

SITE ANALYSIS

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A site analysis of the two parcels was conducted to help understand site elements, infrastructure and access issues, regional influences, and the major opportunities and constraints that are likely to shape development options.

SITE ELEMENTS

Within Belmont Park and the surrounding area, there are a range of site elements that influence both Site A and Site B. **Figure 2** locates the elements listed below:

1. Racetrack
2. Grandstand (+/- 120' in height)
3. Belmont Open Space/Park
4. Training Area
5. Horse Stables and Racetrack Worker Housing
6. Parking
7. Vehicular Access
8. Single Family Residential
9. Cross Island Parkway
10. Major Local Roads
11. LIRR Stations
12. LIRR Train Tracks
13. Retail Corridors
14. Schools
15. Queens Village Bus Depot

SITE ACCESS

Transit

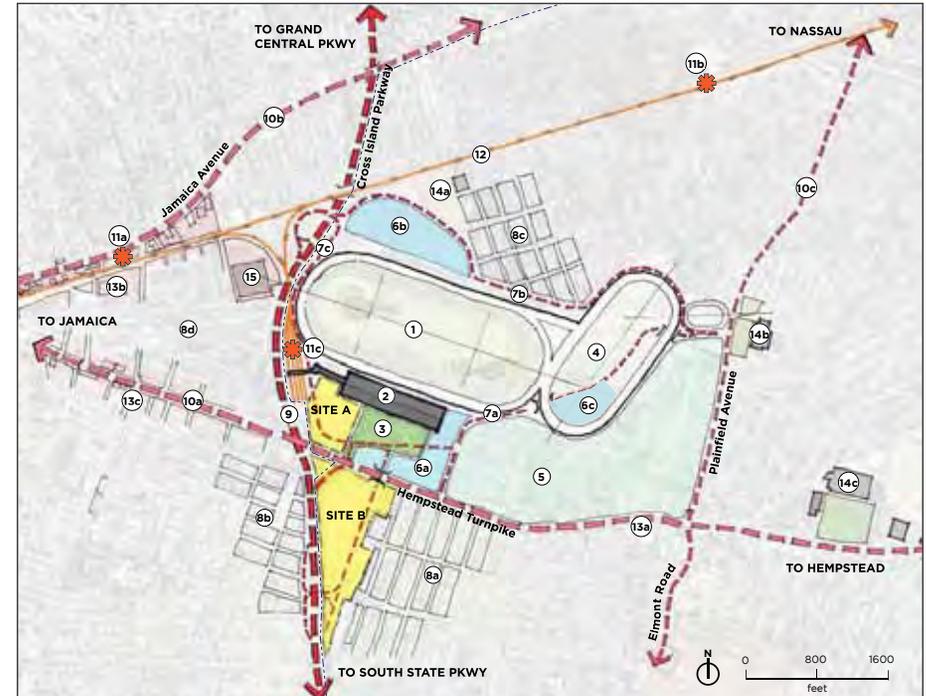
Both regionally and locally, Sites A and B are well served by mass transit. There are three Long Island Rail Road (LIRR) stops within one mile of the two sites: Belmont Park, Queens Village, and Bellerose. However, the closest station, Belmont Park, is a spur of the Hempstead Branch of the LIRR, and provides only limited service during racing season.

Both Nassau County and Queens County bus lines serve Site A and Site B, including the N1, N2, N3, N6, Q110 and Q2. These bus lines stop in close proximity to the sites.

Vehicular

In addition to being near mass transit, the sites are also well served by major and minor vehicular roadways. The sites are bisected by Hempstead Turnpike, and are bordered to the west by the Cross Island Parkway. These major roads provide regional access to Hempstead, Jamaica Station, JFK Airport, and the Throgs Neck Bridge.

FIGURE 2: SITE ELEMENTS



Pedestrian

In general, pedestrian access to the two sites is limited because Hempstead Turnpike is a car-dominated and pedestrian unfriendly roadway. However, walking distances to nearby transit stations and retail centers are manageable and vary from a half mile to a mile. In addition, Site A has easy access to the pedestrian bridge that connects the Belmont Station LIRR platform to the Racetrack.

