chapter that assesses potential impacts from hazardous materials.

TREES AND OPEN SPACE

Comment 60: The green belt of trees from the end of Mayfair Avenue, on to the Plainfield Avenue gate should be preserved to shield the residential area from traffic, noise and dust. (Corbett_116)

Response: The Project Description chapter of the DEIS will describe the Proposed Project's buffers, and the DEIS will assess the potential traffic, noise, and air quality impacts of the Proposed Project during construction and operations. Tree removal and replacement will be addressed in the "Natural Resources" chapter of the DEIS.

Comment 61: Nassau County lacks green space. (Harnett_087)

Response: The Open Space chapter of the DEIS will describe the Proposed Project's effects on open space resources, including new on-site open spaces and the proposed improvement to an existing open space in the surrounding neighborhood.

SUBSTATION

Comment 62: What type of fuel are you using for the substation? Where will it be located? It is not acceptable to locate the substation in the eastern part of the North Lot adjacent

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to a school yard. What will it look like? How will potential safety impacts be addressed? Will ESD instead require the creation of a municipal clean energy co-generation facility supported by the surrounding local communities? Will any upgrades to existing substations and other electrical infrastructure that are currently in Floral Park need to occur? (Loneragan_038, Solages_051, Longobardi_126, Lee_059, McDonald_057, Flood_067)

Response: There is no fueling component to an electrical substation; the substation would only be used for distributing power, not creating it. As detailed in the Final Scope, the location for the proposed substation has been changed from the originally proposed location immediately adjacent to the Floral Park Bellerose School athletic field to a location in the vicinity of the Cross Island Parkway ramps, just north of the Racetrack, directly adjacent to the North Lot to the west (see Figure 1 in the Final Scope). Additional detail on the operational characteristics of the electrical substation will be provided in the DEIS. The Proposed Project does not include a co-generation facility. There are no proposed changes to existing substations in the Floral Park area. As detailed in the Final Scope, there would be minor work to connect the new electrical circuits to the existing overhead electrical circuits on Plainfield Avenue.

PILOT/DEVELOPER AND BUSINESS TAXES/PAYMENTS/COSTS

Comment 63: What types of benefits, such as PILOTs or tax breaks will the Proposed Project receive? What affect would a PILOT agreement have on the Sewanhaka Central High School District? Will the developers pay property taxes or PILOT? Will the land remain state-owned and off the tax laws? The developer should be required to pay taxes or PILOT to offset the cost of providing local services (police, fire, etc.) to the Proposed Project. The land should be leased to the Developer at fair market value. Will the business occupants be obligated to pay school, general and town taxes? (Solages_051, BPCC_125, Sexton_055, Lee_059, Sexton_088, Borecky_122, McEnergy_133, McAllister_131, Moriardy_073, Brosnan_028, Torre_006, Lee_082)

NYPA's response to Section VI I of the Developer RFP should be made public as tax/PILOTS can have a social and economic impact on the surrounding municipalities and New York State tax base. (Sexton_090)

Response: Purely economic impacts such as those related to cost, financing, and PILOT are beyond the scope of SEQRA, but the DEIS will assess the potential impact on local services such as police and fire. The essential terms of the lease, including any PILOT arrangement, will be set forth in the GPP for public review and comment.

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 65: Would the Developer/ESD commit to a community benefits agreement to offset increased costs to the surrounding communities and villages associated with the Proposed Project? How will the local volunteer departments be reimbursed for their services? How will the roads be funded? Will there be a proposed community benefits package for the hosting/surrounding communities? Does the proposal include additional facilities to be developed for use by the local communities; guaranteed jobs for local residents; direct financial benefits? What will the potential impacts be on quality of life from increased taxes to pay for the community services (local police, fire, and ambulance), and what is the cost? NYAP should directly pay for hydrants, police, traffic signal maintenance, and roadway use related to the redevelopment. (Solages_123, Longobardi_126, Chiara_127, Fitzgerald_014, McEnery_133, Gillen_012, Siegel_069, Solages_051, Corbett_116, McAllister_131, Fletcher_070, BPCC_124, Longobardi_013, Solages_123, B&D_130, Sexton_097)

Response: As detailed in the Draft Scope, the Project Description will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and economic considerations. The DEIS will also include an assessment of the Proposed Project's impacts on community facilities and utilities. However, purely economic impacts are beyond the scope of SEQRA. See also response to

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Comment 64. NYAP intends to improve an offsite open space in the local community as part of the Proposed Project.

ENTRANCES/EXITS

Comment 66: Will any of the exits to Floral Park, both vehicular and pedestrian, be open during an event? Will the Plainfield Ave gate be closed during non-horse training hours? Will the road leading (a/k/a Belmont Park Road on Google Maps) out of the North Lot to the east be closed? Use of the Long Island Railroad and Hempstead Turnpike, and Cross Island Parkway should be established as a means of entrance and exit for all traffic in and out of the proposed redevelopment area. Use of the Plainfield Avenue vehicle and pedestrian gates should not be allowed in conjunction with this development. (Longobardi_013, Longobardi_126)

Describe the proposed entrances and exits and any planned improvements to on- and off-ramps or any other roadway expansions or improvements. How will access be provided into and out of the North Lot? (Longobardi_126)

Response: The Transportation analysis of the DEIS will describe vehicular and pedestrian access/egress to and from the Project Sites and North and South Lots, and will evaluate the potential for traffic impacts. As described in the Final Scope, the entrance to Belmont Park on Plainfield Avenue (Gate 8) is not proposed to be used for site access to the Proposed Project.

PUBLIC TRANSPORTATION

Comment 67: Will shuttle transportation be used to transport patrons from the North Lot to the arena? If so, what will the transportation be? Buses, rail, etc. (Longobardi_126)

Response: As detailed in the Draft Scope, it is anticipated that NYAP, through a shared parking agreement with FOB and NYRA, would utilize existing parking on the North and South Lots and would provide shuttle bus transportation from the North Lot to Site A for major events. The DEIS will provide additional details on the proposed shuttle transportation.

LAND USE

Comment 68: How will the 28 acres on the south side of Hempstead Turnpike be utilized in conjunction with the proposal for a hockey arena for the New York Islanders? (McEnery_133)

Response: As stated in the Draft Scope, the Project Description will include a detailed description of the Proposed Project including the proposed uses on Site B, south of Hempstead Turnpike.

Comment 69: Which side of Hempstead Turnpike will the retail development be placed? (Solages_051)

Attachment A: Response to Comments on the Draft Scope

Response: As detailed in the Final Scope, since the issuance of the Draft Scope, a “preferred site plan” (Option 2) has been selected, which includes between 300,000 and 350,000 square feet of destination retail, parking, and open space on Site B south of Hempstead Turnpike.

NORTH LOT

Comment 70: The North Lot cannot be used in conjunction with the ESD project. (Longobardi_013)

Response: Comment noted.

Comment 71: How and when will the North Lot be cleaned and maintained? Will restroom facilities be upgraded and/or new ones installed in the North Lot? If new ones are to be installed where would they be located, what water and sewage system would they tie into? Will portable toilets be used in the North Lot? Will the North Lot be repaved? Where will water from the North Lot drain to? Will there be lights in the North Lot? (Longobardi_126)

Response: As stated in the Draft Scope, the Project Description will include a detailed description of the Proposed Project including the proposed uses and planned improvements to the North Lot. Stormwater and sewer systems will be described in the Community Facilities and Utilities chapter of the DEIS.

COMMUNITY EFFECTS

Comment 72: The two plans disclosed to date do not fit the allotted space. Residents asked for an opportunity for higher paying jobs, green space and a full time train station. The proposed plans for Belmont Park do not meet any of these requests. The community space located somewhere off the Cross Island Parkway makes no sense and appears to be merely an appeasement, which no one wants. Belmont is not the right location for the Islanders. (Conway_132)

Response: Comment noted.

Comment 73: Were there any studies performed to determine the adverse impact on the surrounding communities concerning such items as: power supply, garbage disposal, noise, water supply and lighting in the area? (Chiara_127)

Response: As stated in the Draft Scope, the DEIS will evaluate the Proposed Project's conformance with the character of the surrounding community, taking into account the potential for significant impacts related to land use/zoning, community facilities and utilities (including power supply and solid waste collection and disposal services), socioeconomic conditions, open space, historic/cultural resources, visual resources, transportation, and noise.

LAND USE, ZONING, AND COMMUNITY CHARACTER

Comment 74: The Draft Scope states that the DEIS will include an assessment of the Proposed Actions' consistency with land use, zoning and community character. The study area for land use should not be limited to a half-mile radius around the Project Sites and other directly affected areas. The study area should be expanded. The Proposed Project should be consistent with land use within a broader surrounding area. A study area map should have been included with the Draft Scope. The Draft Scope failed to mention the primary study area that was depicted on the study area map that was presented to the community. The study area should account for the offsite project components. (Fletcher_070, BPCC_124, Prime_053, Rappold_121, B&D_130, Moriardy_073, Terry_119, BPCC_125, Longobardi_126)

Response: The study area for the Land Use, Zoning, and Community Character chapter of the DEIS will remain a ½-mile radius around the Project Sites, since it is the area most likely to be affected by the Proposed Project and reflects typical EIS standards.

The 1/2-mile study area was delineated from the outermost boundary of the Project Sites and the other directly affected areas (e.g. North and South Lots) and is consistent with standard SEQRA practice for assessing land use impacts from development projects on Long Island. Since the issuance of the Draft Scope, a primary, 1/4-mile study area for land use, zoning, and community character and certain other technical areas to be determined was also delineated since this is the area that would be more likely to be directly affected by the Proposed Project.

Comment 75: ESD issued a RFP for Belmont Park on July 31, 2017 for a sporting arena while citing the Elmont Vision plan, the master plan approved by Nassau County and the Town of Hempstead. The DEIS needs to explain how the RFP complies with the Elmont Vision Plan. (Sexton_092)

The scope of work should reflect the Elmont Community Vision Plan of 2007, which was created by the Elmont Coalition of Sustainable Development. The plan included a luxury hotel, attractive storefronts along with outdoor seating for food and leisure as well as community space. (Johnson_005)

Response: As noted in the Draft Scope, the Land Use, Zoning and Community Character chapter of the DEIS will evaluate the consistency of the Proposed Actions with applicable land use plans, including the *2008 Elmont Community Vision Plan*, the *Nassau County Comprehensive Plan*, as well as the *2008 Nassau County Master Plan Update*. An assessment of the draft *2010 Nassau County Comprehensive Plan* will also be included in the DEIS.

Comment 76: Floral Park has long supported the need to develop underutilized parcels within Belmont Park. At issue is whether the proposal complements, enhances and protects the unique nature of Belmont Park as a historic venue for thoroughbred

horseracing and protects the character of the communities surrounding Belmont Park. (B&D_130)

Response: As detailed in the Draft Scope, the DEIS will address the Proposed Project's effects on socioeconomic conditions, historic and visual resources, and community character.

Comment 77: The Proposed Project is in complete disregard to the Village of Floral Park's request for a master plan for the entire Belmont Park campus. Will there be a comprehensive master plan for the entire 430-acre Belmont Park property? If not, how will future projects that may take place or be announced during the planning, construction and post construction phases be incorporated into a full impact analysis? (Longobardi_126, McEnery_133, Flood_067, B&D_130)

Response: The DEIS will consider the potential environmental effects of the Proposed Project, including an assessment of the Proposed Project's consistency with existing land use plans as part of the Land Use, Zoning, and Community Character chapter. A master planning study is outside the scope of SEQRA analysis.

ZONING

Comment 78: Section VI E of the RFP, announced July 31, 2017 by ESD for redevelopment within Belmont Park, pertains to zoning calculations where the Respondents must submit a preliminary zoning analysis showing all calculations, including proposed uses and required and proposed parking. Respondents should identify any zoning overrides necessary, and any required permits and authorizations to effectuate the Project. Why do the Town of Hempstead Building Zone Ordinances need to be overridden? Are there any NY State ordinances that are being overridden or superseded? Will all zoning laws be adhered to? Simply because the Belmont property is considered State land should not exempt the developers from requiring them to design and build structures which complement the community, or allow them to endanger their neighbors well-being. Overdevelopment will not be tolerated. ESD and the Applicant must fully comply with the zoning and land use rules of the local jurisdictions, particularly the Village of Floral Park and the Town of Hempstead. While the State of New York can decide to override such local laws, it should only be done after the local jurisdictions are given the opportunity to provide input. (Sexton_089, Longobardi_126, Morell_043, McEnery_133)

Response: The DEIS will include a "Land Use, Zoning and Community Character" Chapter that will assess the Proposed Project's conformance to local zoning and describe how site development would be controlled by a GPP. Although zoning overrides are required because none of the existing zoning districts permit the Proposed Project, the DEIS will assess the general compatibility of the Proposed Project

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with zoning in the area. ESD has met with, and will continue to meet with, the Town of Hempstead on the subject of zoning override.

Comment 79: Are there any plans to request altering any zoning laws? What was the reason for the zoning change? (Longobardi_126)

Response: There is no zoning change proposed.

COMMUNITY CHARACTER

Comment 80: 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 fail to provide economic benefits. (Weiner_SSAS_001)

Response: As described in the Draft Scope, the DEIS will assess the Proposed Project's effects on community character. See also the response to Comment 41.

Comment 81: The well-being and character of Elmont, Floral Park, and the surrounding communities must be preserved and enhanced by the Proposed Project. (Gillen_012)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's effects on community character.

Comment 82: We are all working towards the same goal, which is to follow a common-sense approach to this project, while maintaining the integrity of the community now and in the future. (Morell_043)

Response: Comment noted.

Comment 83: Will our beautiful view be lost forever? My family, my community and all the surrounding communities want to keep our homes and lives places where we can work, live and raise our families. (McGeever_076)

This large proposed mega complex is devastating. This mega complex does not fit into our communities. You the developers have no respect for what came before. The only winners here are you, our losses will multiply. I want to stop your plans for proposal to redevelop BP. (MacDonald_120)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's effects on visual resources, as well as land use and community character. Please also see the response to Comment 87.

Comment 84: The Proposed Project has become so large and expansive, one might rightly ask if it is being proposed for Downtown Manhattan, as opposed to an area next to quiet suburban residential communities. Floral Park respectfully asks that ESD take stock of the location of this project and scale it appropriately. (B&D_130)

The Project's Size and Scope will Impact the Unique Character of the Floral Park Community. The Village suspects that the NYAP proposal will far exceed the underlying restrictions reflecting the massive size of the project and unfettered "urbanization" of what is otherwise a suburban area. In contrast to the proposed project, the surrounding communities are mostly comprised of quiet suburban residential areas, schools and small local commercial, retail and business hubs. (B&D_130)

This is a working-class neighborhood and we will see an upheaval with a modern approach to transform the Belmont Memorial Horse Racetrack by wealthy entertainers from the sport of ice hockey, which has been around 100 years. (Manchenes_022)

Response: As noted in the Draft Scope, the Land Use, Zoning, and Community Character chapter of the DEIS will identify the defining features of the ½-mile study area, assess how these major characteristics relate to the area's overall character, and analyze whether the Proposed Actions could significantly alter the defining features of the community. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

Comment 85: The project will have negative impacts on the neighborhood. (Manchenes_022)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's potential impacts on community character.

Comment 86: The project may have adverse effects on the neighborhood and community character with respect to noise, park-like setting, and design guidelines. (Muscarella_129, McEnergy_133)

Response: As stated in the Draft and Final Scope, the DEIS will include an assessment of the Proposed Project's potential impacts on community character, which encompasses a range of variables including land use and zoning, socioeconomic conditions, open space, historic and cultural resources, visual resources, transportation, and noise.

Comment 87: The Bellerose Commonwealth Civic Association believes that the Proposed Project far exceeds the needs and capacities of the area and that implementation of the project as proposed in the scope document would overwhelm the resources of the area. With full implementation, traffic congestion generated by the project would severely impact local economic development and reduce the quality of life of surrounding communities, including Bellerose. (Hellenbrecht_079, Muscarella_129)

The quality of life enjoyed by our residents, businesses and schools can in no way be compromised as a result of any proposed plan or future development that may occur at Belmont Park. (Longobardi_013)

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The Proposed Project is a quality of life issue. Many of our homeowners chose to live in a quiet suburban community, not a suburban commercial community. We are concerned about lighting and noise pollution. (McDonald_058, Terry_119, Phillips_032, Flood_016)

Response: The DEIS will assess the Proposed Project's effects on environmental issues that collectively address quality of life, including land use and community character, community facilities, socioeconomic conditions, open space, historic resources, visual resources, transportation, and noise.

Comment 88: The plan must provide an adequate and appropriate barrier between residential homes along the south lot. The quality of life that residents of Elmont and Floral Park currently enjoy should not be impacted by development as a next door neighbor. (O'Donohue_047)

Response: Please see the responses to Comments 55 and 87.

Comment 89: The developers must also take into account the suburban ambience 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. (Solages_123)

Response: As described in the Draft Scope, the Proposed Project's conformance with the character of the surrounding ½-mile study area will be evaluated in the DEIS. The analysis will identify the defining features of the ½-mile study area, assess how these major characteristics relate to the area's overall character, and analyze whether the Proposed Actions could significantly alter the defining features of the community.

COMMUNITY FACILITIES AND UTILITIES

Comment 90: The EAF does not mention Anna House, a daycare within 1,500 feet of the proposed project that is a daycare for laborers at Belmont Park. Will Anna's House be included in the DEIS? (Sexton_091)

Response: Anna House will be identified in the DEIS.

Comment 91: Figure 1 of the Draft Scope neglected to label the Floral Park Bellerose School (Weickert_009)

Response: The Floral Park Bellerose School will be identified in the DEIS.

Comment 92: It is important that the Proposed Project's infrastructure needs (e.g., power, sewer, drainage, and water) not impact existing public work systems or customers surrounding Belmont Park. The area lacks the proper infrastructure for such a massive development. The infrastructure at Belmont Park needs to be fully

updated and become state of the art first before any project can proceed. Consider using renewable energy. (Tweedy_039, Weickert_036, McEnergy_133)

Response: As stated in the Draft Scope, the DEIS will include an assessment of potential infrastructure impacts including those related to water supply, sanitary sewer, and fire protection. Also, as stated in the Draft Scope, the DEIS will include an assessment of the Proposed Project's potential impacts on stormwater infrastructure and will describe proposed measures to avoid or minimize impacts to water resources (e.g., erosion and sediment control plan, Storm Water Pollution Prevention Plan, and potential use of green infrastructure). In addition, potential measures to reduce greenhouse gas (GHG) emissions will be included in a climate change analysis.

The Proposed Project does not include a co-generation facility. The Proposed Project's potential effects on energy and electricity will be analyzed in the "Community Facilities and Utilities" and "Climate Change" chapters of the DEIS.

