

NY SEQRA FINAL SCOPING DOCUMENT (REVISED 6-14-13)

FOR THE PROPOSED CNY RACEWAY PARK DRAFT ENVIRONMENTAL IMPACT STATEMENT TOWN OF HASTINGS, OSWEGO COUNTY NY

I. PROPOSED PROJECT

Central New York Raceway Park, Inc. (CNYRP) owns, through its shareholders or has contracts on 140 + acres of land in the Town of Hastings located between U.S. Route 11 and Interstate 81 (I-81) running north from the existing Brewerton Speedway property to the Central Square Middle School. As the project sponsor, CNYRP proposes the development of a world class racing complex at this site, which will feature a 2.2 mile paved "road course" motorsports racing circuit as well as a one-half mile synthetic dirt racing oval.

Plans also include a fifty bay NASCAR style garage space located in a 360 foot by 60 foot building in the pit area. This building will be fully weatherized and heated and includes bathroom and shower facilities as well as an air conditioned conference room and office. The main garage area will be heated and lit by LED lights. The facility will be suitable to accommodate training programs, business conferences, trade shows or similar gatherings during the off-season. The pit garage complex will also feature a look out/central tower and outdoor parking sufficient to permit parking for up to 200 large vehicle haulers or a much larger number of personal vehicles. In addition, there is a 110 foot by 60 foot building that will serve as the facility maintenance building. It will include eight garages, restroom facilities and offices.

The proposed project also includes theater style stadium seating for approximately 4,980 spectators located between the one-half mile synthetic dirt oval and the grandstand building. The grandstand building will consist of a 350 seat full service restaurant, a 275 seat banquet room, VIP suites, observation deck, a full television and radio production studio, offices and track control tower. In addition there will be adjacent restrooms and snack bar facilities to serve the grandstand seating.

The concept plan also shows a horse barn, paddock stable, security and racing and wagering offices. However these structures are only shown conceptually as CNYRP must first obtain a harness racing

license from the New York State Department of Racing and Wagering. This permitting process will include detailed site design specifics. If CNYRP obtains the Harness Racing license, construction of the facilities would likely not start until 2014 or beyond.

The racing complex also includes a skid pad and Solo Course for Solo events and Kart events in the center of the one-half mile synthetic dirt oval for advanced driver training. This facility could also double as a show platform/stage for musical concerts or other civic events.

The spectator parking area for 2,500 cars will be composed of a non-asphalt material that is non-petroleum based that reduces heat absorption by 20 degrees Fahrenheit. There will be additional parking for another 2,000 vehicles on paved lots located elsewhere on site.

The entire facility will be electronically connected with fiber optic cable with television cameras all around the race tracks. All buildings and the tracks themselves, including the entire 2.2 mile road course, will be lit with LED lights which will reduce energy consumption by approximately 70 percent and dark-sky compliant. These lights are not anticipated to not draw insects.

The synthetic dirt oval will be the first of its kind in the world. SYNDI is a revolutionary new synthetic surface which was developed for CNYRP that owns the rights to this product. It is virtually dustless while providing a superior racing surface that can even be used in light rain conditions.

The CNYRP site is adjacent to and immediately south of a temporarily closed southbound rest area along Interstate 81. CNYRP is consulting with the NYSDOT and the Federal Highway Administration to determine the feasibility of constructing a southbound exit and entrance ramp from Interstate 81 to U.S. Route 11 along the common boundary between the project site and the Middle School property. This “break in access” if approved would provide an alternative to the use of the Central Square and Brewerton exits from I-81 and eliminate the traffic congestion currently experienced on nights when the Brewerton Speedway is running, and at the same time provide a safe means of ingress and egress to the Central Square Middle School.

CNYRP proposes to host 6-8 large events each season. However, the mainstay of its proposal is the daily use of the 2.2 mile road course by individuals and racing organizations like the Porsche Club, the Corvette Club and similar organizations.

The most common or typical use of the road course will be for 2-3 day events attended by approximately 150-200 participants, support personnel and spectators. The vehicles using the road course will be fully muffled high performance "street" and purpose-built race cars.

The project includes the possibility at some point in the future of creating an exit ramp from I-81 southbound at the location of an existing, but temporarily closed rest area immediately adjacent to the project site and Central Square Middle School. Consultation is currently underway with the New York State Department of Transportation (NYSDOT) regarding the feasibility of constructing such an exit.