REGIONAL INFLUENCES

Beyond the transit stations and roadways that allow regional connections, there is a variety of regional elements that influence development on Site A and Site B. These include numerous neighborhood retail nodes as well as regional retail areas. Regional retail areas contain large-scale commercial uses such as big-box retail. The commercial core closest to Site A and Site B is located at the southwest corner of Hempstead Turnpike and Elmont Road, where there are plans to develop the former Argo Theater site into a large food and grocery center. The nearest regional retail area occurs east of the sites along Hempstead Turnpike and contains a Home Depot, Marshall's and an Office Max. Other regional shopping destinations within a five-to-six mile radius of the sites include Greenacres Mall and Roosevelt Field Mall.

Additional regional influences include corridor retail along major roads, numerous parks and open spaces, institutions and schools. (See **Figure 3**)

SITE INFRASTRUCTURE

Water Service and Supply

The Water Authority of West Nassau County provides water service for Belmont Park. To ensure that an adequate supply will exist for new development, the developer of the sites will need to work with the Water Authority of West Nassau County and the Nassau County Department of Public Works.

Electricity and Gas

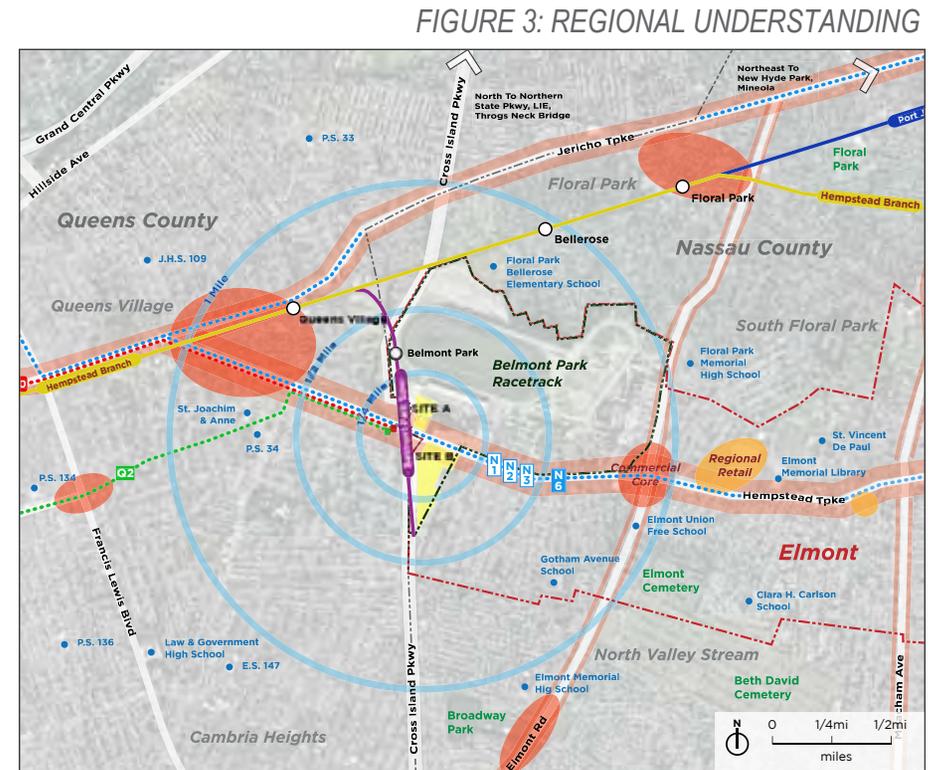
The Long Island Power Authority provides both electric and gas service for the sites, which if development takes place will require upgraded and expanded service.

Sewage and Drainage

A sewer line currently exists underneath Site A. However, development on Sites A and B will require upgrades to any existing sewer and drainage system, and will require working with Nassau County Department of Public Works to provide an adequate drainage system. The area surrounding Belmont Park has been prone to flooding in past storms.