Comment 93: What are NYRA's infrastructure needs and what are NYRA's future plans for power, light, water, and drainage? (Tweedy_039)

Response: NYRA's future renovation plans, while speculative, will be addressed in the background of the DEIS analyses. Any other future plans or No Build projects that are subject to SEQRA will also be analyzed in conjunction with the Proposed Project in the future baseline of the technical chapters, as well in the "Cumulative Effects" chapter.

Comment 94: There are a number of methodologies that establish a gallon per day per square foot basis for estimating water usage of different construction types (i.e., office, apartments, hotels, etc.) Because the use and square footage of the Proposed Project are known, why was ESD unable to establish how many gallons a day are expected to be used? (Sexton_085)

Response: As described in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will include calculations for the potable water demand for the Proposed Project based on Nassau County Department of Health sewage flow standards and/or other relevant factors. Irrigation demand will be computed based on the projected area of landscaping and standard factors for seasonal irrigation use. These quantities of projected future water demand will be compared to existing conditions for the Project Sites in order to calculate the projected net increase in water demand under the Proposed Actions.

STORMWATER

Comment 95: Climate change is acknowledged by New York State. What Climate Change documents will ESD reference when establishing rainfall/snowfall event depths to be incorporated into the design of the stormwater system? (Sexton_083)

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Response: Since the Proposed Project would be located outside of the potential future flood zones as projected by New York State for 2100, and since the Proposed Project would not introduce any major drainage infrastructure with the potential to affect local flooding conditions during severe precipitation events, the focus of the Climate Change analysis will be on potential GHG emissions.

ELECTRICITY

Comment 96: What is the amount of electricity needed for the site? The Proposed Project should generate its own electricity, as well as provide for the larger community. How will the Proposed Project impact electric bills? (Longobardi_126, Codner_041, Solages_123, Khan_118)

Response: As noted in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will assess electric service capabilities and anticipated impacts, including quantifying the demand that would be created for each provider by the Proposed Project. Moreover, in consultation with LIPA and PSEG Long Island, the DEIS will analyze the potential impacts of the new substation that is proposed to service the Proposed Project. Impacts on electric bills are beyond the scope of SEQRA.

POLICE/FIRE

Comment 97: The DEIS should indicate the local police, fire, ambulance, and hospital providers and assess any potential impacts on these local resources or safety issues. Consideration must be given to the potential for the project to result in large crowds and rowdy and drunk fans and an increase in traffic such that increased local services are needed, which would put undue strain on the local service providers. (Longobardi_126, Sexton_097, Muscarella_129, McAllister_131, Conterelli_008, O'Donohue_047, Praino_063, Longobardi_013, Terry_119)

Response: As noted in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will include correspondence with utility providers, including Nassau County Police Department, 5th Precinct; Nassau County Police Medic Association (for emergency medical services); Elmont Fire Department (for fire protection and ambulance service) to obtain information about their respective facilities, equipment, capabilities, constraints, and any planned improvements. The DEIS will also identify community facilities in a ½-mile radius surrounding the Project Sites and affected parking lots, including hospitals.

Comment 98: The Draft Scope does not even list any Floral Park agency, including the Police Department, for consultation in key areas. The Floral Park Police Department is required to deploy additional resources every time there is a significant event at Belmont Park (B&D_130).

Response: As detailed in the Final Scope, the Floral Park Police and Fire Departments will be consulted for the DEIS assessment of potential effects on community facilities.

Comment 99: Increased traffic on the local road system could have a dramatic impact on emergency response times, risking loss of life. (B&D_130)

Response: The Transportation chapter of the DEIS will discuss the impact of the Proposed Project on emergency response times. This has been included in the Final Scope.

Comment 100: We are very concerned about crime to our homes, cars and personal property. How will our local ambulance, fire, police be impacted? Will specialized equipment/training be provided to the Elmont Fire Department? Will the hotel have its own fire service to handle hotel emergencies? Will there be an appointed liaison to handle any emergency or security concerns? (Reisig_029, Sexton_040, Chiara_127)

Response: As stated in the Final Scope, the Project Description chapter will include a summary of the proposed project management, security, and safety measures. The DEIS will also assess the Proposed Project's potential impacts on community character, including security. Please see the responses to Comments 55 and 97.

SEWER

Comment 101: Do existing sewer lines serve the project site? Why did ESD not consult with Nassau County Department of Public Works to make this determination prior to issuing the DEIS? The project would send waste to Bay Park, but the scoping document fails to consider the current plan to send waste from Bay Park to Cedar Creek. Is expansion of the district needed? Why did the sponsor/ESD not consult with Nassau County Department of Public Works to make this determination prior to issuing the DEIS? (Sexton_088, Weiner_SSAS_001)

Response: The DEIS will describe the sewer lines and treatment facilities serving the Project Sites, and any sewer improvements that may be necessary to accommodate the Proposed Project. The Nassau County Department of Public Works will be consulted as needed.

Comment 102: Please describe the methodology that will be used to estimate liquid waste generation per day and determine the capacity of the sewer system to serve the Proposed Project and protect against flooding and pollution. How will a point of connection to the Nassau County sewer system be determined? Will dry capped lines be installed for future use/expansion; will future additional liquid waste generation in the study area be accounted for? Please include the financial analysis as it relates to the point of connection and state if upgrades will be needed to the Nassau County sewer system and sewers in Floral Park to accommodate the liquid waste generated by the Proposed Project. Please advise what interim facilities will be in place to handle the anticipated liquid waste generated by 12,300 construction workers. Will any easements be required? Why has the sponsor/ESD not consulted with both Nassau County Department of Public Works and Nassau County Department of Public Health to establish this critical information? Are the Project Sites in the existing district? The existing sewer

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system is already overwhelmed during major events such as Belmont Stakes or heavy rain. The DEIS should consider the potential impacts the Proposed Project would have on the local infrastructure systems. (Sexton_088, Solages_123, Longobardi_126, Colgan_108)

Response: As detailed in the Draft Scope, sewage generation and potable water demand will be calculated for the Proposed Project based on Nassau County Department of Health sewage flow standards and/or other relevant factors. Irrigation demand will be computed based on the projected area of landscaping and standard factors for seasonal irrigation use. In addition, the capacity of existing infrastructure and its ability to serve the Proposed Project, as well as necessary improvements will be described and evaluated in the DEIS. The Nassau County Department of Public Works and Nassau County Department of Health are identified as SEQRA interested agencies and will be consulted as needed. The DEIS will analyze the capacity of the current sewer and water supply system to handle the Proposed Project's sanitary sewer and water demands, respectively.

Comment 103: The Proposed Project's potential impact on sewer systems and local waterways and the Atlantic Ocean need to be addressed. It's important that the DEIS investigate whether Cedar Creek's outfall pipe could handle the additional sewage coming from a project of this magnitude. (Sexton_095, Borecky_122)

Response: As detailed in the Draft Scope, the DEIS will address the potential environmental effects associated with the Proposed Project's sewage generation, as well as potential effects on treatment plant infrastructure and water quality (with respect to the facility's SPDES permit).

SUBSTATION

Comment 104: The proposed substation should be relocated away from the Floral Park-Bellerose School and athletic field area and away from residential homes for safety reasons. The potential noise, EMF, air quality, hazardous materials, and public health effects from the proposed substation during construction and operations must be considered. Move the proposed substation close to Cross Island Parkway. All steps should be taken to substantially minimize the size of that proposed substation. There is lack of a cohesive plan including the proposed substation. (Conterelli_008, Gillen_012, Reisig_029, Weickert_009, Brosnan_028, Dantona_019, Longobardi_013, Phillips_032, Reisig_029, Ruscica_026, O'Donohue_047, Prymaczek_033, Moriarty_073, Hellenbrecht_079, Morell_078, Alfonsi_117, Corbett_116, Muscarella_129, B&D_130, Kay_135, Dodson_062, Flood_067, MacDonald_120, Longobardi_126)

PSEG is considering placing three feeder cables from this new substation to the substation located on Plainfield Avenue, between the Long Island Rail Road main line and Hempstead line which happens to be adjacent to the John Lewis Childs

Elementary School, potentially exposing another 650 children to this potential danger. (Ferone_071)

Response: As detailed in the Final Scope and in response to comments received, the location for the proposed electrical substation has been changed. Additional detail on the operational characteristics of the substation will be provided in the DEIS. In response to public comments on the Draft Scope and as stated in the Final Scope, the potential for significant adverse environmental impacts from the proposed substation will be assessed in the DEIS.

SOLID WASTE

Comment 105: How will the developer control waste and garbage left in the North Lot? Will any non-domestic waste be introduced into the system such as industrial process wastes, cooling waters, etc. and if yes, how will this be pretreated? The DEIS should address sanitation, garbage maintenance and removal daily/weekly. (Flood_067, Sexton_088, McDonald_114)

Response: As noted in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will assess impacts of the Proposed Project on solid waste generation and management and consistency with the state or locally adopted solid waste management plan. Moreover, the “Project Description” chapter will include a description of the Proposed Project’s management, safety, and security measures.

WATER

Comment 106: What will be the amount of water needed for the development? Where will the water come from? Will new water transport facilities need to be built? If so, where will they be built and will the construction need to occur off the site (i.e., will new water mains need to be installed in Floral Park?) (Longobardi_126)

Response: As detailed in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will assess demand for water and water infrastructure.

Comment 107: A number of studies have documented that Nassau County is exceeding safe yield relating to its water supply, resulting in a number of adverse environmental and ecological effects. These include saltwater intrusion and loss of surface wetlands due to a drop in the elevation of the water table of the regional aquifer. The 2017 report of the Long Island Commission on Aquifer Protection is the most recent report to document this problem. We urge that the DEIS discuss this issue and the variety of strategies that can be utilized to reduce water consumption. Many of these strategies are enumerated in the 2017 report "Taking the Field: Advancing Energy and Water Efficiency in Sports Venues" jointly published by the National Institute of Building Sciences and the Green Sports Alliance. These strategies can result in the savings of tens of thousands of gallons of water through recycling water used in ice-making to the installation of communal, no-flow urinal troughs. (Turner_046)

Response: As noted in the Draft Scope, the Water Resources chapter will describe the regional and local hydrogeological conditions and water supply based on published data, and a consistency analysis will be performed for the Proposed Project with respect to the recommendations and standards for development within the relevant hydrologic zone. As noted in the Draft Scope, this chapter of the DEIS will also describe measures that would be included in the Proposed Project to minimize impact to water resources from the Proposed Project (e.g., erosion and sediment control, preparation of a Storm Water Pollution Prevention Plan and the potential use of green infrastructure).

OPEN SPACE AND RECREATIONAL RESOURCES

Comment 108: Consider a soccer field for Elmont youths. (Codner_041)

Response: At this time, a soccer field is not proposed for the Project Sites. Additionally, as noted in the Draft Scope, NYAP intends to seek community input in finalizing programming for the proposed open spaces. Please also see the response to Comment 109.

Comment 109: The area surrounding Belmont Park is heavily developed, with little green space. Provide more open space, community space and programs, barriers between residential areas and the Proposed Project, and preserve trees. Parkland should stay parkland. The Developer RFP stated the intent was to strengthen and make Belmont Park as the premier destination for, among other items, recreation. The Proposed Project does not contain many recreational elements that would promote exercise. Which improvements will be made that will enhance Floral Park residents’ recreational uses of the property? Will the Belmont Park “backyard” area be changed? Will the Belmont Park paddock area be changed? (Weiner_SSAS_001, Conterelli_008, Torre_006, Longobardi_126, Weickert_009)

The Scoping Document defines open space as an area for recreational opportunities such as basketball courts. For the health of both people and wildlife, for enjoyment and education, open space should be a green area for native plants. This would provide habitat for displaced birds and flood mitigation for rain and snow events. So much for the green space that the local residents asked for at the meeting held last year regarding the project. (Weiner_SSAS_001, Conway_132)

Response: As described in the Final Scope, the Proposed Project would provide new on-site open spaces and would improve an off-site open space within the surrounding neighborhood. Community input will be sought in designing these spaces. The Open Space chapter of the DEIS will provide additional detail on the proposed improvements and buffer areas and will assess the Proposed Project’s potential effects on open space and recreational resources within an approximately 1-mile radius surrounding the Project Sites. Belmont Park is not designated open space

or parkland; rather, it is a privately-operated recreational resource used by members of the public for a fee or with NYRA's permission.

Comment 110: The Applicant should consider the beautification, revitalization and enhancement of current parks around Belmont Park. (O'Donohue_047, Phillips_032)

Response: As detailed in the Final Scope and as will be described in the Open Space chapter of the DEIS, based on public comments on the Draft Scope and community outreach, the Proposed Project will include off-site improvements to an existing park in the surrounding neighborhood.

Comment 111: The Backyard at Belmont Park—a community gathering place with trees, a playground, and a duck pond—is being displaced with the Proposed Project. This space will be missed. (Brosnan_028, Conway_132)

Response: The Proposed Actions require that 7 acres of the Backyard be utilized for the Proposed Project. The DEIS will assess the potential impact of the loss of this space and will describe the measures that would be in place to offset the loss of this space, including the proposed public open spaces on Sites A and B. As part of the Proposed Project, NYAP also intends to improve an offsite community open space.

HISTORIC AND CULTURAL RESOURCES

Comment 112: Belmont Park is of Historic importance and potentially deserving of Landmark status. As part of its proposal, has the Developer/ESD presented design features and structures that complement the historic nature of the existing structures at Belmont? The local communities encourage the protection and incorporation of all buildings and landscaped features of historic, architectural or cultural significance. (Longobardi_126, BPCC_125, McEnery_133)

Response: As noted in the Draft Scope, the Historic and Cultural Resources chapter of the DEIS will include a field survey of the Project Sites and other affected areas conducted by an architectural historian, to determine whether there are any potential architectural resources that could be affected by the Proposed Actions. On May 25, 2018, OPRHP provided a letter determining that Belmont Park does not meet the criteria for inclusion in the New York State or National Registers of Historic Places. No existing buildings at Belmont Park are proposed for removal or alteration in connection with the Proposed Actions.

VISUAL RESOURCES

Comment 113: The Proposed Project's potential visual effects should be illustrated through renderings. (Kaminsky_049)

Response: 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

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illustrated with renderings and photo-simulations that will reflect the height and dimensions of the Proposed Project.

Comment 114: What is the height of the proposed arena and its related structures? Will a portion of the arena be below the existing surface? If so, approximately how many feet below the surface? Will there be any lighted signs or structures and will they be visible anywhere within Floral Park? Where specifically will the arena be located and will any portion block sunlight from the track at any point during the year? These new plans will directly impact our aesthetics. Will the Proposed Project be designed to fit the character of the existing Belmont Park Grandstand? Build something that complements what is already in place. Belmont Park would be a great place to display the mural of Long Island that is painted on the wall of the Sears in Hicksville, which closed. (Longobardi_126, Praino_063, Conway_132)

Response: As described in the Draft Scope, the Visual Resources chapter of the DEIS will analyze the Proposed Project's potential impacts on visual and aesthetic resources; this analysis will consider numerous factors, including substantial changes to views, the number and type of viewers affected, the duration of views, and whether the feature in question has been designated as a special resource or viewshed. As stated in the Final Scope, NYAP has reduced the height of the proposed hotel from a height of approximately 265 feet to a maximum height of 150 feet.

Comment 115: Floral Park requests that the Draft Scope be revised to require that Floral Park and other community officials be consulted in relation to the selection of locations for which photo-simulations will be prepared. (B&D_130)

Response: The public will have opportunity to review and comment upon photo-simulations presented in the DEIS.

Comment 116: I'd love to see renderings of the project. When you talk about developing on Site B, many Elmont backyards are really the same fence that connects to that property. (Kaminsky_049)

Response: As described in the Draft Scope, the Visual Resources chapter of the DEIS will include, as appropriate, renderings and photo-simulations that will reflect the height and dimensions of the Proposed Project. Moreover, the Proposed Project contemplates a vegetated buffered landscape area separating Site B from the adjacent residential areas.

LIGHTING EFFECTS

Comment 117: Will this new parking lot need to be illuminated, creating an additional burden of constant light on our homes and properties? Our children and residents do not need to be in the eyes of tailgating and the behaviors that it often attracts such as excessive drinking, loud music, barbecues, shouting, excessive horn honking, public urination and drug use, to name a few. (Flood_067)

Response: As noted in the Final Scope and in response to public comments, the DEIS will include an assessment of the potential effects of the Proposed Project's lighting on surrounding properties. In addition, the Project Description chapter of the DEIS will include a description of the Proposed Project's site management and safety and security measures.

Comment 118: Night racing and any sound and light pollution associated with it must be incorporated in the environmental impact study on the West End of the Village of Floral Park. (Flood_067)

There has been the recent significant change by the State of New York to allow after sunset racing at Belmont Park. Right now Belmont Park has 6 racing patrol and camera towers, which are 40 feet high. The recent upgrade of Daytona Speedway for night time racing, for example, required the construction of hundreds of light towers to illuminate the track, and similar lighting structures, either on a temporary or permanent basis, will no doubt be required in Belmont Park's near future. Such nighttime activities will also dramatically change the current day time only impact Belmont Park has on its surrounding communities. (McEnery_133)

Night racing is a great concern but we can live with it three nights a week if three concerns are addressed. First it should end no later than 10:30 pm with no concerts or shows after 10:30. The loud speakers should be faced to the grandstands and not toward our residential area. (Corbett_116)

Response: The DEIS will consider the potential cumulative effects from lighting and noise associated with the Proposed Project and potential night racing. However, night racing is not an element of the Proposed Project, and the lighting and noise associated with night racing will not be considered as an impact of the Proposed Project.

Comment 119: How will the DEIS address potential light pollution from bright lights at night? The Proposed Project should incorporate measures to avoid or minimize lighting impacts, such as installing lights in a downward direction to avoid impacts on adjacent residences. Quality of life and community character impacts from lighting effects should also be addressed. (McDonald_114, Corbett_116, Solages_123, Longobardi_126, MacDonald_120, Praino_063)

Has the Developer/ESD considered or developed preliminary information regarding light pollution and its impact on the residential communities surrounding this development? Has the Developer/ESD accounted for light pollution in its proposal and its impact on the thoroughbred horses living on the Belmont Park property? What type of lighting will be in the parking lots? What time of day will the lights be on/ off? Does the proposal provide commitments and/or assurances that the lights for the project will be designed in a manner to not reflect onto residential houses? Will there be lighted signs at the hotel? If so,

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how bright will the signage be? Will there be any lighted signs facing Floral Park?
(Longobardi_126)

Response: As noted in the Final Scope and in response to public comments, the DEIS will include an assessment of the potential effects of the Proposed Project's lighting on surrounding properties.