Consultation with the Federal Highway Administration and other agencies will continue to investigate the feasibility and conditions required for approval of the break-in-access from the Interstate. The Draft EIS will address the implications of such an exit on the community, Middle School operations, and CNYRP operations as well as potential changes in land use development and responsibilities for financing and maintaining access.

II. SEQRA CLASSIFICATION OF THE PROPOSED ACTION

The proposed action is a Type I Action under SEQRA, primarily because the development of the Raceway Park will cover a relatively large geographic area involving the physical alteration of more than the ten acre threshold for Type I actions and provide parking for more than 1,000 vehicles, also a Type I threshold. Under SEQRA, a Type I action is considered to be one for which an Environmental Impact Statement (EIS) may be required due to the potential for significant environmental impact.

III. LEAD AGENCY

The Town of Hastings established itself as the Lead Agency for environmental review on January 10, 2013. As Lead Agency, the Town assumes responsibility under SEQRA to conduct a coordinated environmental review of the project among all involved agencies and prepare or cause to be prepared a Draft EIS. This scoping document is intended to "scope" or identify the contents of the Draft EIS in order to address potentially adverse environmental impacts that may be created by the proposed action and practicable mitigation measures to avoid or minimize such impacts.

IV. SCOPING MEETING AND COMMENTS

The Town of Hastings conducted two public scoping sessions as part of the scoping process for the Draft EIS. The Draft Scoping Document was sent to involved agencies and made available for agency and public review and comment. Copies of the Draft Scoping Document were available by written request to the Town of Hastings, 1134 US Route 11, Central Square, NY 13036.

Two public scoping sessions were held on January 30, 2013 at the Hastings Town Hall. There was a morning session at 11:00 am and an evening session at 7:00 pm. Notices were provided in the Syracuse Post Standard and the Oswego County weekly newspapers. Approximately 60 people attended the morning session and approximately 90 people attended the evening session. A written transcript of each session was prepared on behalf of the Town. This document and other Scoping information will be provided in an appendix to the Draft EIS as part of the SEQRA documentation process. The Town of Hastings provided additional comments in response to a proposed final version of the scoping document in June 2013. These comments are reflected below.

V. COMPONENTS OF THE DRAFT EIS

The Draft EIS will be formatted to be consistent with the requirements of SEQRA and the New York State Department of Environmental Conservation regulations implementing SEQRA. The Draft EIS will contain a Cover Sheet, Table of Contents and an Executive Summary. The Cover Sheet will contain the project title; project location; contact information including the name and address of the Lead Agency; name and address of the project sponsor and Draft EIS preparers; date of acceptance of the Draft EIS as determined “complete” by the Lead Agency; and the deadline by which comments on the Draft EIS will be due to the Town of Hastings.

The Table of Contents will follow the topics as outlined below. The Executive Summary will provide a description of the proposed action and existing conditions on site and in the project’s study area. It will also identify potentially significant adverse impacts, discuss issues of known controversy and identify mitigation measures proposed to avoid or minimize potential adverse impacts. The Executive Summary will address alternatives considered and identify matters yet to be decided including necessary agency permits and municipal approvals.

Technical information will be summarized in the main text (Volume I) of the Draft EIS utilizing tables, graphs and maps as appropriate. Technical studies, field data and relevant project information will be provided as appendices to the Draft EIS in Volume II.

The Draft EIS will include the following chapters. The order that topics are addressed may vary slightly from what follows.

1.0 Introduction and Project Description

The first chapter of the Draft EIS will provide a detailed project description and conceptual layout of the CNY Raceway Park, citing the various aspects of the project that require environmental review, including the possible break-in-access and exit from Interstate 81. In addition construction, operation and maintenance of the proposed facilities will be discussed. Operations will be described and include a description of anticipated project events, their scale (small, medium and large), frequency, time and duration, and numbers of people typically expected to attend.

Involved and interested agencies, organizations and individuals that are part of the SEQRA review process will be identified. Each agency's role and possible permitting and approval authority will be discussed. Chapter 1 will contain information as outlined below supplemented with maps, plans, photos and other graphics as appropriate.