RECENT PLANS FOR AREA: ELMONT COMMUNITY VISION PLAN (2008)

In June 2008, the Elmont Community Vision Plan was published, setting forth a series of goals and objectives for the community. During the Vision Plan's conception, the total amount and location of land available for development in Belmont Park was not known. Therefore though the Vision Plan specifically addresses Belmont Park, it only looks at Site B. The objectives stated by the Vision Plan for this area included:



- Create mixed-use development
 - Hotel/convention center
 - Retail
 - Recreation
- Redevelop parking area south of Hempstead Turnpike
- Create gateway to Elmont
- Improve streetscape along Hempstead Turnpike
- Encourage Belmont-oriented businesses, activities and uses

ZONING

Under existing zoning, Belmont Park is designated for residential use. The Elmont Community Vision Plan proposes a new zoning district for the area, the “Belmont Special Use District”, that would allow Belmont Park to be rezoned and developed in a coordinated matter. The proposed special use district would also allow a mix of uses beyond residential that could lead to economic growth.

FIGURE 5: SITE B OPPORTUNITIES & CONSTRAINTS

Site B Opportunities and Constraints (See Figure 5)

① **Adjacent Single Family Residential Housing**

- Provides a street grid that allows for potential connections
- Front-yard conditions on Huntley Road and rear-yard conditions on Wellington Street
- Setback or landscaping may be required to appropriately buffer existing residential neighborhoods from Site B

② **Dense Tree Cover**

- Creates a buffer from Cross Island Parkway and Hempstead Turnpike

③ **New York State Empire Zone**

- Allows for certain tax benefits subject to requirements
- Potential to change borders of zone or move to Site A
- Future status of Empire Zone program is under consideration

Site B Existing Circulation

- ④ Vehicular access is maintained on the northern and western borders of Site B
- ⑤ Tunnel allows for vehicular access between sites- must be maintained
- ⑥ Tunnel allows for pedestrian access between sites- may be relocated
- ⑦ Various access points allow for efficient circulation
- ⑧ Various egress points allow for efficient circulation- must be maintained
- ⑨ Access to Site B from Hempstead Turnpike is limited because of non-signalized intersection

Site B Land Use Restrictions

Site B has no land use restrictions.