SOCIOECONOMIC CONDITIONS

Comment 120: What are the property tax and property value implications for the residents of the nearby communities? (Khan_118, Mohammed_110, Mangar_112, McDonald_057, Sexton_093, Brosnan_028, Alexander_074, Longobardi_126, Lee_059, Weickert_036)

Response: Under SEQRA, potential impacts relating to lowered real estate values are considered economic, not environmental, and therefore are beyond the scope of this SEQRA review and not the subject of environmental review. However, the Socioeconomic Conditions chapter of the DEIS will address whether the Proposed Project would introduce uses that could offset positive trends in the area, impede efforts to attract investment to the area, or create a climate for disinvestment; such effects are considered environmental and are subject to review under SEQRA. Also, the DEIS will consider the potential for adverse economic effects on community character in Chapter 2, "Land Use, Zoning and Community Character.

With respect to property taxes, please see the response to Comment 63.

Comment 121: What positive and negative financial and social impact will the Proposed Project have on the neighborhoods in which they are located? (Harnett_020, Morell_078)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's positive and negative socioeconomic effects on surrounding neighborhoods, including effects on community character.

Comment 122: Will the DEIS study competition with the overall arena and entertainment market including but not limited to the impact on Barclay's Center, Madison Square Garden, Citi Field, Nassau Coliseum, Yankee Stadium, Jones Beach Amphitheater, and the proposed 18,000-seat arena in Suffolk County, especially those that are already receiving direct and indirect public subsidies or have received benefits through ESD or any other state or local agency or municipalities? (Sexton_102, Alexander_074, BPCC_125)

Competition with NYRA should also be considered. What research methodology will be used to show that the proposed development will increase the entertainment dollars spent at Belmont Park? (Sexton_103)

What impact will the project have on the already failing malls on Long Island? What impact will the project's massive hotel, parking lots, substation, limited access, and traffic impacts have on surrounding neighborhoods? (Weickert_036)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate) as well as potential synergies with local retail concentrations as well as larger entertainment venues. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector. The Proposed Project's potential impacts on community character will also be addressed in the DEIS.

Comment 123: How will the businesses along Hempstead Turnpike be affected? Will the business occupants have an unfair advantage over existing businesses that are obligated to pay property taxes? (Lee_059, Torre_006, Lee_082)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate) as well as potential synergies with local retail concentrations. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector. However, purely economic considerations are beyond the scope of SEQRA.

With respect to property taxes, please see the response to Comment 63.

Comment 124: This will bring temporary construction jobs and permanent job opportunities, on many educational levels, for the Elmont community and the Long Island region at large. The business owners, who also pay a significant portion of the taxes in our commercial leases, deserve to be heard and we want economic development now, and not miss this opportunity with a billion-dollar investment by the New York Arena developer. (Marchesella_060)

Response: Comment noted.

Comment 125: What are the benefits to existing local businesses? How will the business occupants be chosen? Would it be possible for a local business to occupy the space or are the businesses already chosen without any regard to our local investors? (Torre_006, Alexander_074)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential synergies with local retail concentrations. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector. Determinations on commercial leasing will be made by the applicant and is beyond the scope of SEQRA review.

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Comment 126: Will the Proposed Project provide local jobs for Elmont or Floral Park? (Khan_075)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will present the socioeconomic impacts on the surrounding area during the construction period, including information with regard to type, estimated salary level, and full-time or part-time status, as well as the estimated indirect and induced jobs and wages generated by the Proposed Project at the County/Borough level.

Comment 127: What is the economic impact of the arena on homeowners and local businesses? What is the net present value of benefits and costs from fiscal years 2018 through 2047? (BPCC_125)

Response: The DEIS will consider the potential socioeconomic effects of the Proposed Project based on the scope of analysis identified in the Final Scope. The analysis suggested by the commenter is not necessary to determine the potential for significant adverse environmental impacts. Moreover, purely economic impacts are beyond the scope of SEQRA.

Comment 128: The business community is an important and vital part of the fabric of Floral Park. There are serious concerns as to the impact this proposed development will have on the Village's business community. If the plan is for the Developer/ESD to provide for robust entertainment and food options, how will this benefit and "galvanize" the local community? Is it not the intention of the Developer/ESD to draw patrons into the development and spend resources at the facility? (Longobardi_126)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate), as well as potential synergies with local retail concentrations and larger entertainment venues. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector. The Proposed Project's potential impacts on community character will also be addressed in the DEIS.

Comment 129: As part of its proposal, has either the Developer/ESD provided an analysis quantifying the total number of jobs it expects to create during project construction or operation, with a breakdown of anticipated full- and part-time jobs and median and average salaries for these jobs, and/or whether these jobs will provide employee benefits? (Longobardi_126)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will present the socioeconomic impacts on the surrounding area during the construction period, including estimates of the number of jobs to be generated

directly and indirectly as a result of construction and income to the local economy from sales of construction material and construction labor. Using NYAP estimates and standard assumptions regarding employment density in various economic sectors, the approximate number of permanent jobs that will be generated by the Proposed Project will be reported, including information regarding employee type, estimated salary level, and full-time or part-time status. Estimates of indirect and induced jobs and wages generated by the Proposed Project at the County level will also be presented.

Comment 130: There has been no realistic look at how this project density will affect small businesses in the surrounding area. The Village is very concerned that the Proposed Project will compete directly with Floral Park's three thriving business, entertainment and retail areas, which also include an array of restaurants: Jericho Turnpike, Tulip Avenue and Colon Avenue. (B&D_130, Fitzgerald_014, Muscarella_129)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate) as well as potential synergies with local retail concentrations and larger entertainment venues. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector.

Comment 131: Will the space between the track and the border of Floral Park (i.e. the entire North Lot) be improved? (Longobardi_126)

Response: 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.

Comment 132: Throughout the country, brick and mortar retail stores are struggling to stay open. How are more retail stores really to benefit us? (Praino_063)

Response: The Socioeconomic Conditions assessment will describe the competitive positioning of the proposed retail within the trade area and will evaluate the socioeconomic benefits of the Proposed Project.

Comment 133: What impact will this retail development have on our local business owners who rely on local commerce to support their families? What is the approximate number of employees expected at the retail village per day? What are the expected wages and benefits provided to the retail employees? (Longobardi_126)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will analyze potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate); this includes any potential synergies with local retail concentrations as well as larger entertainment

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venues. The DEIS also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector.

Comment 134: Explain the need for more retail. (Weickert_009)

Response: As detailed in the Draft Scope, the Project Description will describe the Proposed Project's purpose, public need, and anticipated benefits, including social and economic considerations. The Socioeconomic Conditions assessment will describe the competitive positioning of the proposed retail within the trade area and the potential for competitive effects on existing retailers.

Comment 135: How will the increased traffic affect our local businesses in so much as due to the anticipated high development traffic, the existing patrons will need to avoid, or could avoid our business districts on event days. This could lead to a long term decline in the business community and its tax base. (Fitzgerald_014)

Response: As detailed in the Draft Scope, the DEIS will evaluate the potential effects of the Proposed Project on traffic and on local area businesses.

With respect to effects on tax base, please see the response to Comment 63.

Comment 136: There are deep impacts to the economic impacts, to local businesses. (Alexander_074)

Response: Comment noted.

Comment 137: With these types of redevelopment projects, a concern is the negative environmental effect on the community character caused by indirect, secondary displacement of existing neighborhood businesses and residents. This is a well-known dynamic that must be investigated, considered and addressed. (BPCC_124, Fletcher_070)

Response: The Socioeconomic Conditions chapter of the DEIS will consider the potential for indirect business displacement. If the potential for indirect displacement is identified, the analysis will consider whether it could result in adverse effects on community character.

Comment 138: Are there any retailers committing as of yet? What is the expected management structure for the Retail development? Does the Management of the Retail development have any relationship with the New York Islanders? Does the Retail developer have any experience in operating its business model in the United States? Does the Retail developer have existing sites located in an already thriving suburban community? Does the Retailer have any plans to expand its development if it becomes successful? If so, where would it intend to expand and how would it accommodate the additional footprint? Who are the expected tenants for the Retail Development? (Mohammed_110, Longobardi_126)

Attachment A: Response to Comments on the Draft Scope

Response: Specific tenants for the Proposed Project's retail uses have not been identified at this time. The Project Description and Socioeconomic Conditions chapters of the DEIS will describe the amounts, types, and management of the retail uses. The amount of retail identified in the Draft Scope represents the maximum amount contemplated by the applicant and is the maximum amount that would be permitted on the Project Sites.

Comment 139: The proposed "Retail Village" does not make economic sense. What were the results of market studies to evaluate whether this type of retail development is beneficial to the residents of the area? Explain the need for the proposed local and luxury retail, particularly with regard to its size and the increase in online shopping. (MacDonald_111, Alfonsi_117, Terry_119, BPCC_125, Amato_136, Kaye_065, Prymaczek_033)

Response: As detailed in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will assess the expenditure potential within a proposed retail trade area and will consider whether the Proposed Project's retail would have adverse competitive effects on existing retail uses within its trade area.

Comment 140: Does the Retail developer pay local sales tax on all sales? Will any percentage of sales generated at the Retail development be provided to local communities to offset the cost of use of municipal services and infrastructure? (Longobardi_126)

Response: Retail sales generated by the Proposed Project will be subject to retail sales taxes. The distribution of sales income generated by the Proposed Project is outside the scope of SEQRA analysis.

Comment 141: What are the expected hours of operation for the Retail Development? (Longobardi_126)

Response: The anticipated operating hours for the Proposed Project's uses will be described in the DEIS.

Comment 142: The Belmont Park redevelopment must take into consideration the impact, both positive and negative, upon local businesses, infrastructure, law enforcement, first responders, residential communities and the members of these communities. This redevelopment must address the needs and concerns of the neighborhoods. (Holubnyezyi-Ortiz_018)

Response: As stated in the Draft and Final Scope, the DEIS will assess the Proposed Project's potential environmental effects, including potential impacts on Socioeconomics, Community Facilities and Utilities, Community Character, etc. SEQRA provides opportunity for public input at various stages in the process, including Scoping and once the DEIS is completed.

Comment 143: The DEIS should consider the economic impact and make sure that the community benefits from the jobs that are created. Make a commitment that not

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only construction jobs but operational jobs will be created for local residents as a result of the Proposed Project and that those will be fair paying, union jobs with local hiring practices. (Gillen_012)

Response: As noted in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will provide job estimates. Please also see the response to Comment 300.

Comment 144: The Belmont Park redevelopment initiative will enhance the community, existing horse racing industry, bring new jobs, and create opportunities to Long Island when we all work together with respect and transparency and the communication that is needed to continue to build trust. (Phillips_032)

Response: Comment noted.

Comment 145: Inclusion of restaurants and boutique shops in the project eliminates the potential benefit of economic opportunity for existing and new shops and restaurants in the Elmont area, and Bellerose. If the project is unsustainable without these amenities, it should not be considered. If the stand-alone arena is sustainable, then it should provide innovative assistance to develop and support the surrounding area. One way to build up the nearby area may be to establish parking toward the east end and provide free local “trolley” transfers to popular local restaurants, shops and attractions. (Hellenbrecht_079)

Response: As described in the Draft Scope, the Socioeconomic Conditions chapter of the DEIS will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate) as well as potential synergies with local retail concentrations. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector.

HAZARDOUS MATERIALS

Comment 146: Will the NYRA October 2017 Belmont Park Phase 1 Environmental Site Assessment be made part of the DEIS? As NYRA is no longer a public entity the document cannot be obtained by the public for their review in order to gain a better understanding of this section of the DEIS. (Longobardi_126)

Response: As noted in the Draft Scope, the Hazardous Materials chapter of the DEIS will summarize NYRA's October 2017 Belmont Park Phase I Environmental Site Assessment. As noted in the Final Scope, the Hazardous Materials chapter will also summarize the results of the Phase I and Phase II investigation of the Projects Sites commissioned by NYAP.

Comment 147: What studies will be done to locate any hazardous materials that may be in the soil or existing infrastructure? How and when will hazardous materials be removed and carted away? Will hazardous materials be carted away by truck

and/or rail? Which truck/rail routes will be used to cart away hazardous materials? (Longobardi_126)

Response: The Hazardous Materials chapter of the DEIS will summarize all relevant environmental site assessments and will include recommendations for additional subsurface testing and/or other activities required prior to or during construction and/or operation of the Proposed Project to avoid the potential for significant adverse impacts, including a discussion of any necessary remedial or related measures to precede or be incorporated into the development plans.

WATER RESOURCES

Comment 148: The development site sits on top of sole source aquifers for Queens and Nassau, and the project threatens to pollute the drinking water for 3 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 will increase demands on a shrinking water supply, exacerbate saltwater intrusion, and shift contaminants in the groundwater. The DEIS proposes to use older studies in analysis, but needs also to use the Long Island Sustainability Study that was ordered by the Governor and is currently underway. (Weiner_SSAS_001)

Response: As described in the Draft Scope, the Water Resources chapter of the DEIS will describe regional and local hydrogeological conditions and water quality, based on published data from Nassau County Department of Health, U.S. Geological Survey, The Long Island Comprehensive Waste Management Plan (the “208 Study”, Long Island Regional Planning Board, 1978), and the Long Island Comprehensive Special Groundwater Protection Area Plan (Long Island Regional Planning Board, 1992). A consistency analysis will be performed for the Proposed Project with respect to the recommendations and standards for development within the relevant hydrogeologic zone (i.e., Zone #1, Deep Flow), as set forth in the 208 Study and the Long Island Comprehensive Special Groundwater Protection Area Plan. The requirements of the Nassau County Public Health Ordinance will be reviewed, and the consistency of the Proposed Project therewith will be evaluated. The Long Island Sustainability Study referenced by the commenter has not been published and will not be available for the DEIS analysis.

Comment 149: Ensure the local water supply is protected. (Gillen_012)

Response: As described in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will include consultation with the Water Authority of Western Nassau County regarding the ability to service the Project Sites under existing conditions (e.g., pumping capacity, distribution, water pressure, and occurrence of significant contamination in supply wells and the need for treatment), and any recent or planned upgrades or improvements to increase the availability of water

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to the Project Sites will be reported. The existing water distribution system and the presence of any active wells or water storage facilities on the Project Sites, or on the remainder of Belmont Park, also will be discussed.

Comment 150: Clean water and hydronic issues are serious matters and presently the subject of news reports, lawsuits, injunctions with studies conducted now by the Western Nassau Water Authority for its existing customers. What will happen when upwards of 40,000 visitors use Belmont Park daily and the additional surge of 18,000 Islanders fans or concert-goers? That surge capacity of water and sewers are just some of the issues that need full airing and examination. What are the results of ground water tests and water table tests that will impact the type of construction that is feasible on the Project Sites? (Tweedy_039, Terry_119)

Response: As described in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will include consultation with the Water Authority of Western Nassau County and the Nassau County Department of Public Works regarding the ability to service the Project Sites under existing conditions and future conditions with the Proposed Project in place, as well as any recent or planned upgrades or improvements to increase the capacity and/or reliability of the water and wastewater collection and disposal system available for the Project Sites. Consultations with the involved service providers/utilities will be undertaken to assess their ability to serve the Proposed Project.

Also, as described in the Draft Scope, the Water Resources chapter of the DEIS will describe regional and local hydrogeological conditions and water quality, based on published data from Nassau County Department of Health, U.S. Geological Survey, The Long Island Comprehensive Waste Management Plan (the “208 Study”, Long Island Regional Planning Board, 1978), and the Long Island Comprehensive Special Groundwater Protection Area Plan (Long Island Regional Planning Board, 1992). Depth to groundwater and groundwater flow direction will be described based on publicly available groundwater monitoring data and site-specific data, if available.

Comment 151: Please advise what studies ESD will rely on to establish a baseline for Long Islands SSA water usage prior to the Belmont Park Redevelopment project coming on stream. What studies and methodologies will ESD use to assess the potential impacts on the water supply, including potential saltwater contamination to the SSA? How will you determine water well clearances? (Sexton_088, Sexton_085)

Response: As described in the Draft Scope, the Water Resources chapter of the DEIS will describe regional and local hydrogeological conditions and water quality, based on published data from Nassau County Department of Health, U.S. Geological Survey, *The Long Island Comprehensive Waste Management Plan* (the “208 Study”, Long Island Regional Planning Board, 1978), and the *Long Island*

Comprehensive Special Groundwater Protection Area Plan (Long Island Regional Planning Board, 1992). Moreover, the Community Facilities and Utilities chapter of the DEIS will include consultation with the water purveyor serving the Project Sites (i.e., Water Authority of Western Nassau County) regarding the ability to service the Project Sites under existing conditions (e.g., pumping capacity, distribution, water pressure, and occurrence of significant contamination in supply wells and the need for treatment), and any recent or planned upgrades or improvements to increase the availability of water to the Project Sites will be reported. The existing water distribution system and the presence of any active wells or water storage facilities on the Project Sites, or on the remainder of Belmont Park, also will be discussed. Consultations with the involved service providers/utilities will be undertaken to assess their ability to serve the Proposed Project.

Comment 152: If the North Lot is paved, will the West End have runoff water issues on our properties? (Flood_067)

What methodology(ies) and studies will be used to establish the standard percentage of runoff and erosion effects? What factors will be evaluated to determine the physical storage volume needed to achieve flood control? What methods will be used to minimize the pollution impact of urban stormwater runoff? What methodologies will be used to establish the 100 year flood level? What recognized formulas will be used to predict runoff?" (Sexton_083)

Which Sustainable Drainage System methodology(ies) will be used to ensure that the design chosen for the "Proposed Project" will attenuate and reduce the pollution impact on the surrounding communities? Will the stormwater collection and management system incorporate NY State and local policies on Environmental Management? (Sexton_083)

Please detail how ESD will interface with officials of The Incorporated Village of Floral Park to ensure that the stormwater runoff system designed for the Proposed Project will not degrade the stormwater system in The Incorporated Village of Floral Park's West End that will utilize a 5-acre water basin located in Belmont Park. (Sexton_083)

The DEIS must consider the impact that storm water runoff will have on our estuaries and how additional effluent will impact our ocean. The goal must be to reduce the nitrogen that will be emptying into our ocean, while the BPRP will most certainly increase the load. (Borecky_122)

Response: As described in the Draft Scope, the Water Resources chapter of the DEIS will include projections of stormwater volumes to be generated on the Project Sites, description of the proposed stormwater collection and management systems, delineation of stormwater drainage sub-watershed areas (as appropriate), discussion of anticipated changes in drainage patterns, and analysis of whether and how the proposed stormwater management plan will comply with applicable

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regulatory requirements, and other relevant guidelines and standards for on-site storage volume. This chapter will also describe measures that would be included in the Proposed Project to mitigate impacts to water resources that are expected to arise from the Proposed Project (e.g., erosion and sediment control plan, Storm Water Pollution Prevention Plan, and potential use of green infrastructure).