- 1.1 Project Overview and Description of the Proposed Action
- 1.2 Project Purpose, Benefits, Need and Objectives of the Sponsor
- 1.3 Project Location and Study Area
- 1.4 Description of the Project Site
- 1.5 Preliminary Project Design and Site Layout
- 1.6 Construction, Operation and Maintenance
- 1.7 Regulatory Review, Anticipated Approvals and Permits
- 1.8 Summary of the SEQRA Process

2.0 Alternatives Considered

Chapter 2 of the Draft EIS will discuss reasonable alternatives to the proposed action by the sponsor, including No-Action and its implications. Alternatives will be discussed in sufficient detail to compare impacts on the environment for each alternative. The alternatives discussion will include the

possibility of the exit off of Interstate 81. Alternatives will be compared to the proposed action and how each meets the overall project's purpose, need and sponsor's objectives.

This chapter will also address reasonable development options that have been considered, but eliminated from further consideration, and explain reasons for their dismissal. Emphasis will be placed on alternative scale, timing and magnitude of the project and alternative site design and layouts considered. This chapter will consider and discuss the following:

- 2.1 The No-Action Alternative
- 2.2 Alternatives Dismissed from Further Consideration
- 2.3 Alternative Sites (as a private developer)
- 2.4 Alternative Uses and Technologies
- 2.5 Alternative Scale, Timing and Magnitude of Construction and Operation
- 2.6 Alternative Site Design and Layout

3.0 Environmental Setting

Chapter 3, Environmental Setting, will include detailed discussions of existing, or baseline environmental conditions, in the project area. Existing conditions will be described in sufficient detail so that an accurate picture of current conditions on site and in the project's study area can be compared to conditions anticipated to result in the future with or without the project. This chapter will rely on available information, previous studies conducted by others in the study area, and new data collection by the project sponsor. A section will be dedicated to a discussion of existing operations at the Central Square Middle School as well as existing and anticipated conditions within the near term of the Central Square School District based on available data.

New traffic count data, for example, has been collected along the U.S. Route 11 corridor in the study area and this will be provided as existing conditions. Field data and information on State and federal wetlands and ecological habitats on site are also being studied and will be addressed. Cultural resource information is also being investigated. Local economic conditions in the project area will be discussed including employment, taxes and demographics in the Town of Hastings and Oswego County.

Textual information will be supplemented with tables, graphs, photos and maps to illustrate existing conditions on site and in surrounding study areas. Citations will be provided for existing sources of information and reference materials used in preparing the Draft EIS will be identified.

Information will be discussed according to the general outline below.

Natural Resources

- 3.1 Geology, Topography and Soils (subsurface and surface conditions)
- 3.2 Water Resources (groundwater, surface waters, floodplains, drainage patterns and wetlands)
- 3.3 Terrestrial and Aquatic Ecology (vegetation and wildlife habitats including threatened and endangered species)
- 3.4 Air Resources (climate and ambient air quality conditions)

Human Resources

- 3.5 Land Use and Zoning
- 3.6 Traffic and Transportation
- 3.7 Community Services, Public Safety and Utilities
- 3.8 Central Square School System
- 3.9 Local Economy

Cultural Resources

- 3.10 Historic and Archeological Resources
- 3.11 Community Character and Visual Resources
- 3.12 Noise Environment (ambient noise conditions)

Natural Resources

The topography, geology and soils section of Chapter 3 will discuss the natural surface and subsurface features present on the project site and adjacent areas that may be affected by the project. Much of this information will be obtained from documented agency sources including maps, reports and studies completed for the study area by others. Geology and soils information will be obtained from the Oswego County Soil Survey. Existing topography and elevations of the site will be discussed based on a recent boundary and topographic survey of project parcels. The survey provides

boundaries, spot elevations, contours and other pertinent site features, both natural and man-made. The site survey is the basis for conceptual site layout and project design.

Surface and subsurface water resources will be identified. Current locations and characteristics of streams, wetlands and significant drainages on site and in surrounding areas will be described and mapped based upon previous studies of the area and recent field reconnaissance conducted by the project sponsor's consultants in 2012. Water resources and surface features will be discussed in terms of existing uses, NYSDEC stream classifications, floodplain locations and existing drainage patterns on and off-site.