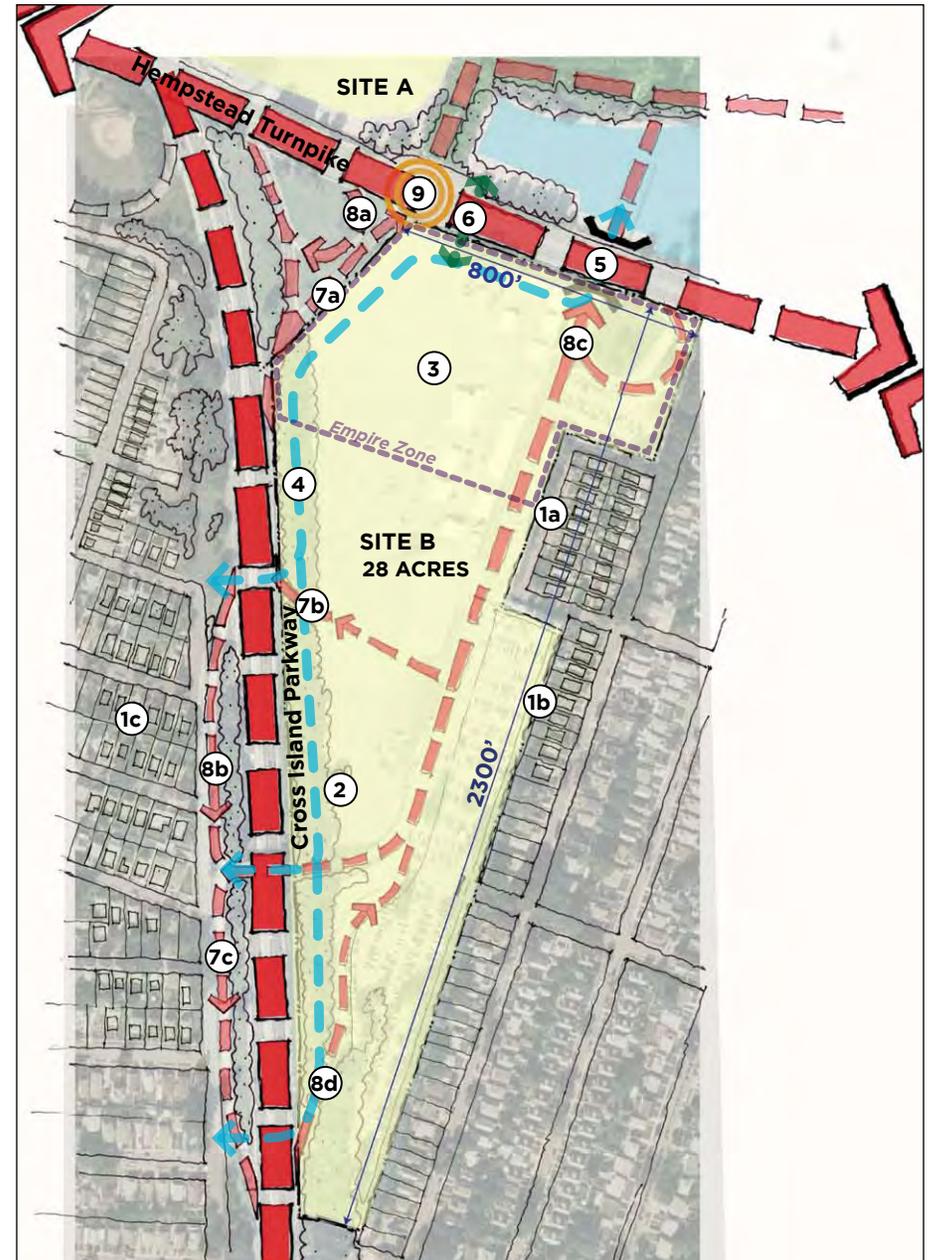


FIGURE 4: SITE A OPPORTUNITIES & CONSTRAINTS

SITE A & B OPPORTUNITIES & CONSTRAINTS

Site A Opportunities and Constraints (See Figure 4)

① Racetrack and Field

- Could serve as open space with a bucolic atmosphere when races are not taking place
- Focus of activity during large racing events
- Gated off from the surrounding community
- Largely underutilized: not being used for recreation purposes or for economic benefit for a large portion of the year

② Grandstand (+/- 120 feet in height)

- Serves as an architectural icon for the community of Elmont and Belmont Park
- Grandstand height allows for views to and from Site A

③ Belmont Open Space/Park

- Includes park and open space amenities such as active green space, picnic benches and gathering areas for Belmont Park uses
- Could provide pedestrian-friendly features and allows for pedestrian connections to Site A

④ ⑤ LIRR Belmont Station & Platform/Pedestrian Bridge

- Could provide an integral transit and pedestrian connection to the site
- Allows for opportunity to create 365-day transit service as infrastructure is already in place (currently the Belmont spur is utilized only part-time)

⑥ Bus Staging Area

- Allows for efficient bus transit to and from site

Site A Existing Circulation

- ⑦ “Gateway 3” exists as a main entry into Site A
- ⑧ Vehicular access is maintained on the northern and eastern borders of Site A
- ⑨ Tunnel allowing for vehicular access between sites- must be maintained
- ⑩ Tunnel allowing for pedestrian access between sites- may be relocated
- ⑪ Various access points allow for efficient circulation
- ⑫ Various egress points allow for efficient circulation
- ⑬ Access to Site A from Hempstead Turnpike is limited

Site A Land Use Restrictions

Site A may only be used for operation of Video Lottery Terminals (VLT), hotel, resort and spa facilities; or for any other use that is complementary to horse racing and pari-mutuel wagering.