Comment 153: The Proposed Project poses serious risks to the water quality and could compromise the sustainability of our water supply. (Weiner_SSAS_001)

Response: As described in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will include consultation with the water purveyor serving the Project Sites (i.e., Water Authority of Western Nassau County) regarding the ability to service the Project Sites under existing conditions (e.g., pumping capacity, distribution, water pressure, and occurrence of significant contamination in supply wells and the need for treatment), and any recent or planned upgrades or improvements to increase the availability of water to the Project Sites will be reported. The existing water distribution system and the presence of any active wells or water storage facilities on the Project Sites, or on the remainder of Belmont Park, also will be discussed. Consultations with the involved service providers/utilities will be undertaken to assess their ability to serve the Proposed Project.

Comment 154: The Proposed Project poses serious risks to water quality and the health of the community. The project compromises water supply. Water quality and demand must be addressed. (Valentine_011, Codner_041)

Please advise what methodology ESD will use to establish water usage by structure category. Please advise the methodology that will be used to calculate the irrigation demand. What methodologies will be used to assess the potential of water usage at the Proposed Project causing a withdrawal cap violation? What mechanisms will be put in place by the Applicant to compensate water districts if the withdrawal cap is exceeded? (Sexton_085)

Response: As described in the Draft Scope, the Water Resources chapter of the DEIS will include the performance of a consistency analysis for the Proposed Project with respect to the recommendations and standards for development within the relevant hydrogeologic zone (i.e., Zone #1, Deep Flow), as set forth in the 208 Study and the Long Island Comprehensive Special Groundwater Protection Area Plan. The requirements of the Nassau County Public Health Ordinance will be reviewed, and the consistency of the Proposed Project therewith will be evaluated. Moreover, the Proposed Project's potential impacts on stormwater will also be addressed.

Comment 155: Please advise to what extent the Belmont Park Redevelopment project will incorporate Rainwater Harvesting for potable and non-potable use. Please advise to what extent the Belmont Park Redevelopment project will incorporate

Stormwater Harvesting for use in landscaping or cooling towers. Please advise to what extent the Belmont Park Redevelopment project will incorporate Graywater Harvesting for irrigation. The people of Elmont and Floral Park are concerned with the effects this project will have on the quality of water. Irrigation demand and pesticide use from landscaping will increase the risk of water contamination. (Solages_123, Sexton_085)

Response: The Water Resources chapter of the DEIS will describe water conservation measures contemplated as part of the Proposed Project, and will address the Proposed Project's potential impacts on water quality.

Comment 156: If either Nassau County or the Town of Hempstead have requirements (environmental, design, etc.) that are more stringent than NY State's requirements, will the Proposed Project's design and implementation meet the more stringent requirements? (Sexton_088)

Response: The DEIS will describe and assess the Proposed Project's compliance with all applicable laws and regulations.

NATURAL RESOURCES

Comment 157: The project compromises wildlife. The preservation of Elmont resources has to be fully factored in. "Wildlife species" includes, but is not limited to mammals, birds, reptiles, amphibians, fish and insects. Just by living near Belmont Park, we know that there are bats, raccoons, opossum, butterflies, dragon flies, snakes and turtles who live in the Belmont Park habitat. (Codner_041, Valentine_011, Sexton_84)

Response: As described in the Draft Scope, the DEIS will assess the Proposed Project's effects on natural resources, which includes wildlife.

Comment 158: What methodology(ies) that will be employed to survey the Belmont Park Redevelopment Project area for: identifying/protecting High Priority Species; identifying/protecting Species of Greatest Conservation Need; identifying/protecting species of Potential Conservation Need; and for identifying Non-SGCN Species? (Sexton_84)

Response: The methodology for characterizing wildlife and plant species on the Project Sites and directly affected areas, including those that are High Priority and identified for Conservation Need, will comprise desktop review of existing information that will include aerial photography, review of NYSDEC breeding bird survey and Herp Atlas, NYSDEC Natural Heritage database, USFWS Information, Consultation and Planning System (IPaC), and site reconnaissance.

BIRDS

Comment 159: The Full Environmental Assessment Form notes the presence of the following birds: Red-tailed Hawk, Turkey Vulture, Mourning Dove, Rock Pigeon, Blue Jay,

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American Crow, American Robin, Gray Catbird, House Sparrow, European Starling, Common Grackle, Brown-Headed Cowbird, Song Sparrow, and Canada Goose. The Scoping Document acknowledges the potential for migratory birds to collide with the proposed buildings, but resident birds may also be killed in collisions, and at a minimum, new buildings should use bird-friendly glass. The Proposed Project must also mitigate bird collisions with transmission lines. (Weiner_SSAS_001)

The Belmont Park Redevelopment Project is situated in western Long Island in close proximity to a number of public parks and refuges that are known as hot spots for a wide variety of migratory birds, especially during Spring migration. These parks and other naturally vegetated open spaces in the vicinity attract migratory and resident birds; thus many bird species can reasonably be expected to pass by or frequent the project site during the course of a year. We are pleased to note the Scoping Document states the intention of the Draft Environmental Impact Statement (DEIS) to assess potential impacts to migratory birds "due to collisions with proposed buildings." The DEIS must assess this issue in great detail and discuss the variety of window designs and treatments that can be utilized to minimize the impact of bird strikes. (Turner_046)

Response: In response to public comments and as detailed in the Final Scope, the Natural Resources chapter of the DEIS will evaluate the potential for migratory and resident bird collisions. The analysis also will describe measures that could be implemented to minimize bird collisions (such as, for example, "bird-friendly" glass). Measures evaluated to reduce bird collisions will include those described in existing guidance such as the US Fish and Wildlife Service *Reducing Bird Collision with Buildings and Building Glass Best Practices* (2016), as well as other guidance documents.

Comment 160: The altered footprint, increased vehicular traffic, full-time rail station, added utility and service lines, and increased pollution generated by the Proposed Project all will have adverse effects on the species at Belmont Park Redevelopment Project area. How will the project sponsor/ESD minimize this impact on the species currently inhabiting the Belmont Park Redevelopment Project area? Please advise what methodology(ies) will be used to determine the collision related mortality of birds due to glass surfaces and external lighting and what steps will be taken by the project sponsor/ESD to minimize the impact of bird mortality due to striking glass/external lighting in the Belmont Park Redevelopment Project area? (Sexton_84)

Response: As detailed in the Draft Scope, the Natural Resources chapter of the DEIS will consider the potential effects of the Proposed Project on existing terrestrial natural resources. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. The potential impact will be evaluated based on amount of glass coverage, proximity of vegetation, and surrounding habitat characteristics.

AQUATIC RESOURCES

Comment 161: How will the extra sewage created by the development, which will be treated and released into the Atlantic Ocean impact the aquatic ecosystem, including the Great White Shark, a vulnerable species? Will the extra nitrogen released into the Atlantic Ocean have a positive or negative impact on the local aquatic ecosystem? Will the extra nitrogen increase brown or red tides which have negative impacts on local aquatic wildlife? Will the extra sewage have a negative impact on the local whale population, such as but not limited to the North Atlantic Right Whale, Minke Whale and Fin Whale, all endangered or protected species that have returned to the Long Island area with sightings in the Rockaways and Nassau County? How will the extra nitrogen impact local aquatic food supplies such as plankton and bunker fish? (Sexton_104)

In the May 12, 2014 report entitled “Impaired Uses and Poor Water Quality in West Bay: Causes and Consequences,” Dr. R. Lawrence Swanson from Stony Brook University’s School of Marine and Atmospheric Sciences recommended that New York State undertake a thorough evaluation of the environmental conditions in and around the Cedar Creek and Bergen Point ocean outfalls. Due to climate change and high nitrogen levels from our sewage, we are seeing more and more instances of brown tide and algae growth imperiling our shores. It is imperative that the DEIS determine how increased levels of nitrogen and other contaminants will impact our ocean, marshes, and beaches. (Borecky_122)

Response: As discussed in the Draft Scope, the Community Facilities and Utilities chapter of the DEIS will identify the wastewater treatment plant (WWTP) and sewer mains serving the Project Sites, and assess whether the projected sewage flow from the Project Sites under the Proposed Actions is within the permitted capacity, such that it would not exacerbate discharge standards, based on consultation with the Nassau County Department of Public Works. The analysis will also identify any planned future improvements/modifications to the WWTP by the Proposed Project’s 2021 analysis year.

TREES

Comment 162: If 100-year-old trees are to be replaced, replace them (at least two for one) with native trees from New York State and the United States. (Gullo_066)

What studies are being conducted to ensure no native species are being displaced? Will there be enhancements to natural resources such as but not limited to significant tree plantings, etc. Will there be a plan to replace damaged or removed natural resources? (Longobardi_126)

Response: As detailed in the Final Scope, the Natural Resources chapter of the DEIS will describe the nature of any tree removal and replacement anticipated as part of the Proposed Project.

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Comment 163: Will trees be planted in the North Lot reducing surface area heat? (Flood_067)

Response: The Project Description chapter of the DEIS will provide details on the landscaping in the North Lot. See also the response to Comment 131. A buffer composed of dense vegetation and a chain-link fence would be provided along its northeastern boundary.

TOPOGRAPHY/GEOLOGY

Comment 164: Will you conduct your own Geotechnical studies? If no, please advise which geotechnical studies you will reference. (Sexton_088)

Response: NYAP is conducting geotechnical studies that will be utilized for the DEIS.

Comment 165: Will you produce your own topographic report? If no, please advise which topographical reports you will reference. (Sexton_088)

Response: The DEIS will utilize topographic data provided by Nassau County.

TRANSPORTATION

TRAFFIC

Comment 166: In past years, residents have felt the drastic increases of traffic congestions and public transportation wait times due to the Belmont Stakes. While a Traffic Demand Analysis is being initiated, it is critical that it sufficiently ascertains changes to transportation peak hours in Nassau County, increases to the number of vehicles traversing the area, and parking. As the number of commuters rises, the burden on the Cross Island Parkway does as well. It is dire that safety studies are completed to properly accommodate the influx of drivers and keep commuters safe. (Solages_123)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include thorough analyses to determine the effects of the Proposed Project on vehicular traffic on the local street network and the Cross Island Parkway; the adequacy of parking to be provided; utilization of public transportation services; pedestrian circulation within the Project Sites; and vehicular and pedestrian safety at the intersections being analyzed. Should any significant adverse impacts be identified, improvements or operational changes will be identified and evaluated to mitigate those impacts to the extent practicable.

Comment 167: There are impacts to this project related to traffic. (Alexander_074, Mangar_112, Moriardy_073, Codner_041, Ruscica_026, Colgan_108, Mullen_056, Cheng_027)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include analyses to determine the effects of the Proposed Project on vehicular traffic on the local street and highway networks for five peak analysis hours. The

peak hours for detailed evaluation in the DEIS will be based on a side-by-side comparison of trip generation from the Proposed Project and background traffic volumes on the adjacent roadway network. Detailed traffic volume counts will be conducted for each of the traffic analysis periods. The traffic study area will include approximately 36 intersections within the local street network—including locations along Hempstead Turnpike, Plainfield Avenue and Jericho Turnpike in Nassau County and Hempstead Avenue in Queens—and the Cross Island Parkway from Linden Boulevard through Jamaica Avenue, including all ramp junctions, merge/diverge and weave conditions, and mainline segments. Project-generated traffic will be assigned to the local street network. Should any significant adverse impacts attributable to the Proposed Project be identified, improvements or operational changes will be identified and evaluated to mitigate those impacts to the extent practicable.

Comment 168: Invariably, motorists will seek to avoid the traffic by means of local roads to reach the Belmont property. What is the impact on traffic on local roads and streets? There is a concern that traffic will be driven into the residential areas of Elmont and Floral Park. (Terry_119, Conterelli_008, Muscarella_129 Gillen_012, Brosnan_028)

Response: In response to public comments, 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.

Comment 169: These new plans will directly impact our way of life by increasing drive times. (Praino_063)

Response: The Transportation chapter of the DEIS will include analyses to determine the effects of the Proposed Project on vehicular delays at intersections within the local street network and projected changes in travel speeds along the Cross Island Parkway.

Comment 170: How will increased traffic in the surrounding area be managed? (MacDonald_111)

Are there plans to expand the road infrastructure to improve traffic flow that will be projected to be increased as a result of this development? (Khan_118, Mohammed_110)

Response: As discussed in the Draft Scope, should any significant traffic adverse impacts attributable to the Proposed Project be identified, improvements or operational changes will be identified and evaluated to mitigate those impacts to the extent practicable. Such measures could include: roadway or intersection re-striping to increase capacity; intersection widening where needed and feasible; new traffic signals if needed at currently unsignalized intersections; modifying signal phasing

Belmont Park Redevelopment Project

and timing at currently signalized intersections; and imposing turn prohibitions, parking prohibitions, or other measures to increase intersection capacity.

Comment 171: Traffic patterns used within three miles of the proposed development should be reviewed for all possible scenarios of use in conjunction with this development. (Longobardi_013)

Response: As discussed in the Draft Scope, vehicle trips generated by the Proposed Project will be distributed to the street network along the most logical routes for arrivals and departures. The distribution of trips to an Islanders game at the proposed arena will be developed based on the geographic distribution of season and individual game ticket purchases from the most recent season when the Islanders formerly played at the Nassau Coliseum, adjusted to reflect a slight shift towards a New York City market (due to the location of Belmont Park near the Nassau-Queens border). The assignment of other project-generated trips, including shoppers at the retail village, patrons of the hotel, and other trips will be performed based on available market studies, population distribution within a 30-minute radius of the site, or other information which may aid in the development of identifying logical traffic patterns.

Comment 172: The traffic counts analysis must acknowledge the current heavy usage of both the Cross Island Parkway and especially the Hempstead Turnpike corridor. While the traffic count over a 24-hour period may help “smooth out” that volume, the traffic impact on time sensitive events taking place during week day commuter time traffic must be emphasized by the ESD. (McEnery_133)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include analyses to determine the effects of the Proposed Project on vehicular traffic on the local street and highway networks for five peak analysis hours. The peak hours for detailed evaluation in the DEIS will be based on a side-by-side comparison of trip generation from the Proposed Project and background traffic volumes on the adjacent roadway network. Detailed traffic volume counts will be conducted for each of the traffic analysis periods.

Comment 173: The CIP will have to be widened to accommodate thousands of extra vehicles and then the CIP will have to be changed to a commercial parkway to accommodate buses traveling to the 18,000 seat arena, or when there is a concert, add another 1000 seats, and the 250 room hotel. Put in writing you will never apply to have the CIP changed to a commercial expressway. (MacDonald_120)

Response: The Proposed Project will not remove commercial vehicle restrictions from using the Cross Island Parkway. It is noted that these restrictions are in place due to low clearances of parkway bridges that are not designed for trucks and tractor trailers. There are no plans to widen the CIP.

Attachment A: Response to Comments on the Draft Scope

Comment 174: Please consider using the 2014 *CEQR Technical Manual* guidelines and thresholds with respect to transportation, as well as Trip Generation Table 16-2. (Rasheed_137)

Response: Since the Proposed Project is located outside City limits and since ESD is a State agency, the Proposed Project is not subject to City Environmental Quality Review (CEQR) including the *CEQR Technical Manual*. However, the *CEQR Technical Manual* will be used as a guidance document during preparation of the DEIS, where appropriate.

Comment 175: On June 9, 2018 please use VISSM software simulation to study the traffic patterns. Then you may realize that getting to Belmont does not only depend on Hempstead Turnpike and Elmont Rd., instead every side street is impacted on Belmont Stakes day. (Lee_059, BPCC_125, Lee_082)

Response: The Belmont Stakes is an event that occurs one day per year and would not represent typical traffic and parking conditions that could be significantly impacted by the Proposed Project. There will be a requirement in the lease agreement that any parking provided on the Project Sites must be made available for use by Belmont Park in connection with the running of the Belmont Stakes. Therefore, an arena event such as a concert or hockey game would not be held on Belmont Stakes day. For these reasons, a traffic analysis of Belmont Stakes day will not be included in the DEIS.

As stated in the Final Scope, the Transportation chapter of the DEIS will identify the net change in parking capacity on the Project Sites as a result of the Proposed Project.

Comment 176: The Draft Environmental Impact Statement (DEIS) will assess the traffic at 35 intersections, six of which are located in Queens. We would appreciate the consultant forwarding NYCDOT the vehicle assignments for each peak analysis period to determine if assessments may be warranted at additional Queens intersections and/or highway mainline and ramp junctions. Attached are the official traffic signal timing for these locations. (Rasheed_137)

Response: The requested information will be provided to NYCDOT.

Comment 177: The walk in gates should remain closed for all events. I would like to see you guarantee to put up a wall and buffer and never let pedestrian or vehicular traffic use the Mayfair Avenue gate. (Weickert_009)

The Plainfield Avenue entrance must be restricted for the New York Racing Association. Specifically, the entrance should only be used for horsemen, NYRA and the Queens Hospital. (Phillips_032, O'Donohue_047)

The West End of Floral Park is a direct neighbor of Belmont Racetrack. Our homes border on the fence to the North Lot and surrounding land of Belmont. On one of our tree-lined streets sits a gate which accesses Belmont Park. On Belmont

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Stakes day, which is one day out of the year, the entire West End section is bombarded by cars as people try and skirt the main entrances and enter through a small pedestrian gate where shuttle buses take them to the race track. (Mullen_056)

Access to the stadium, hotel and shopping should not be permitted from the Plainfield Avenue entrance and limited to the normal race track workers and vans. We hope that the entrance in the West end residential area in Floral Park on Mayfair Avenue will never be open except for emergency vehicles when our Floral Park police department or fire /rescue departments come to the aid of Belmont as they have in past emergencies. (Corbett_116)

There is an existing entrance to Belmont Park on Plainfield Avenue, directly across from the Floral Park Memorial High School. This entrance currently has very limited use that generally does not impact the high school. The draft scope must disclose whether NYAP's project will cause, directly or indirectly, increased use of this access point to the Belmont Park property, and specifically identify that location as a point that the traffic analysis will cover. (B&D_130)

Response: As stated in the Final Scope, the Project Description will include a description of the Proposed Project's management and safety and security measures, including access to the surrounding communities.

As also described in the Final Scope, the entrance to Belmont Park on Plainfield Avenue (Gate 8) is not proposed to be used for site access to the Proposed Project. For this reason, the intersection of Plainfield Avenue and Gate 8 will not be included in the study area for the traffic analysis. Similarly, the Mayfair Avenue Gate would be closed for all arena events.