Wetlands have been delineated and mapped. Existing State and federal wetlands on site and in the vicinity of the project will be discussed in Chapter 3. A Wetlands Delineation Report that contains detailed descriptions and photos of wetland conditions and ecological characteristics including vegetation and soils on site will be provided as an appendix to the Draft EIS. The wetlands report includes detailed descriptions of the delineated wetlands and general descriptions of the parcel's ecology, wildlife habitats and stream channels.

The wetlands delineation and mapping was completed in the fall of 2012. Documentation, including field data sheets and site photographs, was completed in accordance with the procedures provided in the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Manual: Northcentral and Northeast Region (Version 2.0, January 2012). Based on the characteristics of the project, the "Routine Wetland Determination" method was used to delineate wetlands.

The wetland boundaries were determined in the field based on the three parameter approach, whereby an area is identified as a wetland if it exhibits vegetation adapted to wet conditions (hydrophytes), hydric soil indicators, and the presence or evidence of water at or near the soil surface during the growing season (hydrology). Coded surveyor's ribbons (e.g. flag code A-1, A-2, etc.) were placed along the wetland boundaries based on observations of vegetation, soils and hydrologic conditions. Flagged boundaries were survey-located and mapped shortly after they were flagged.

Ecological resources in potentially affected areas will be described based upon field reconnaissance and review of information available from local, State and federal sources. Both vegetation and wildlife resources and significant terrestrial and aquatic habitats on site and in the vicinity of the project will be identified. Threatened and endangered floral, faunal and avian species will be

identified for the study area based on review of existing reports and consultation with State and federal agencies. The NYSDEC Natural Heritage Program and the U.S. Fish and Wildlife Service (website) will be consulted. Ecological information and evidence of agency consultation will be provided in an appendix to the Draft EIS.

Existing air quality will be addressed qualitatively based upon existing air quality data available from the NYSDEC. Existing air quality in the project area will be compared to State and National air quality standards. Existing sources of air emissions in the study area, due primarily to vehicular traffic will be discussed. Sensitive air quality receptors in the project area will be identified and described in terms of existing land use, location and distance relative to the project. Climatic information for the area will be summarized.

Human Resources

The land use and zoning section of Chapter 3 will describe current land use and development patterns in the Town of Hastings near the project and in nearby areas in the southern portion of Oswego County. Parcel-based GIS maps depicting various land use categories within approximately 1 mile of the project site will be provided. Current Town of Hastings zoning will be summarized to address project consistency with local land use regulations. The Town's present zoning map will be provided.

The transportation section will include detailed discussion of existing (baseline) traffic conditions along the US Route 11 corridor near the project site and at important intersections that may be affected by the project. These intersections include the following:

1. U.S. Route 11 at State Route 49 & County Route 12
2. U.S. Route 11 at Webb Avenue
3. U.S. Route 11 at Gildner Road
4. U.S. Route 11 at Central Square Middle School Driveway
5. U.S. Route 11 at County Route 37
6. U.S. Route 11 at Guy Young Road & Washington Street
7. U.S. Route 11 at Bartell Road & Plaza Driveway
8. U.S. Route 11 at Miller Road
9. U.S. Route 11 at Orangeport Road
10. NY State Route 49 at Webb Place
11. NY State Route 49 at Walmart Driveway
12. NY State Route 49 at I-81 Southbound Ramps
13. NY State Route 49 at I-81 Northbound Ramps
14. NY State Route 49 at County Route 37
15. Bartell Road at I-81 Southbound Ramps
16. Bartell Road at I-81 Northbound Ramps

17. Bartell Road at Madison Avenue

The intersections listed above were agreed upon with the NYSDOT and the Hastings Town Engineer with the exception of the intersection of U.S. Route 11 at Guy Young Road/Washington Street, which is included because it is a signalized intersection in the study area.

Traffic count data collected along the U.S. Route 11 corridor will be provided in an appendix to the Draft EIS. These data will be used to assess current conditions in the project area and identify potential impacts anticipated from build-out of the project including changes in levels-of-service at key intersections in the study area.

Community services, such as police and fire protection and other emergency services providing coverage to the project area will be discussed in this chapter. Additional services such as solid waste management and highway maintenance provided by the town, county and State will be discussed.

Public utilities existing in the vicinity of the project site will be described and mapped. Utilities will be discussed in terms of their appropriateness for Raceway Park uses and corresponding capacities to support its development. Information will be collected from service providers regarding water supply infrastructure, electrical capacity, natural gas service, telecommunications and fiber optic infrastructure, and sanitary/wastewater treatment and public sewer service in the area.

Cultural Resources

Cultural and archeological resources will be discussed based on the review of existing reports, State files and consultation by a certified archeologist with the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). The results of a Phase 1A archeological investigation will be summarized in the Draft EIS and provided in an appendix.

Community character will be described in terms of the project site and its surroundings. Demographic information for the community will be summarized from the 2010 (or more recent data if available) U.S. Census. Socioeconomic data on existing populations in and surrounding the project area will be provided as well as information on population and employment trends. Information will be summarized from various local and regional land use and socioeconomic studies.

The visual environment of the project site and surrounding study areas will be described in terms of potentially sensitive receptors and existing visual characteristics. Existing visual resources known to

be important to the community in the vicinity of the project will be identified. Existing land uses and cultural resources that contribute to the character of the area will also be identified relative to their visual value. Photographs of strategic views to and from the site will be incorporated into the Draft EIS to facilitate the description of existing visual quality and resources in the project area.

Ambient noise levels in the project area will be measured and described based on existing land uses and their contribution to the existing noise environment of the project area. The noise discussion will be based on NYSDEC's policy and technical guidance document for *Assessing and Mitigating Noise - DEP-00-1*. Potentially sensitive noise receptors will be identified according to their existing locations, distances from the project site and reasons why receptor locations are considered sensitive.

4.0 Potential Environmental Impacts and Mitigation

Chapter 4 of the Draft EIS will identify potential project impacts on the environment. Information will be presented in similar order according to the same resource topics addressed in Chapter 3. Impacts will be discussed in terms of the likelihood of their occurrence, the geographic extent of their occurrence and anticipated significance. Impacts will be discussed in terms of short-term and long-term implications with the focus on identifying and discussing potentially significant adverse impacts that will require mitigation. Impacts that are considered minor and/or not significant will be briefly discussed.

The type and degree of project related impacts will be determined through specific research and the analysis of data and other baseline information provided in Chapter 3. The identification of impacts will also be based on discussions with involved and interested agencies and other knowledgeable project stakeholders in the community. Impacts will be identified from determining project consistency with applicable local, regional, State and federal regulations and what may be considered as acceptable impact limits and thresholds. Chapter 4 will address reasonable and practicable mitigation measures to avoid, minimize, or reduce potentially adverse impacts.

The discussion of potentially adverse impacts and mitigation will generally follow the outline below.

Natural Resources

- 4.1 Geology, Topography and Soils (subsurface and surface conditions)
- 4.2 Water Resources (groundwater and surface waters)
- 4.3 Terrestrial and Aquatic Ecology (vegetation, wildlife and wetlands)
- 4.4 Air Resources (air quality conditions and greenhouse gases)

Human Resources

- 4.5 Land Use and Zoning
- 4.6 Traffic and Transportation
- 4.7 Community Services, Public Safety and Utilities
- 4.8 Central Square School System
- 4.9 Local Economy

Cultural Resources

- 4.10 Historic and Archeological Resources
- 4.11 Community Character and Visual Resources
- 4.12 Noise Environment (ambient noise conditions)

Natural Resources

Geology, Topography and Soils

The impact of site development upon natural resources found on site and in potentially affected areas off-site will be identified including any significant adverse changes to geologic features, site topography and soils. Bedrock and subsurface conditions that are known to exist will be discussed in relation to future development of the site. Mitigation to minimize or avoid significant adverse impacts will be discussed including site requirements for stormwater management and sedimentation and erosion control during construction and post-construction operation of the Raceway Park. Soil conservation measures, stockpiling of topsoil, re-vegetation of disturbed areas and other best management practices to control soil erosion and sedimentation, maintain water quality in streams and wetlands, and manage vegetation and natural habitats will be addressed.

A preliminary stormwater management plan and erosion and sedimentation control plan will be prepared for the project consistent with the New York State Stormwater Design Manual and local requirements. Best management practices will be identified, including green infrastructure and protocols for managing and monitoring stormwater runoff conditions on-site and off-site during construction and post construction.