Comment 178: We worry about the safety of our children crossing the street with the increased traffic congestion, as well as large trucks and buses rolling down Plainfield Avenue on a daily basis. (Colgan_108)

It is unsafe for our children, let alone adults, to walk around as traffic is bumper to bumper and people are driving erratically. We deal with this for one day out of the year. It would absolutely ruin our way of life and use of enjoyment of our properties if we had to deal with nightmarish traffic 200 days a year. This would endanger pedestrians, whether it be children or adults, and exhaust the resources of our police force to monitor traffic and ticket cars. (Mullen_056)

As the Cross Island Parkway cannot hold trucks and the nearest north south route for trucks is Plainfield Avenue, a major study needs to be done. This is a residential/ one lane street. Children have trouble crossing the street from the Hemlock point/ triangle now; how will it be possible to cross this road with the anticipated and inevitable increase in car/ truck traffic? (Baldwin_086)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include a crash analysis study for the approximately two-mile length of

Attachment A: Response to Comments on the Draft Scope

Hempstead Turnpike between the Cross Island Parkway ramps and Covert Avenue/Meacham Street, and for the key intersections identified in the traffic study area along Jericho Turnpike and Plainfield Avenue.

Comment 179: We are very concerned that the traffic will be a constant and consistent flow of cars on game days, night racing, concerts, et cetera on Primrose Avenue, leaving our elderly neighbors and our young children and children in general at risk, especially when the cars are traveling faster than the Village speed limit. (McGeever_076)

Response: Since it is not anticipated that Primrose Avenue will be a major access route for the Proposed Project, it is not expected that intersections along this street would have the potential for significant adverse traffic or safety impacts resulting from traffic impacts from project-generated trips.

Comment 180: There are almost 1,500 students and staff who cross Plainfield Avenue each day. Last year, there were 37 accidents on Plainfield Avenue in the vicinity of the arena. Dramatically increasing the numbers of vehicles that travel on Plainfield only heightens the safety concerns for students and staff. (Muscarella_129, Baldwin_086, MacDonald_111, Ferone_071)

Floral Park Memorial High School is located on Plainfield Avenue, but is not within the range of study as it lies east of Plainfield. I ask that this area please be included in the study area, as there are 1,500 students and dozens of staff, and there's an entrance to Belmont Park directly across the street from the high school on Plainfield Avenue. Our student athletes cross Plainfield Avenue and practice in the areas on the Belmont property regularly. (Ferone_071, Weickert_009)

Response: In response to the comment, an evaluation of potential impacts of the proposed project on the walking routes to schools that involve crossings of Plainfield Avenue has been added to the Final Scope and will be included in the DEIS.

Comment 181: Will you be adding additional stop signs/ lights along Plainfield? (Baldwin_086)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will identify significant adverse traffic impacts attributable to the Proposed Project and traffic improvements available to mitigate those impacts, potentially including additional signaling mechanisms, will also be identified and evaluated.

Comment 182: Not only will the arena host Islander home games, it will host as many as 180 – 200 high-attendance concerts and events throughout the year. The nature of these events will cause compressed high volume traffic in the evening hours – first, during the latter part of the existing evening rush hours when attendees make their way to the event, and then late at night when they leave. (B&D_130)

Response: As discussed in the Draft Scope, the DEIS will establish trip generation for the arena, including the arrivals and departures of attendees at sold-out arena events

on a weekday evening and a weekend evening. It is anticipated that the transportation analyses will focus on hockey use in the arena as a reasonable worst-case condition because of its frequency and the concentration of trips in the peak hours.

Comment 183: The Cross Island Parkway is one of the most congested roads during rush hour. Adding an extra 5,000 vehicles to attend concerts, hockey games, and other events during rush hour is going to bottle neck that road and have a contagion effect on all traffic in Nassau County and Queens. The Cross Island will be backed up from the arena creating merging issues which will have a negative impact on all 3 east-west parkways (LIE, Grand Central - Northern State, Belt Parkway - Southern State). Additionally, the traffic on the parkways will cause more people to use local roads which will statistically create more accidents, which will likely increase everyone's auto insurance rates? Moreover, the half-mile study area does not take into account additional arteries for commercial transportation, specifically the Long Island Expressway. Local transportation is also an issue. (Dodson_062, Mulhall_004, McEnery_037, Rappold_121, Weiner_SSAS_001)

Will there be a traffic study that includes the possibility of lane additions or lane closures on the Cross Island post event? (Longobardi_126)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include an analysis of traffic conditions on the Cross Island Parkway from Linden Boulevard through Jamaica Avenue, and including all ramp junctions, merge/diverge and weave conditions, and mainline segments for five peak analysis hours. In response to comments on the scope, the analysis of key merges at the interchanges of the Cross Island Parkway with the Grand Central Parkway, Long Island Expressway, and Southern State Parkway have been added to the Final Scoping Document and will be analyzed in the DEIS. Project-generated traffic will be assigned to the highway network and potential significant adverse highway impacts will be identified. Should highway mitigation be needed, a set of appropriate measures that can be considered, depending upon the number and magnitude of such impacts, will be determined through consultation with NYCDOT.

Moreover, the traffic study area selected for the Proposed Project includes the major intersections and roadways in the vicinity of the Project Sites which could potentially experience adverse impacts due to the project-generated traffic and includes intersections over two miles away from the Project Sites. As described in the Draft Scope, in addition to intersections along Hempstead Turnpike, the traffic study area for the local street network also includes locations along Plainfield Avenue and Jericho Turnpike in Nassau County and Hempstead Avenue in Queens.

Comment 184: Capital investment and improvements to the entrances and exits from the Cross Island Parkway and Hempstead Turnpike to the development areas is a must to avoid traffic conditions that would prohibit the success of the project and affect daily lives in the surrounding communities. The Draft Scope should disclose known information regarding any extensive off-site reconstruction at two Cross Island Parkway access points that may be required to support the planned activities, and how ESD intends to study impacts associated with these activities. (Longobardi_013, B&D_130)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include an analysis of site access locations (existing and proposed) along Hempstead Turnpike and the Cross Island Parkway, focusing on its interchange with Hempstead Turnpike/Hempstead Avenue and the multiple on/off ramps providing access to Belmont Park's parking lots. Should any significant adverse impacts be identified, improvements or operational measures will be identified and evaluated to mitigate those impacts to the extent practicable.

Comment 185: How will the North Lot be emptied after a large-scale event? Logistically, the entire lot cannot be emptied out on the Cross Island Parkway in a timely manner, resulting in frustrated drivers, potential road rage incidents, aggressive horn honking and accidents. (Flood_067)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include an analysis of the Cross Island Parkway, including its interchange with Hempstead Turnpike/Hempstead Avenue and the multiple on ramps providing access from Belmont Park's parking lots, using VISSIM software. The flow of traffic exiting the North Lot would be distributed onto two separate on-ramps (one for each direction of the Cross Island Parkway) and would be metered by the need for attendees to take a shuttle bus or walk to their cars in the North Lot.

Comment 186: The Cross Island Parkway is always backed up. Hempstead Turnpike and Dutch Broadway are the next routes for coming through. I am also concerned about the traffic increase on Elmont Road and the speed limit. (Khan_075, Khan_118)

Response: The traffic study area selected for the Proposed Project includes the major intersections and roadways in the vicinity of the Project Sites which could potentially experience adverse impacts due to the project-generated traffic. As stated in the Final Scope, the Transportation chapter of the DEIS will include an analysis of the intersections of Elmont Road with Plainfield Avenue, Hempstead Turnpike and School Road. The Dutch Broadway corridor is not anticipated to be utilized by a substantial number of project-generated trips and therefore has not been included in the traffic study area.

Comment 187: Regardless of how the area is developed, getting construction vehicles to and from the site will be a major stumbling block. As the Cross Island Parkway is not an option, all commercial vehicles will need to utilize Hempstead Ave./Tpke.,

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Elmont Road, and Plainfield Ave.. Please also take into account the Third Track project which will require the long-term closing of a number of main thoroughfares due to the elimination of grade crossings in the immediate vicinity. Both projects will certainly impact one another. (Morell_078)

Response: As described in the Draft Scope, the Construction chapter of the DEIS will assess the potential for construction activities to result in significant adverse impacts to traffic. 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.

Comment 188: Most critical to residents of Bellerose and other surrounding communities is traffic congestion. We believe that traffic on Jericho and Hempstead Turnpikes has not been considered sufficiently. In light of Cross Island Parkway congestion, we believe that new real-time traffic technologies, such as Waze and Google, will divert traffic through other routes and impact intersections along the length of Jericho Turnpike from New Hyde Park to the Cross Island Parkway. Jericho Turnpike intersections such as those at Commonwealth Boulevard, Little Neck Parkway in Bellerose, Covert Avenue, New Hyde Park Road will see additional traffic. These intersections must be studied in addition to Plainfield Avenue. Such diversions are now being challenged in other communities when the Waze app diverts cars into local communities and streets not designed for such traffic, causing safety, congestion and emissions problems. How will traffic be averted from using side streets when existing traffic has already directed itself to the smaller roads as a result of the work to Hempstead Turnpike? This development would only add more traffic to a substandard road that already can't handle the traffic and dangers that it currently presents to our community. (Torre_006, Hellenbrecht_079)

Response: 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. As described in the Draft Scope, the traffic analysis in the DEIS will include an analysis of 17 intersections along Hempstead Turnpike. Significant adverse traffic impacts attributable to the Proposed Project will be identified and traffic improvements available to mitigate those impacts will also be identified and evaluated within the DEIS. The DEIS will also include a crash analysis study for the approximately two-mile length of Hempstead Turnpike between the Cross Island Parkway ramps and Covert Avenue/Meacham Street. Collision and condition diagrams will be developed and reviewed to identify high crash types and/or patterns by location and a comparison by location will be made with regard to calculated accident rates for study segments and intersections versus statewide average rates for similar facilities.

Also, as discussed in the Draft Scope, the Transportation chapter of the DEIS will provide an assessment of sold-out arena events on a weekday evening and a

weekend evening and consider the potential for night racing at Belmont Park. This will be a conservative approach and present a reasonable worst-case scenario of a sold-out arena event combined with night racing, as other events over the course of the year would have lower attendances and generate less traffic. While night racing is not yet approved and would be subject to a separate environmental review and approval process, to be conservative, it will be assessed as part of the background conditions in the DEIS. The analysis also takes a hard look at routing all traffic directly to the site to identify impacts and mitigation measures.

Comment 189: The Cross Island Parkway does not allow for truck traffic. Truck traffic will also need to be included in the traffic analysis. (Betty_081)

Response: Vehicular trips generated by the proposed project, including trucks, will be included in the analysis of the local street network and included in the Transportation chapter of the DEIS.

Comment 190: Will there be a traffic study analyzing the impacts of this proposal on the roads running east/west (e.g. Carnation, Magnolia, Cherry, etc.?) (Longobardi_126)

Response: As discussed in the Final Scope, the traffic study area will include approximately 36 intersections within the local street network, including the intersections of Plainfield Avenue with Carnation Avenue and Magnolia Avenue. In response to the comment above, the intersection of Plainfield Avenue and Cherry Street has been added to the Final Scope and will be analyzed in the DEIS. The east-west corridors of Carnation Avenue, Magnolia Avenue, and Cherry Street are not anticipated to be utilized by a substantial number of project-generated trips and therefore other intersections along these streets have not been included in the traffic study area.

Comment 191: Cumulative wear and tear on secondary and tertiary roadways within three miles of the proposed development must be studied, and long standing improvement plans must be put in place to mitigate the costs associated with this wear and tear? (Longobardi_013)

Response: The issue of wear-and-tear on roadways is outside the scope of SEQRA analysis.

Comment 192: Plainfield Avenue is already congested from Hempstead Turnpike to Jericho Turnpike and thousands of cars will be added each time there is an event for deliveries, staff and spectators. (Alfonsi_117)

Plainfield Avenue is a major thoroughfare through Elmont and the Floral Park communities. The integrity of this corridor should not be adversely impacted by traffic patterns that could evolve into safety issues. (Phillips_032, O'Donohue_047)

Extensive traffic study needs to occur for Plainfield Avenue. (Baldwin_086, Reisig_029, Colgan_108)

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Response: It is recognized that traffic congestion on Plainfield Avenue is a source of concern and the Final Scope indicates that the Transportation chapter of the DEIS will include an analysis of eight intersections on Plainfield Avenue from Hempstead Turnpike to Jericho Turnpike.

Comment 193: The DEIS should assess the Proposed Project's potential impacts on local service providers' emergency response times. (Colgan_108)

Response: As indicated in the Final Scope, the DEIS will discuss the impacts of the Proposed Project on emergency response times.

Comment 194: Will a traffic study be performed for its impact on local streets for the Retail Development? Will a traffic study be performed with the combined impact of any current or existing developments as well as existing established attractions? What will be the area of study? (Longobardi_126)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will identify the potential for significant adverse impacts to the local street network as a result of incremental vehicular traffic that would be generated by each of the components of the Proposed Project, including the retail village. The analysis will overlay project-generated vehicle trips on the No Action traffic volume networks, which reflect existing traffic volumes (accounting for current developments) and increases due to background growth and significant proposed developments located nearby. The traffic study area consists of approximately 36 intersections within the local street network—including locations along Hempstead Turnpike, Plainfield Avenue and Jericho Turnpike in Nassau County and Hempstead Avenue in Queens.

Comment 195: What entrances to the Belmont Campus are to be used to accommodate traffic for the Retail development? How will this traffic impact the current flow of existing traffic? (Longobardi_126)

Response: As stated in the Final Scope, the Transportation chapter of the DEIS will include a description of the entrances to the Proposed Project and explain how these will be used to accommodate traffic for the various project components. Site access locations (existing and proposed) along Hempstead Turnpike and the Cross Island Parkway, focusing on its interchange with Hempstead Turnpike/Hempstead Avenue and the multiple on/off ramps providing access to Belmont Park's parking lots, will be evaluated to accommodate all anticipated vehicles. Please also see the response to Comment 167.

Comment 196: The Proposed Project's potential traffic impact exceeds a half-mile. In addition, special attention must be paid to Elmont Road, Plainfield Avenue and arteries that lead into Jamaica Square section of Elmont, as well as South Floral Park. Why is Floral Park Memorial High School not in the ½ mile study area even though it is

directly across the street from the Plainfield Gate of Belmont Park? (Phillips_032, O'Donohue_047, Longobardi_126)

Response: The study area delineations noted in the comment are not for determination of the traffic study area. The traffic study area selected for the Proposed Project includes the major intersections and roadways in the vicinity of the Project Sites which could potentially experience adverse impacts due to the project-generated traffic and includes intersections over two miles away from the Project Sites, including Hempstead Turnpike at Covert Avenue/Meacham Avenue and Jericho Turnpike at New Hyde Park Road. The traffic study area also includes eight intersections along Plainfield Avenue and two intersections along Elmont Road. An evaluation of potential impacts of the Proposed Project on the walking routes to schools that involve crossings of Plainfield Avenue has been added to the Final Scope and will be included in the DEIS. Please also see the response to Comment 177.

Comment 197: Any additional traffic in an already congested area will hurt commuters and local businesses. (Weiner_SSAS_001)

Response: The DEIS will analyze traffic impacts in the Transportation chapter. Please also see the response to Comment 167.

Comment 198: Please add the intersections of (a) Hillside Ave. and 212 Place; (b) Hillside Ave. and Hollis Court Blvd. and (c) Jamaica Ave. and Hollis Court Blvd, into the current DEIS Vehicular Traffic Study. Hillside Ave, 212pl and Hollis Court Blvd are direct exit from the Clearview Expressway and Grand Central Parkway. (Hookum_007)

Response: The traffic study area selected for the Proposed Project includes the major intersections and roadways in the vicinity of the Project Sites that could potentially experience adverse impacts due to the project-generated traffic. The corridors of 212th Place and Hollis Court Boulevard are not anticipated to be utilized by a substantial number of Project-generated trips and therefore have not been included in the traffic study area.

Comment 199: The roads are in in terrible shape. How will they be maintained in the future? (Weickert_036)

Response: The issue of maintenance of roads is outside the scope of SEQRA analysis.

Comment 200: Traffic count analysis will include six intersections within the Village of Floral Park and another six that lead directly into the Village. A number of these are presently crowded with traffic with peak volume gridlock often occurring during the late afternoon and early evening hours. The traffic analyses for the proposed project should be conducted in collaboration with the Floral Park Police Department, an expert local agency that has already accumulated relevant data relating to high volume of traffic on key intersections listed on page 21. (Pombonyo_054)

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Response: The Floral Park Police Department will be consulted during the preparation of the traffic analyses for the DEIS.

Comment 201: How are we to take their word that they will be taking care of the traffic while they are doing this project, making the building so big? (Khan_075)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include analyses to determine the effects of the Proposed Project on vehicular traffic on the local street and highway networks. The traffic study area will include approximately 36 intersections within the local street network and the Cross Island Parkway from Linden Boulevard through Jamaica Avenue. Should any significant adverse impacts be identified, improvements or operational measures to mitigate those impacts to the extent practicable will be identified and evaluated. ESD, as SEQRA lead agency, would be responsible for identifying project improvements and mitigation measures that would be memorialized as part of overall project approvals.

Comment 202: These already busy roadways would be exacerbated by additional traffic generated by hockey at the arena, as well as the anticipated 170 additional events, large and small, anticipated to attract an additional 3,500+ cars, buses, taxis and kiss 'n ride drop offs. The area welcomes the Belmont Stakes, despite its logistical challenges, because it is a one-day, nation-wide sports spectacular event, it brings special prominence to the area and it creates economic opportunities for local shops and restaurants, even some in Bellerose. It is unimaginable to consider similar traffic nightmare operations occurring for an additional 55 hockey games and 30 concert events that would exceed the hockey capacity. (Hellenbrecht_079)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will assess the effects of the Proposed Project on vehicular traffic on the local street network and the Cross Island Parkway, conservatively including trip generation for a sold-out arena event on a weekday evening and a weekend evening. Should any significant adverse impacts be identified, improvements or operational measures will be identified and evaluated to mitigate those impacts to the extent practicable. The Belmont Stakes is an annual event with upwards of 90,000 attendees, or five times the attendance for a sold-out hockey game.

Comment 203: LIRR feels it is important to get an accurate assessment of how the current street network would handle traffic. LIRR recommends conducting a traffic study and analysis during a Belmont Stakes day event, as this would be more reflective of the traffic conditions associated with a typical arena event. (Betty_081)

Response: The Belmont Stakes is an event that occurs one day per year and would not represent typical traffic and parking conditions that could be significantly impacted by the Proposed Project. There will be a requirement in the lease agreement that any parking provided on the project site must be made available for use by Belmont Park, in connection with the running of the Belmont Stakes.

Therefore, an arena event such as a concert or hockey game would not be held on Belmont Stakes day. For these reasons, a traffic analysis of Belmont Stakes day will not be included in the DEIS.

As stated in the Final Scope, the Transportation chapter of the DEIS will identify the net change in parking capacity on the Project Sites as a result of the Proposed Project.

Comment 204: Structural damage will occur to houses along Plainfield Avenue. The houses rock when tractor trailers drive by, how much damage to these homes will occur with increased trucks traffic. (Baldwin_086)

Response: The transportation analysis will calculate any increase in truck trips associated with construction and operation of the Proposed Project. However, structural damage caused by tractor trailers generally is outside the scope of SEQRA analysis.

Comment 205: 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 Nassau County and will almost certainly experience a tremendous increase in traffic volume due to the proposed development.

1. Will the Developer/ESD conduct ongoing traffic studies to help relieve the dramatic increase of traffic through residential streets?
2. Will the Developer/ESD provide funds to the local community to use for its own independent traffic study?
3. As part of its proposal, has the Developer/ESD conducted a preliminary assessment of, or at least presented a strategy to address:
 - (i) The increased traffic along the Cross-Island Parkway due to the project?
 - (ii) Impact to local roads in Floral Park if Cross Island cannot support existing and increased traffic?
 - (iii) Impact to Cross Island and interchanges for Northern State/Grand Central Parkway and Long Island Expressway?
 - (iv) Impact to Cross Island and interchange to Southern State Parkway
 - (v) Impact to Belt Parkway east of JFK airport?" (Longobardi_126)

Response: The need for ongoing traffic studies will be determined as part of the traffic analysis of the DEIS, which will identify the potential for significant adverse traffic impacts attributable to the Proposed Project. Traffic improvements or operational measures available to mitigate impacts will also be identified and evaluated within the DEIS, in consultation with the jurisdictions responsible for implementing such measures.

As described in the Final Scope, the Transportation chapter of the DEIS will include analyses to determine the effects of the Proposed Project on vehicular traffic on the local street and highway networks. The traffic study area will include approximately 36 intersections within the local street network—including multiple locations along Plainfield Avenue—and the Cross Island Parkway from Linden Boulevard through Jamaica Avenue, including all ramp junctions, merge/diverge and weave conditions, and mainline segments. In response to the comments above, key merges at the interchanges of the Cross Island Parkway with the Grand Central Parkway, Long Island Expressway, and Southern State Parkway are included in the Final Scope and will be analyzed in the DEIS. The Belt Parkway corridor is not anticipated to be utilized by a substantial number of project-generated trips and therefore has not been included in the traffic study area.

Comment 206: The Proposed traffic analysis must be revised to account for the increased use of traffic apps. 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 problem will be compounded as NYRA expands activities that overlap with prime event days. Neither NYRA's expanded activities nor the growth in use of navigation applications are acknowledged in the draft scope. It is essential that adverse traffic impacts on local roads be accurately assessed and quantified so that the environmental impact analysis can determine whether appropriate mitigation measures such as local road closures or restrictions (e.g., restricted to local residential traffic only) are appropriate or even feasible. Further, even if local road closures or restrictions are determined to be appropriate and feasible, the assessment should determine what level of local resources (i.e., police department staffing and equipment) would be required to enforce such conditions, and how those resources would be funded. (B&D_130)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will provide an assessment of sold-out arena events on a weekday evening and a weekend evening and consider a potential change to racing operations at Belmont Park. This will be a conservative approach and present a reasonable worst-case scenario of a sold-out arena event with night racing, as other events over the course of the year may have lower attendances and generate less traffic. 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.

Comment 207: With perhaps 180 additional event dates for Concerts, Islander Hockey games, etc., the increase of traffic on Plainfield Avenue would definitely have a negative impact on traffic congestion especially at the intersection at Tulip Avenue. This Village crossroad typically experiences nearly 10,000 vehicles now on a daily basis with Peak Travel times occurring between 5 P.M.- 7 P.M., which would coincide with event start times. This congestion would slow response times and also contribute to additional accidents occurring thereby further straining patrol deployments. (McAllister_131)

Response: As described in the Draft Scope, the traffic study area for the DEIS includes the intersection of Plainfield Avenue and Tulip Avenue. Additionally, the identification of peak traffic analysis hours will be based on a side-by-side comparison of background traffic volumes on the adjacent roadway network and the arrivals and departures of attendees at sold-out arena events on a weekday evening and a weekend evening.

As indicated in the Final Scope, the DEIS will discuss the impacts of the Proposed Project on emergency response times. The project sponsor is committed to working with local agencies to ensure that all needed resources are available during arena events.

Comment 208: We don't need the rowdy obnoxious Islanders fans and all the extra traffic. (Amato_136)

Response: Comment noted.

Comment 209: The traffic analysis must take into account best case business scenarios and cumulative effects for every component of the proposed project. So let's envision sold-out crowds at the Islanders' games, robust business in the retail village, full capacity of the hotel, total occupancy in the office space, high community interest in community space, and increased crowds at the venue as a result of the spectacular Grandstand renovation project and the possibility of night racing, and in the future, year-round racing. Not to be forgotten is the vehicular traffic associated with the power plant. (Pombonyo_054)

Response: As discussed in the Draft Scope, the travel demand analysis will determine the volume of trips generated over the course of the day for each of the Proposed Project's components, conservatively including a sold-out arena event, the retail village, hotel, and office and community space. The analyses will also account for potential changes to racing operations at Belmont Park in the No-Action condition. A PSEG Long Island electrical substation is also included in the Proposed Actions and any associated traffic will be accounted for.

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Comment 210: The intersection levels of service analysis will be conducted using the Synchro software. In addition, to identifying the volume to capacity ratios and vehicle delays by movement we recommend there be an assessment on whether SimTraffic is warranted on any corridors so that the effects of vehicular queues on the roadways are identified and whether there will be any spillback conditions. If SimTraffic is not used, then the vehicle queues from the Synchro output should be identified in the LOS tables. (Rasheed_137)

Response: As queue length is not typically used as a criterion for determining traffic impacts, they will not be included in the LOS tables provided in the DEIS. The queue lengths will be identified in the DEIS traffic analysis backup.

Comment 211: Has the Developer/ESD addressed or incorporated a plan to educate and enforce the dangers of Drinking and Driving with attendees at events often associated with large consumption of alcoholic beverages? (Longobardi_126)

Response: A drinking and driving awareness program is outside the scope of SEQRA analysis.

Comment 212: Does the Developer/ESD plan to contribute to the beautification, improvement and/or ongoing maintenance of Hempstead Turnpike, Cross Island Parkway, Plainfield Ave and other affected roads? Will any of the existing overpasses on the Cross Island need to be removed or updated or reconstructed? (Longobardi_126)

Response: The DEIS will describe any proposed road improvements.

Comment 213: How will garbage be carted away from the arena and hotel? Which routes will be used to cart away garbage? (Longobardi_126)

Response: As noted in the Draft Scope, the Community Facilities and Utilities chapter will include analysis of private solid waste collection and disposal services. The Transportation chapter of the DEIS will describe the routes that trucks will use to access the Project Sites.

Comment 214: Where and when will deliveries of retail stock be made? What will be the frequency of retail stock deliveries? Does the Retail developer intend to promote and accommodate tour buses intended for shopping? If yes, what is the volume of buses, what is the route they would travel and where would these buses park? What is the average expected volume of visitors per day at the Retail Development? What is the Max/Min expected volume of visitors on any given day at the Retail Development? Is the Retail component of the development intended to draw additional patrons to the site, or complement the patrons of the Arena? When will goods (e.g. food, paper goods, inventory for retail shops, etc.) be shipped to the site once opened? Which route(s) will be used to ship goods to the site? What access roads will these deliveries take to access the development? (Longobardi_126)

Response: The Transportation analyses in the DEIS will estimate vehicle and person trip generation for the Proposed Project for the peak periods of analysis. The specific location, timing, and frequency of retail stock deliveries is unknown at this time. Similarly, estimates of total visitation per day is not necessary in order to evaluate the potential for significant adverse impacts; the analyses consider peak periods of visitor volume. The anticipated consumer bases for the Proposed Project's retail components will be described in the Project Description and Socioeconomic Conditions chapters of the DEIS. Planned parking accommodations for tour buses and the routes that buses and trucks will use to access the Project Sites will be described in the Transportation chapter of the DEIS.

PARKING

Comment 215: They're not going to want to pay for parking...so they'll be stealing our street parking! (Amato_136)

Will it be cheaper for people to park on the street and walk to the game - adding traffic to residential streets as people circle looking for spots? (Mulhall_109)

Visitors may opt to street-park their car in the residential areas. We must ensure that the residents in the surrounding areas are not impacted by overflow parking during events. (Muscarella_129)

Will patrons park on residential streets in order to catch the shuttle buses from the North Lot to the development? (Flood_067)

Will there be dedicated parking accommodations for this development? For both during and post-development. (Khan_118, Mohammed_110, Kaminsky_049)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include a parking analysis that will estimate the parking demand for a typical weekday and weekend day to determine whether the amount of parking to be provided on-site would be sufficient to accommodate all parking demands. Should any parking shortfalls be identified, they will be identified in the DEIS and means of ameliorating them will be described.

As stated in the Final Scope, the Transportation chapter of the DEIS will identify if there is a potential for project-generated parking demand to occur on local streets and mitigation measures that could be implemented to prevent project-generated parking demand from occurring on surrounding streets.

As described in the Draft Scope, the Proposed Project will include new parking on Site A and Site B. Additionally, it is anticipated that NYAP, through a shared parking agreement with FOB and NYRA, would utilize existing parking on the North and South Lots. The Transportation chapter of the DEIS will describe the proposed parking management plan for arena events; it is anticipated that arena patrons will be charged for parking. The Construction chapter of the DEIS will assess the availability of on-site parking to accommodate the construction parking demand. Please also see the response to Comment 177.

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Comment 216: There are potential impacts related to parking. How will parking be provided to accommodate the numbers of visitors expected? Visitors will end up parking on local streets if enough parking is not provided. How many existing parking spaces will be utilized at Belmont Park? Will there be any program to discourage parking in the surrounding neighborhood? NYAP will have to coordinate with local municipalities to ensure residents are able to park within the vicinity of their home. Residents should not have to endure fans and shoppers utilizing street parking. (Solages_123, Alexander_074, Khan_075, Weickert_009, Ruscica_026, McDonald_057, Rappold_121)

While an off-street parking analysis will be conducted, should there be a projected shortfall, a parking assessment of on-street parking within ¼ mile of the project area (including within Queens) may be warranted. In addition, it is unclear whether there will be a fee for off-street parking which may have a bearing on whether a percentage of patrons or employees would favor on-street parking. (Rasheed_137)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include a parking analysis that will estimate the parking demand for a typical weekday and weekend day to determine whether or not the amount of parking to be provided on-site would be sufficient to accommodate all parking demands. Should any parking shortfalls be identified, they will be identified in the DEIS and means of ameliorating them will be described. The Transportation chapter of the DEIS will also describe the proposed parking management plan for arena events; it is anticipated that arena patrons will be charged for parking.

Comment 217: Will it be cheaper for people to leave their car in municipal or local business parking lots and take an Uber the last mile to the game- interrupting local business during the event? (Mulhall_109)

Response: Municipal parking lots typically have time limits and local businesses typically restrict the use of off-street parking lots to customers only. As such, these parking facilities would not be expected to be used by project-generated parking demand.

Comment 218: What is going to be the cost for event parking? (Mulhall_109)

Response: The fees associated with the use of on-site parking have not yet been determined.

Comment 219: What will happen on Belmont Stakes day in terms of parking? (Amato_136)

The Belmont Stakes takes place one day a year and the parking on West End of Floral Park is unsuitable to handle that one day. We are concerned about potential overflow parking on local streets and noise impacts from the parking lots on adjacent residences. How will NYAP ensure that residents will be able to park near their homes? (Mullen_056, Solages_123)

Response: Please see responses to Comment 175 and Comment 215.

Attachment A: Response to Comments on the Draft Scope

Comment 220: Who would want to park in underground parking or a parking garage in Elmont? Are you putting security in every corner of the parking and tell them to stay off their phones? (Amato_136)

Response: As indicated in the Final Scope, a detailed description of the proposed parking facilities, including strategies to manage safety and security will be added to the Project Description.

Comment 221: Below-grade parking would be preferable instead of having so many visible parking spots on the land. (Johnson_005)

Response: Comment noted. As detailed in the Final Scope, since the issuance of the Draft Scope, a "preferred site plan" (Option 2) has been selected, which would include parking spaces below the hotel and arena podiums on Site A and parking below the retail village on Site B.

Comment 222: Will event parking conflict with the "retail village" parking - reducing viability of those potential businesses and ultimately leading to vacancy? (Mulhall_109)

Response: As stated in the Final Scope, the Transportation chapter of the DEIS will describe the parking management plan for arena events, which will account for all project components, including retail.

Comment 223: Will parking lines back up onto the Cross Island Parkway and Hempstead Turnpike as people wait to pay to get into the parking field? (Mulhall_109)

Response: As stated in the Final Scope, the Transportation chapter of the DEIS will describe the operation of parking facilities and assess the potential for queuing at parking entrances.

Comment 224: How many spots will be reserved for the hotel to accommodate maximum capacity of hotel rooms, banquets, conferences, restaurants and employees? How will you accommodate max hotel parking capacity during maximum arena parking & Retail parking? (Mulhall_109)

Response: As detailed in the Final Scope, since the issuance of the Draft Scope, a "preferred site plan" (Option 2) has been selected, which includes approximately 400 parking spaces in the hotel's podium. The Project Description will include a description of the proposed parking facilities and the Transportation chapter of the DEIS will describe the parking management plan for arena events. Please also see response to Comment 215.

Comment 225: How much will parking capacity be reduced for Belmont Stakes? Where will Belmont Stakes overflow parking be relocated? (Mulhall_109)

Response: The Belmont Stakes is an event that occurs one day per year and would not represent typical traffic and parking conditions that could be significantly impacted by the proposed project. There will be a requirement in the lease

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agreement that any parking provided on the project site must be made available for use by Belmont Park, in connection with the running of the Belmont Stakes. Therefore, an arena event such as a concert or hockey game would not be held on Belmont Stakes day. For these reasons, a traffic analysis of Belmont Stakes day will not be included in the DEIS.

As stated in the Final Scope, the Transportation chapter of the DEIS will identify the net change in parking capacity on the Project Sites as a result of the Proposed Project.

Comment 226: How much further will average parking distance be for normal race day patrons who will lose significant parking to the arena? (Mulhall_109)

Response: The Transportation chapter of the DEIS will discuss the locations in which racetrack attendees would be anticipated to park.

Comment 227: Will less convenient parking impact the racing handle? (Mulhall_109)

Response: This issue is outside the scope of SEQRA analysis.

Comment 228: Do you intend to build above-ground parking structures? (Mulhall_109)

Response: At the present time, no above-ground parking structures are planned as part of the Proposed Project. However, as described in the Final Scope, the DEIS will include an alternative that would contemplate the Proposed Project as described under Site Plan Option 2 (the preferred alternative), but with approximately 1,500 spaces of structured parking shifted from Site B to a new structured parking garage on the South Lot.

Comment 229: Will there be a commuter parking lot with discount pricing for Elmont residents? (Mohammed_110, Khan_118)

Response: No commuter parking is proposed and thus will not be assessed in the DEIS analysis.

Comment 230: We hope that parking behind the school will only be permitted when the lot on the south side of Hempstead Turnpike is full and the lot inside the practice track and south of the practice track are also filled as well as the ones in front of and next to the Grandstands. (Corbett_116)

Response: Comment noted. As detailed in the Final Scope, it is expected that NYAP would utilize the North Lot for additional parking through a shared parking agreement with the FOB and NYRA. It is anticipated that the North Lot would only be utilized to accommodate parking demand for events at the arena and/or racetrack.

Comment 231: What mitigation is in place to prevent parking on local streets? (Terry_119)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include a parking analysis that will estimate the parking demand for a typical

weekday and weekend day to determine whether or not the amount of parking to be provided on-site would be sufficient to accommodate all parking demands. Should any parking shortfalls be identified, they will be identified in the DEIS and means of ameliorating them will be described.

As stated in the Final Scope, the Transportation chapter of the DEIS will identify if there is a potential for project-generated parking demand to occur on local streets and mitigation measures that could be implemented to prevent project-generated parking demand from occurring on surrounding streets.

Comment 232: Where will the Retail development employees park? What amount of parking will be designated for the patrons and employees of the Retail Development? Will the Parking Lot be illuminated at night? Will the parking lot be maintained and cleaned daily? (Longobardi_126)

Response: As detailed in the Final Scope, since the issuance of the Draft Scope, a "preferred site plan" (Option 2) has been selected, which includes between 300,000 and 350,000 square feet of destination retail and parking on Site B south of Hempstead Turnpike. A detailed description of the proposed parking facilities, including lighting, maintenance, and locations where retail employees would park will be described in the Project Description chapter of the DEIS.

Comment 233: How many parking spaces are needed for the arena, retail village, a full-time LIRR train station, and Belmont Park—both individually and cumulatively—if all were to be open at the same time? How will parking lots entrances and exits be managed (e.g. emptied) if there are multiple events on the same day at the arena? Will there be underground parking? If there is underground parking, who will provide the security? Where will employees park? What time will employees arrive and leave? Will a Parking study be conducted to ensure that all required parking will be on the property as opposed to using on street parking in the surrounding neighborhoods? How many cars will be allowed to park in the North Lot?" (Longobardi_126)

Response: No commuter parking is proposed and thus will not be assessed in the DEIS analysis. Moreover, there are no train station improvements proposed. Existing occupancies of the parking lots at Belmont will be surveyed during a typical weekday and Saturday during racing season and accounted for in the parking analysis. As discussed in the Draft Scope, it is expected that visitors to the Proposed Project would utilize existing parking at Belmont Park in the "North Lot" through a shared parking agreement with the FOB and NYRA; the exact number of parking spaces that would be available would be subject to the conditions of the shared parking agreement. As indicated in the Final Scope, a detailed description of the proposed parking facilities, including security and locations where employees will park will be added to the Project Description and the Transportation chapter of the DEIS will describe the parking management plan for arena events.

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Comment 234: Will the lot on the north side of Hempstead Turnpike in front of the Belmont Grandstand be used for parking? If so, how many cars will be parking in there? (Longobardi_126)

Response: As stated in the Final Scope, parking is proposed to accommodate the Proposed Project's patrons and employees. There would be approximately 400 parking spaces on Site A, north of Hempstead Turnpike. The South Lot to the east of the Belmont Park Road tunnel would continue to be NYRA-controlled parking lots, with about 1,150 spaces. It is anticipated that NYAP, through a shared parking agreement with FOB and NYRA, could utilize existing parking on South Lot during arena events.

Comment 235: The creation of an 18,000 seat arena, along with a significant retail village, along with potentially new night time thoroughbred horse racing with increased attendance may stretch and overwhelm whatever parking spaces that already exist at Belmont Park. Placing over 6,000 current parking spots at risk due to new development will likely fundamentally change the relatively quiet existence of residents and schools located in Floral Park, north of Hempstead Turnpike. (McEnery_133)

Response: As described in the Draft Scope, the Transportation chapter of the DEIS will include a parking analysis that will estimate the parking demand for a typical weekday and weekend day to determine whether the amount of parking to be provided on-site would be sufficient to accommodate all parking demands. Should any parking shortfalls be identified, a means of ameliorating them will be described. As described in the Draft Scope, the Land Use, Zoning, and Community Character chapter of the DEIS will assess the Proposed Project's potential effects on community character.

PUBLIC TRANSPORTATION

Comment 236: What mass transit is going to be on the property so that the thousands of people who are expected to go to the arena and to the other areas are able to get there? Will you be able to take a train from Suffolk County and Eastern Nassau County to get there? Will there be shuttle buses? (Kaminsky_049)

Without a convenient as well as accessible mass transportation system, fans and shoppers will drive to this proposed project. (Solages_123)

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. Please also see the response to Comment 237.

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. The 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 238: What are the implications of moving or rerouting buses within or outside of Belmont Park? The traffic study must also incorporate any anticipated movements of buses over the current street network. (Betty_081)

Response: As noted in the Final Scope, the Proposed Project will preserve access to the bus loop area adjacent to the LIRR Belmont Park station. The traffic analyses will account for buses traveling over the local street network.

Comment 239: Will there be public bus service to/from the site? If so, what will be the routes and timetables? Where will the buses park during an event? Will there be a drop

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off/pick up location for services such as taxis, rideshare, limos, etc.? Where will limos and private buses park during an event? (Longobardi_126)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will include a description of the bus routes that provide access to the Project Sites. The Final Scope provides a more detailed layout plan as compared to what was presented in the Draft Scope. The Project Description and Transportation chapters of the DEIS will provide further descriptions of the preferred site plan.

Comment 240: Should have platform opened and trains directly to venue, not on the taxpayers' back. (Conterelli_008)

Response: Comment noted.

Comment 241: I don't think the Islanders fans or shoppers will take the LIRR. (Ruscica_026)

Belmont train station cannot accommodate trains from the east and do people want to take the train anyway? (Alfonsi_117)

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 Islanders' fans and shoppers at the retail village 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. Please also see the response to Comment 237.

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: While 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 243: The public benefits of this process need to be analyzed. We actually will assist the community in getting that train line back up and running, which isn't in the existing MTA capital plan. (Alexander_074)

Before you think of anything else, think about getting the railroad in. (Khan_075)

Response: As described in the Draft Scope, Chapter 1, "Project Description," of the DEIS will present the Proposed Project's purpose, public need, and benefits, including social and economic considerations.

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:

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- 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.

Comment 246: It is very important that we have a comprehensive public transportation plan available in order to see this project succeed and my residents not be injured by the project, meaning that comprehensive layout, or potential layouts. (Gillen_012)

Response: Comment noted.

Comment 247: What is the impact on commuter bus and commuter rail service? (Terry_119)

Response: As discussed in the Draft Scope, the Transportation chapter of the DEIS will determine whether the proposed project would have significant adverse impacts on public transportation services, including bus routes and the LIRR.

AIR QUALITY

ASTHMA AND VEHICULAR TRAFFIC

Comment 248: The EIS must address the Proposed Project's potential impacts on air quality, asthma, and other respiratory diseases from building construction, increased traffic, and use of the North Lot. (Weiner_SSAS_001, Corbett_116, and Flood_067, Terry_119, MacDonald_120, Valentine_011, Codner_041)

According to the National Air Toxics Assessment (NATA) Respiratory Hazard Index, the area 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. This increase [in] 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 mitigate vehicular traffic. Our children and adults deserve better air quality. (Solages_123)

Response: As detailed in the Draft Scope, the DEIS will assess the Proposed Project's potential effects on air quality from both mobile (i.e., vehicular) and stationary sources of emissions. The project's construction effects on air quality will be analyzed in the Construction chapter.

Comment 249: What studies will be done to ensure that the amount of traffic does not decrement the existing air quality? Will there be an air quality study done specifically in and around the North lot? Will shuttle buses or buses be allowed to idle in the North lot? If not, how will it be enforced? What studies will be done to ensure that the air quality in Floral Park will not be negatively affected during the construction phase? (Longobardi_126)

Response: As described in the Draft Scope, the Air Quality chapter of the DEIS will assess the Proposed Project's potential effects on air quality from both mobile (i.e., vehicular) and stationary sources of emissions. This will include an analysis of emissions from vehicles using the North Lot that could potentially affect ambient levels of pollutants at nearby receptors, including the Floral Park Bellerose School. The Construction chapter of the DEIS will assess the potential effects on air quality from the Proposed Project's construction activities.

NOISE

Comment 250: Undoubtedly, the proposed project will unleash massive noise pollution. NYS must impose strict controls limiting this pollution. Will the roof and walls be soundproof in order to protect the neighboring communities and horse population from the effects of the increased noise from sporting events and concerts? (Longobardi_126, (MacDonald_111, McDonald_114, MacDonald_120)

Response: As described in the Draft Scope, the Noise chapter of the DEIS will include a noise impact analysis that will compare existing noise levels and future noise levels, both with and without the Proposed Project, with various noise standards, guidelines, and other appropriate noise criteria. The noise impact analysis will also include description of the measures included in the arena's design to mitigate noise and vibration. Events at the proposed arena would be subject to the noise restrictions included in the Unreasonable Noise provisions of the Code of the Town of Hempstead (i.e., Chapter 144 of the Town Code), including the restrictions on the use of loudspeaker or amplifier devices (section 144-3K). These restrictions prohibit the use of any loudspeaker or amplifier device such that the sound therefrom creates unreasonable noise across a real property boundary (i.e., at the nearest residential properties). Consequently, the design of the proposed arena's sound system and building facade would be required to

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ensure that noise levels from arena events do not result in significant increases at surrounding receptors. The noise impact analysis will include description of the measures included in the arena's design to reduce noise and vibration, and if necessary, the DEIS will recommend noise abatement/control measures to mitigate potential impacts.

Comment 251: The intensive new development as proposed at Belmont will result in increased noise pollution impacting the Village's residents. As part of its proposal, has the Developer/ESD considered or developed preliminary information regarding noise pollution and its impact on the residential communities surrounding this development? Has the Developer/ESD accounted for noise pollution in its proposal and its impact on the thoroughbred horses living on the Belmont Park property? As part of its proposal, has the Developer/ESD addressed how it will assist in the enforcement of preventing honking car horns, often notorious after and before a certain sporting team's events? (Longobardi_126)

How will unintended car alarms and other noise impact the residents and the school adjacent to the North Lot? (Flood_067, Corbett_116)

Response: As detailed in the Draft Scope, the Noise chapter of the DEIS will include a noise impact analysis that will compare existing noise levels and future noise levels, both with and without the Proposed Project, with various noise standards, guidelines, and other appropriate noise criteria. The Noise analysis will consider conditions before and after arena events.

CLIMATE CHANGE

Comment 252: The buildings will be powered by fossil fuels, producing a significant amount of greenhouse gases and contributing to climate change. (Weiner_SSAS_001, Valentine_011)

Response: As described in the Draft Scope, greenhouse gas (GHG) emissions generated by the Proposed Project will be estimated in the DEIS, and an assessment of consistency with the State's established GHG reduction goals and related policies will be prepared.

Comment 253: The Proposed Project should incorporate the latest green technology to keep the carbon footprint to a minimum. (Gillen_012)

How will the project sponsor (NYAP) minimize GHG emissions at their events? (Sexton_096)

Electricity generated from renewable energy sources has a smaller environmental footprint than power from fossil-fuel sources. We urge NYAP to use renewable energies whenever possible. This is including and not limited to solar, geothermal and bioenergy. Development should not shy away from a goal well above 50 percent. (Solages_123)

The current BPDP includes plans for a power station to be built near a school. To comply with the New York State Energy Plan's goal of generating most of New York's electricity from renewable sources by the end of the next decade, the BPDP must consider renewable energy. Due to global climate change, catastrophic storms are increasing in number and ferocity. New Yorkers, and Long Islanders in particular, understand the impact of climate change on our environment, economy, communities and families. Our survival relies upon Long Island to aggressively take action to curtail the devastating impact of climate change. With that in mind, CAWS requests that the BPRP consider installing solar panels on the roof of the parking garage to power not only the proposed development, but its surrounding communities as well. Any new development should look to greener 21 century energy solutions. (Borecky_122)

Response: The proposed electrical substation is not a power generating facility, only a distribution and transfer facility. As described in the Draft Scope, the Proposed Project would target LEED v4 certification, which indicates NYAP's commitment to incorporating the latest green technology. The Climate Change chapter of the DEIS will discuss relevant measures to reduce operational and construction energy consumption and GHG emissions that could be incorporated into the Proposed Project, potentially including the use of green stormwater infrastructure, pre- and post-consumer recycled materials, and high efficiency LED lighting and other infrastructure to reduce total energy demand.

Comment 254: Belmont Park is the home of hundreds of horses. Will the EIS study how the increase in GHG and carbon emissions will impact the horses who live at Belmont Park? (Sexton_99)

Response: There is no direct affect from any specific GHG emissions sources due to exposure, but rather a global impact on climate that in turn may have various health effects. This indirect effect is evaluated by evaluating GHG emissions in general, and will be addressed in the Climate Change chapter of the DEIS. In addition, the Air Quality chapter of the DEIS will address the potential impacts of other air pollutants. The evaluation of air quality is based on the National Ambient Air Quality Standards (NAAQS). The Clean Air Act identifies two types of NAAQS: Primary standards provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly; Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. The Secondary standards are either the same or less strict than the Primary standards which are usually the primary focus of EIS studies, and which will include any areas where people may be exposed, including the areas where horses are stabled.

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Comment 255: Government agencies must mandate the Plan's adoption of SEQRA and LEED standards. In this vein, NYS should also require maximum dependence on solar energy. (MacDonald_111)

Response: Comment noted.

Comment 256: ESD states that the DEIS will only include a half mile radius. Belmont Park is located next to the Cross Island Parkway (CIP), a major north south highway. High daily volume on the CIP leads to delays that can run from the Throgs Neck Bridge south to the last exit. Due to the increased volume of traffic it can be inferred that there will be an increase of Greenhouse Gases (GHG). The impact area to study GHG emissions needs to be increased to include the CIP, Long Island Expressway, Grand Central Parkway, Northern State Parkway, Southern State Parkway and Belt Parkway as all of these highways can be impacted by additional event traffic. (Sexton_096)

Response: The GHG analysis in the Climate Change chapter of the DEIS will include all emissions associated with the Proposed Project to the extent practicable, including the full length of all vehicular trips associated with the Proposed Project.

CONSTRUCTION

Comment 257: How long will the construction process be? Where will staging for the construction materials and machines be? How will construction materials be shipped to the site? Which routes will be used to ship construction materials to the site? What are the hours and days during which construction will take place? Will the construction take place during the same time that the MTA Mainline Expansion Project or any upgrades to existing NYRA facilities is occurring? If yes, how will these projects be coordinated to ensure minimal impact? Consider the Proposed Project's potential construction effects, including traffic delays as a result of construction deliveries, on nearby residences. (Longobardi_126, Kaminsky_049)

Response: As noted in the Draft Scope, the Construction chapter of the DEIS will describe the activities to occur, the construction schedule, types of equipment that are likely to be used, construction logistics, construction workers and truck delivery estimates and the safety measure that will be implemented to protect the public during construction.

Comment 258: In 2019 and 2020, where will the Belmont Stakes be run and how will traffic be accommodated, specifically if there's a Triple Crown winner possibility. (Brosnan_028)

Response: Belmont Stakes will take place at Belmont Park uninterrupted. No arena events will take place on Belmont Stakes day. The issue of parking accommodations on

Belmont Stakes day during construction of the Proposed Project will be addressed in the Construction chapter of the DEIS.

Comment 259: Consider a phased development, while still maintaining adequate “green” space and integrating within the residential communities in which Belmont Park resides. From a logistical standpoint, this type of development will also minimize the traffic volume impact both during construction and during the operation of the campus. (Morell_078)

Response: The Proposed Project is a single-phased development. The Construction chapter of the DEIS will assess the potential for significant adverse environmental impacts arising from the proposed single-phased development.

PARKING

Comment 260: Please have the consultant provide any assumptions/sources regarding construction worker mode share, assignments and vehicle occupancy. There should also be a statement on percentage of parking availability for construction worker parking on- and off-site. If these vehicles would park on streets, then a parking assessment would be needed. (Rasheed_137)

Response: As noted in the Draft Scope, the Construction chapter of the DEIS will describe whether any curb parking lane closures or sidewalk closures are expected, and will estimate the number of construction workers likely to drive to the construction sites, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand.

PUBLIC PARTICIPATION

Comment 261: Make sure that there's a community hotline in place for any complaints or questions as this construction proceeds. (Gillen_012)

With the construction expected to take approximately 28 months, I believe it is imperative that the residents are kept informed of the schedule, including time of operation, a lighting plan, delays or deviations. (Gillen_012)

Response: NYAP will have a website for the community that will provide residents with a way to contact a community liaison if they have any issues with construction as the project gets built.

Comment 262: Who and how will structural damage from construction be managed, and if damage does occur, how will it be handled in the form of compensation? (McDonald_114)

Response: As noted in the Draft Scope, the Construction chapter of the DEIS will describe the activities to occur, the types of equipment that are likely to be used, and the safety measures that will be implemented to protect the public during construction. As noted in the Final Scope, the Construction chapter of the DEIS also will assess the potential effects of construction vibration on adjacent

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structures. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TRAFFIC

Comment 263: Please have the consultant consider using the 2014 *CEQR Technical Manual* guidelines and thresholds with respect to construction as well as Trip Generation Table 16-2. (Rasheed_137)

Response: Comment noted. Since the Proposed Project is located outside City limits and since ESD is a State agency, the Proposed Project is not subject to City Environmental Quality Review (CEQR) including the *CEQR Technical Manual*. However, the *CEQR Technical Manual* will be used as a guidance document during preparation of the DEIS, where appropriate.

Comment 264: It is very important to have a comprehensive plan to address how the construction itself will impact our community and address the increase in traffic that is expected to occur. (Gillen_012)

Response: As noted in the Draft Scope, the Construction chapter of the DEIS will include an analysis of the Proposed Project's temporary construction effects over the estimated period of construction, including a construction transportation analysis to assess the potential for construction activities to result in significant adverse effects to traffic, transit, pedestrian elements and parking conditions. In addition, potential transportation impacts will be analyzed in the Transportation chapter.

OTHER TECHNICAL AREAS

Comment 265: What are the geological tests to indicate the risks to nearby structures? (Terry_119)

Response: As noted in the Final Scope, the DEIS will assess the potential risks to nearby structures due to construction vibration. The analysis will use information from geotechnical analyses of the Project Sites and the location, vibration characteristics, and expected duration of use of the equipment that would be used during construction.

ALTERNATIVES

Comment 266: An effort should be made to fund a multi-purpose horse museum at Belmont Park. (MacDonald_111)

Response: Comment noted.

Comment 267: Use these areas for green space. Create a Belmont Commons with LIRR access and connect the Queens bike path that follows the Cross Island to the Brooklyn Bike Path that follows the Belt Parkway. We could work with Brooklyn and Queens to make one continuous bike path from the Verrazano to the Throgs Neck. Bike paths have always improved the towns and surrounding areas. A Belmont

Commons could provide a large green space with bike rentals, farmers' markets, small mom/pop retail stores, areas to skate, youth sports facilities and eco-friendly activities. All the proceeds should go to Nassau. There just isn't enough adequate green space in Nassau and young adults are not coming to Nassau to live. They find it overcrowded and there's way too much retail. And a rule of thumb is, the more green, the more green property value would increase. Green spaces (especially bike paths) are found to generate lucrative foot traffic that improve surrounding towns and areas which would also benefit Belmont. Belmont is a beautiful, historic site with a rich history and the annual Belmont race – that is known throughout the world. Belmont is a very unique site within Nassau that we should encourage instead of dwarfing Belmont with the current proposal.(Harnett_020, Harnett_087)

Our communities do not want to lose the green space, the beautiful, legendary, prestigious Belmont Park with more than 110 years of tradition, home to thoroughbred horses, all in the name of greed. We need more parks to walk in, more open green space to picnic, to renew our spirit, to smell the flowers, to sit under a shade tree, to think. Why not create a botanical garden, an arboretum. This would be the gateway to Nassau County that all will embrace." (MacDonald_120)

Response: The development objective of the Project Sites, as outlined in the Draft Scope, would not be met if the Project Sites were redeveloped entirely as open spaces. Please also see the response to Comment 109. Also, the Proposed Project's development sites are currently primarily used as surface parking lots; they are not entirely green space within Belmont Park.

Comment 268: A smaller scaled project must be carefully analyzed. ESD cannot ignore the character and quiet suburban setting of the Village of Floral Park in assessing the impacts of the proposed NYAP project. The draft scope should be revised to reflect these important mandates, particularly in relation to project alternatives, including a smaller scaled alternative. (B&D_130)

Response: As described in the Draft Scope, the DEIS will include a "No Arena Alternative" which contemplates the environmental effects of the Proposed Project but without the proposed arena. This Alternative represents a smaller-scaled project. The DEIS also will consider a "No Unmitigated Impact Alternative" which may include reducing the scale of the Proposed Project in order to avoid or reduce unmitigated impacts.

Comment 269: Will the DEIS explore potential development alternatives such as corporate, industrial, residential, educational and healthcare development to see if this is the best economic use of the property? Will this project be compared to alternative projects such as incubators, education, business, strip mall, and residential projects, and institutional projects (e.g. hospitals and universities) and the income

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they may generate in comparison to the proposed entertainment and retail? (Sexton_093, Brosnan_028, Sexton_101, Morell_078, Alfonsi_117)

Response: As described in the Draft Scope, the purpose of an alternatives analysis in an EIS is to examine reasonable and practicable development options that would avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the Proposed Project. The potential development alternatives suggested by the commenters would not achieve the stated goals and objectives of the Proposed Project.

Comment 270: The South Shore Audubon Society supports the no action alternative to the Belmont Park Redevelopment Project. (Weiner_SSAS_001)

Response: Comment Noted.

Comment 271: See attached figure depicting all uses located on the North Lot. This is a suggested Alternative layout for the project. (Mazzotta_010)

Response: As described in the Draft Scope, the purpose of an alternatives analysis in an EIS is to examine reasonable and practicable development options that would avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the Proposed Project. Locating all of the proposed uses within the North Lot and adjacent privately-owned property is not considered a reasonable and practicable development option, and therefore will not be considered in the DEIS.

Comment 272: I strongly urge you to reconsider looking at lesser options for this site development or moving the project as a whole to a different location on Long Island. (O'Donohue_047)

Response: As described in the Draft Scope, the underutilization of certain parcels within Belmont Park led the State to formulate strategies to enhance economic development opportunities with the intention of strengthening Belmont Park as a premier destination for entertainment, sports, recreation, retail, and hospitality on Long Island. Please also see response to Comment 268.

Comment 273: What criteria are used in studying the alternatives? Will studies be conducted to provide potential alternatives if the project fails 5, 10, 20 etc years from now? (Longobardi_126)

Response: As described in the Draft Scope, the purpose of an alternatives analysis in an EIS is to examine reasonable and practicable development options that would avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the Proposed Project.

Comment 274: Why don't you make a mini golf instead? It keeps with the park idea and families can come. (Amato_136)

Response: Mini golf would not achieve the stated goals and objectives of the Proposed Project.

Comment 275: What I would like to see is a SUNY continuing education off-site center. (Kaye_065)

Response: The Proposed Project includes a community facility that is anticipated to offer educational and career development service, pending further input from the community. An alternative exclusively dedicated to SUNY uses would not meet the purpose and need of the Proposed Actions.

MITIGATION

Comment 276: Design the project so it will have minimum impact on surrounding current and future residents. (Ventimiglia_042)

Response: As detailed in the Draft Scope the Proposed Project would be designed to avoid or minimize significant adverse impacts, and the Mitigation chapter of the DEIS would identify mitigation measures proposed to minimize any identified potential significant adverse impacts.

TRAFFIC

Comment 277: Should traffic mitigation include geometric changes (i.e., bulb-outs, restriping, turn-bays etc.), please have the consultant prepare existing and proposed scaled schematics with auto turns (SU-30 for non-truck routes and WB-40 or WB-50 if on truck routes) for NYCDOT's review and approval. (Rasheed_137)

In regards to signal timing modifications, please forward NYCDOT a table showing the existing and proposed signal timing and where the change are needed. (Rasheed_137)

Should new traffic signal installations or left-turn phases be proposed, please have the consultant submit NYCDOT warrants for our review along with all supporting information. (Rasheed_137)

Response: Comments noted. As discussed in the Draft Scope, traffic improvements to mitigate impacts will be identified and evaluated within the DEIS in consultation with the jurisdictions responsible for implementing such measures, including NYCDOT. The requested information will be included in the DEIS traffic analysis backup, as appropriate.

Comment 278: Please have the consultant consider using the 2014 *CEQR Technical Manual* guidelines and thresholds with respect to mitigation as well as Trip Generation Table 16-2. (Rasheed_137)

Response: Comment noted. Since the Proposed Project is located outside City limits and since ESD is a State agency, the Proposed Project is not subject to City Environmental Quality Review (CEQR) including the *CEQR Technical Manual*.

However, the *CEQR Technical Manual* will be used as a guidance document during preparation of the DEIS, where appropriate.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

Comment 279: A lot of the fallout from the Proposed Project will result in urbanization of our suburbs. (Ferone_071)

Response: The DEIS will consider whether the Proposed Project would have the potential to induce new development within the surrounding area and the potential environmental effects associated with any induced development, including impacts on community character.

CUMULATIVE EFFECTS

Comment 280: NYRA's plans should be addressed in the same environmental review as the Proposed Project. NYRA officials have been pushing for permission to have nighttime racing at Belmont Park. Governor Cuomo has also declared his support for nighttime racing to the point he's included it in the State's budget. So nighttime racing is no longer a speculation, it's real. NYRA's use of the Belmont Park property, both current and planned, is intricately related to the Proposed Project. The Draft Scope reveals that NYRA is integral to the ability of the Islanders proposal to proceed. A shared parking agreement between the Islanders, the Franchise Oversight Board (FOB), and NYRA is needed for the North and South Lots. Use of one of the Project Sites for the Islanders proposal will require an amendment to NYRA's long-term lease. And the Islanders needs to construct a new substation on NYRA controlled property. The environmental review process cannot be segmented in violation of SEQRA. The DEIS must consider cumulative impacts of the Proposed Actions and NYRA's planned activities at Belmont Park. In considering whether segmentation might be occurring, several factors are considered. Is there a common goal and purpose? Both seek to expand sporting, dining and entertainment activities. Is there a common geographic location? Clearly, there's a common geographic location here. Timing is also a factor in considering segmentation. Based on public statements, NYRA is looking to piggyback on the Islanders projects and begin their upgrades when the Islanders begin their construction. Are there common impacts? Similar activities at the same location record similar impacts. Is there overlapping ownership control? The Islanders project, as proposed cannot proceed without the consent and cooperation of NYRA and the FOB. Are any of the interrelated phases of various proposals considered functionally dependent on each other? In this case, we know that the Islanders project requires the use of NYRA controlled property. Does the approval of one phase or segment commit the agency to approve other phases? The answer to this is unclear but we already know that the Islanders project impacts the NYRA property beyond the two underdeveloped parcels, and creates conditions for NYRA to explore its own expanded activities. One factor is, is there a common plan? Although there is no common plan, and that's part of the

problem, NYRA's CEO Chris Kay has stated they are going to work closely with the Islanders so, "their developments and our developments are integrated cohesively." Any one of these factors raises concerns of segmentation. (Bambrick_072, Sexton_055, B&D_130, Hellenbrecht_079, Sexton_100, Longobardi_126)

Response: As noted in the Draft Scope, a development objective for the redevelopment of the Project Sites is to enhance Belmont Park so that it becomes one of Long Island's premier destinations for entertainment, sports, hospitality, and retail, with uses that are complementary to the existing Belmont Park Racetrack. The Proposed Project is separate from any activity that may be undertaken by NYRA at Belmont Park Racetrack and is not part of any common plan for other work that may or may not be pursued by NYRA at Belmont Park Racetrack. At this time, the lead agency is not aware of any building expansion plans for Belmont Racetrack. NYRA may seek to pursue the addition of night racing, which was not included in the State's final budget passed for fiscal year 2019; it would require its own separate environmental review and approval in the event that NYRA moves forward with any plans. In order to be conservative in its assumptions, the DEIS will include as part of the baseline "No Action" condition a calculation of potential traffic generated by night racing. The construction analysis for the Proposed Project will also include potential activity associated with any renovation by NYRA of its Grandstand and clubhouse facilities in the No Action condition. As stated in the Draft Scope, the DEIS will include a Cumulative Effects chapter, which will summarize the Proposed Actions' anticipated cumulative effects, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions. However, any activities by NYRA are separate projects from the Proposed Project, with the Proposed Project having independent utility from such efforts and in no way dependent on such activities.

Comment 281: We call on The New York Racing Association (NYRA) to be precise, forthcoming and public with respect to its long-term plan for racing. It's crucial for the project team to actively seek out information offered by the Floral Park, South Floral Park and Bellerose Village governments, Bellerose and Elmont leaders, the County Police Department and other local stakeholders who are able to provide significant, meaningful input and data regarding the cumulative impacts of the proposed project. The segmentation of development of at Belmont Park is by design and it impacts the communities nearby this development. The Village of Floral Park and its neighbors have to consider this proposal in conjunction with the possible minor developments of the Belmont Park Grandstand and Racetrack renovations, as well as the future of night racing, sports betting and other possibilities. How will future projects at Belmont Park that may take place or be announced during the planning, construction and post

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construction phases be incorporated into a full impact analysis? (Longobardi_126, Pombonyo_054, Tweedy_039, Longobardi_013)

Response: As noted in the Draft Scope, in accordance with SEQRA, the DEIS will analyze the cumulative impacts of the Proposed Project and other relevant projects that will affect conditions in any of the relevant study areas in 2021. Governmental entities with jurisdiction in an approximately ½-mile radius surrounding the Project Sites—including Nassau County, the Town of Hempstead, Village of Floral Park, Village of Bellerose, and the Borough of Queens—as well as NYRA will be contacted for information regarding planned future development and capital projects, and the DEIS will report the results of these outreach efforts. The DEIS will include a description of planned capital projects in the future without the Proposed Project, and cumulative effects of the project in combination with other reasonably foreseeable actions will be assessed in Chapter 22, “Cumulative Effects.” Also, note that while NYRA’s plans for night racing are still contingent/unsettled, to be conservative night racing will be assessed as part of the background conditions in the DEIS.

ESD is in regular communication with NYRA to understand their plans and ensure coordination of the activities proposed for Belmont Park.

Comment 282: The New York Racing Association (NYRA) is planning for renovations to the Belmont Park tracks, clubhouse, paddock, and backyard areas. The proposed renovations include re-building the outer dirt track and the two existing turf tracks within their current footprint; providing LED lighting for potential night racing; slightly expanding the clubhouse footprint within the existing Grandstand building to provide heat and air conditioning and other upgrades; and installing high-definition video boards in the paddock and backyard areas. NYRA would like to start its construction in July 2019 so it could be completed at or near the same time as the Proposed Project, in 2021. (Kay_135)

Response: The DEIS will incorporate NYRA’s planned renovation activity into the background conditions as part of its assessment of construction impacts, given that the planned renovation and construction of the Proposed Project would have overlapping schedules. The DEIS will also consider traffic and other conditions that would result from night racing into background conditions for the Proposed Project, even though funding for night racing is not yet approved and would be subject to a separate environmental review and approval process in the event that NYRA moves forward with any plans.

Comment 283: The proposed electrical substation must also be included in any and all cumulative impact evaluations. (Pombonyo_054)

Response: As described in the Draft Scope, the Cumulative Effects chapter of the DEIS will summarize the Proposed Actions' anticipated cumulative effects, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions. The impacts of the proposed electrical substation, which is required to meet the Proposed Project's electrical demand, will be considered as part of the impact analysis for the Proposed Project.

Comment 284: Will there be an analysis performed to ensure that there are no negative effects on the Village of Floral Park given the confluence and timeframes of this project along with the MTA's Mainline Improvement Project that is scheduled to start in the Fall of 2018? (Longobardi_126)

Response: As described in the Draft Scope, the Cumulative Effects chapter of the DEIS will summarize the Proposed Actions' anticipated cumulative effects, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions.

Comment 285: I refer you to page ten of the scope of work; and page 20, task 11, transportation. The scope of work enumerated on page 10 includes the following processes described in the second bullet: "An evaluation of the potential significant adverse environmental impacts of the proposed project, including short- and long-term and cumulative impacts when considered with other planned developments in the area." The key words in that include "potential," "long-term," "cumulative," and, "the consideration of all other planned developments in the area." Such a comprehensive evaluation as described on page 10 requires considerable expertise and experience in data, which includes a strong, collaborative relationship with local expert stakeholders who have knowledge of the proposed Project Sites and the surrounding areas. (Pombonyo_054)

Response: As described in the Draft Scope, the Cumulative Effects chapter of the DEIS will summarize the Proposed Actions' anticipated cumulative effects, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions. Moreover, the applicant will continue to correspond and consult with the local municipalities and other stakeholders for relevant background projects.

GENERAL COMMENTS

OPPOSITION

Comment 286: Bellerose Commonwealth Civic Association stands with the local community in its strong and well documented objections to this major project as proposed. (Hellenbrecht_079)

Response: Comment noted.

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Comment 287: Without question the Plan will radically, irrevocably dismember a spectacular, century old park. (MacDonald_111)

Response: Comment noted.

Comment 288: What they don't need is a land transfer of half of Belmont Park to construction, crowds and pollution. (MacDonald_111)

Response: Comment noted.

Comment 289: The proposal that is being presented at this point is unacceptable for our neighboring community; therefore, it is also unacceptable for our Elmont community. (McDonald_058)

Response: Comment noted.

SUPPORT

Comment 290: This is a great time to be in this community. This big development planned for Belmont Park further proves this point. As a millennial on Long Island, especially in a community that borders the city, I understand what type of changes are necessary that the older generation might be opposed to. Belmont Park is prime real estate of underutilized land that would be made into a destination hotspot with this project. (Johnson_005)

Response: Comment noted.

Comment 291: I'm on the Elmont side. We don't have sprawling parks. We have major needs that this project helps to accommodate. You know, when I listen to -- to about the -- the soccer field and -- and everything going on in Floral Park, that's beautiful. But what about over in Elmont on the south side? What's going on there? A part of this project helps and everything is always about the arena. I understand people are opposed to the arena. I get it. But what about the other things that this brings. If we are visionaries, if we talk about our children, talk about the future, then where's the vision there for the future? There's always going to be someone that's going to have a problem with something. Yes, we know about the traffic. We know about these things. But if you lay out the pluses and the minuses, everything is not minus. How are we going to develop -- a problem that's going been on for decades, how are we going to fix it if something isn't done? Why can't we come together and try and come up with something that works across the board? It's not just about the arena. It's about the other things this project brings; jobs, community. They're talking about building a community center where -- where you can have after-school programs and after-work programs, senior citizen programs. Where some part of these -- the neighboring area don't have. Where are they coming from? (Johnson_031)

Response: Comment noted.

Attachment A: Response to Comments on the Draft Scope

Comment 292: We still have some issues that we would like answers to, many of which were brought about this evening. However, we want to see this happen, we want to see it happen now. Let's move forward. (Marchesella_060)

Response: Comment noted.

Comment 293: LI Clean Air Water and Soil (“CAWS”) supports New York State’s Belmont Park Redevelopment Project (“BPRD”) to bring the Islanders back to Long Island and promote smart growth development in Nassau County. However, it is imperative that studies for development of this magnitude be not only economically and environmentally sound, but sustainable for future generations. (Borecky_122)

Response: Comment noted.

Comment 294: The Empire State Development's plans about the support of the new home of the Islanders at the Belmont arena is an important economic development for Nassau County. The New York Arena Partners proposal has the potential to be a transformative project for our region and Nassau County looks forward to coordinating with New York State throughout this process? (Curran_034)

Response: Comment noted.

Comment 295: The Hillcrest Civic Association thoroughly supports the redevelopment of Belmont Park. This property is a great real estate value and has extraordinary potential to bring economic growth to Elmont, the surrounding communities and Nassau County if executed justly? (Holubnyezyi-Ortiz_018)

Response: Comment noted.

Comment 296: It is now time for our state legislators to take the action necessary to bring Belmont Park back to the destination and economic engine that it was and can be again with the diversified entertainment complex, shopping, and open space for the community to enjoy. (Marchesella_060)

Response: Comment noted.

Comment 297: The proposed Belmont Park Redevelopment is an exciting opportunity with the potential to improve the lives of the residents in the Town of Hempstead. (Gillen_012)

Response: Comment noted.

Comment 298: The governor mentioned that parking lots of Belmont were a great asset that has been underutilized for years, he called it a win/win/win. We agree. (Lee_059)

Response: Comment noted.

Belmont Park Redevelopment Project

JOBS

Comment 299: What is considered “Fair Wages”? I would like to see a minimum of \$15 across the board as starting wages moving upward from there. (Ackbarali_107)

Response: The wage rates associated with the Proposed Project’s jobs is outside the scope of a SEQRA analysis.

Comment 300: The Draft Scope mentions equal employment opportunity and the jobs that will be created by the Proposed Project. What is the percentage of MBWE and SDVOB firms that will be engaged? Has an event manager, or event managing firm, been selected and will they be mandated to staff the arena with good union-paying jobs? What are the assurances that union labor will be used for all construction and operation? What are the categories, including wage rates for workers who would be involved during planning & construction? Expand and provide details on the proposed job titles/positions and salaries/wages for each 3,100 permanent jobs and 12,300 temporary construction jobs, including new direct and indirect (part-time, seasonal, full-time) building trade union and non-union jobs that will be created. How will the developer report to the state comptroller about job creation? How often will the developer file job creation and retention reports to the state comptroller’s office? Local residents should be given preference in hiring at the Proposed Project, and local businesses be given preferred status, including as suppliers, vendors and service providers. Consider creating an overall business and service center, with the goal of generating additional economic opportunities for hosting communities. (Siegel_069, Marinacci_024, Terry_119, BPCC_125, McEnery_133)

Response: Hiring practices, including minority goals and union hiring, are outside the scope of SEQRA analysis. The hiring requirements during construction are: 15 percent MBE, 15 percent WBE, and 3 percent SDVOB. In addition, as detailed in the Draft Scope, the DEIS will include an assessment of socioeconomic conditions and community character of the surrounding area.

MISCELLANEOUS

Comment 301: Will the height and location of the hotel present any concerns for the airports? Were the airports in the area contacted? How will this be addressed? (Chiara_127)

Response: The Proposed Project will comply with all requirements with respect to notification and coordination with the Federal Aviation Administration (FAA) as necessary.

Comment 302: We can assume that if the proposed project goes forward as described in the draft scope with the necessary mitigation measures and modifications, there will be aggressive marketing campaigns aimed to assure the success of all the component businesses. Measurements of success will likely include maximum utilization. (Pombonyo_054)

Attachment A: Response to Comments on the Draft Scope

Response: Comment noted.

Comment 303: Did the New York Islanders transform Uniondale in their 45-years-plus community? Did they transform Uniondale? No, they did not. They did not. They were there for over 45 years and Uniondale is still the same. What transformation of that community did they do in almost 50 years, half a century of being there? That has to be taken into account. (McDonald_057)

Response: The DEIS will address the Proposed Project's effects on community character and socioeconomic conditions.

Comment 304: We are actual residents who live within the shadows of the racetrack. We are residents who know what we need; that is, sustainable, economic development; tax relief; enhanced quality of life; and representation at the table from beginning to completion of this project. (Lee_059, Lee_082)

Response: Comment noted.[409]

Comment 305: This should not be in Floral Park, Belmont, Bellerose Village, just to name a few areas. (Reisig_077)

Response: Comment noted.

Comment 306: As part of AKRF Inc.'s engagement by the project sponsor/ESD, and because NY State has an extremely broad definition of blight, will AKRF Inc.'s engagement include performing a "blight" study of Elmont and the surrounding area? (Sexton_105)

Response: ESD does not expect to engage AKRF in advising ESD regarding "blight" in the surrounding area.

Comment 307: I would like unencumbered college funding for young men and women of our community impacted by this construct. Was there monies set aside for this sector of community development? (Ackbarali_107)

Response: This is not part of the Proposed Project and outside the scope of SEQRA analysis.

Comment 308: Due to the inaction of 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. (Solages_123)

Response: Economic impacts, such as those related to public grants to municipalities, are outside the scope of SEQRA analysis.

Comment 309: It is important for the ESD representatives, whose own website is at "ESD.NY.GOV" recognize that the State of New York is the actual and full landlord of the over 445 acres which make up the Belmont Park campus. As our

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public servants serving us in western Nassau County, they have an obligation and responsibility to embrace and take a proactive role in the operations and activities taking place at their Belmont Park property, especially in reviewing any responses to the State’s formal Request for Proposals. (McEnery_133)

Response: Comment noted.

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