Water Resources and Ecology

Changes in site drainage patterns and potential impact to surface and groundwater resources and ecology on-site including 100-year floodplains and surrounding properties will be identified and mitigation measures proposed as needed. Impacts to State and federal wetlands and natural habitat due to build-out of the site will also be identified. Efforts to avoid or minimize the extent of adverse impacts by considering alternatives will be described and discussions will be cross-referenced to the alternatives section in Chapter 2.

On-site wetlands have been delineated and a Jurisdictional Determination is being sought. It is assumed that any loss of wetlands will be mitigated through on and off-site wetland compensation, restoration, creation, and/or enhancement. Mitigation measures for the projected loss of wetlands will be reached in consultation with the NYSDEC and Army Corps of Engineers. Off-site locations will be considered for mitigation if determined to be necessary in consultation with the involved agencies.

Air Quality

The potential for adverse impacts on local air quality from site development will be discussed for construction and post-construction periods. The potential generation of fugitive dust during site development will require best management practices to control soil erosion, runoff and dust on site and along construction access roads. Sweeping, watering of access roads and other mitigation during construction, including soil erosion control, will be implemented to reduce dust.

Operation of the facility will include proposed use of a dustless synthetic race track to reduce dust. Vehicles operating at the race track will be maintained and properly functioning to meet vehicle exhaust air emission levels. Cleaning, maintenance, and post use storage and disposal (including anticipated volumes) associated with the synthetic track material will be addressed. An analysis of particulate matter generation and deposition related to the use of natural and/or synthetic track materials associated with motor racing and horse racing operations will be provided.

Human Resources

Land Use and Zoning

The project is anticipated to meet the goals and objectives of local land use plans and zoning requirements for commercial uses. Consistency with the Town of Hastings 1996 Land Use Master Plan, current zoning, and other applicable land use regulations including site plan review and approval will be discussed. Potential changes in local land use development patterns on residential

and commercial uses and the potential for spin-off economic development activity resulting from the project will also be addressed under this section including the alternative exit from Interstate 81.

Traffic and Transportation

Potential impacts of the project upon regional transportation systems and local road networks, particularly from increased vehicular traffic along U.S. Route 11 will be discussed in detail because this is one of the more potentially significant impacts that could result from the project. A Traffic Impact Study will be provided in an appendix to the Draft EIS and summarized in Chapter 4.

The traffic study will address site access and circulation, anticipated changes in traffic volumes on access roads and potential changes in levels-of-service at key intersections. Cumulative impacts in combination with the Brewerton Speedway will be addressed. A Traffic Management Plan will be provided per a request by the NYSDOT.

Mitigation will consider road and intersection improvements adjacent to the Raceway Park and along primary access routes. Proposed mitigation may include new traffic signals, turning lanes and improved signage. Required mitigation will be determined from the traffic analysis and through consultation with the NYSDOT and Oswego County. The Traffic Management Plan will include a discussion of traffic management operations for typical weekday and weekend uses anticipated and special events. The Plan will address the alternative break-in-access and exit from Interstate 81.

Community Services and Facilities

The potential for adverse impacts upon public safety, community services and public transit facilities/opportunities will be discussed based on the full-build out of the site. Pedestrian circulation on- and off-site will be addressed. This section will also consider potential impacts upon public safety and the provision of emergency services (police, fire and ambulance services), local schools and other services. Potential impacts on emergency response times during peak traffic and special events at the site will be discussed.

The Town of Hastings has asked that an Event Management Plan be provided that will address a schedule of events anticipated over the course of a typical year to facilitate the community's understanding of when services such as fire and emergency response might be required. Typical operations and maintenance of the project and its facilities will be described as part of the project

description in Chapter 1. Additional project information that may be of interest to the community will be appended in Volume II of the Draft EIS.

Raceway operations will be discussed for typical daily/weekly uses and for special events. Traffic flow and parking management procedures during peak use periods and special events will be described. Overflow parking areas and site security measures will be identified. Emergency preparedness, including raceway staff training and emergency procedures to be implemented at the facility in case of fire, accidents and fuel spills will be described. The potential to prevent errant race vehicles from affecting surrounding properties, including the Middle School, through site design will be addressed.

The ability to avoid or minimize potential conflicts in use at the Raceway and the Middle School during regular school hours, off-hour athletic schedules and other events at the school during evenings and weekends, will be determined (also see section on Central Square School District below). Other potential impacts between both uses will be discussed including interaction between raceway event traffic and parking with school bus traffic and school operations. Vehicle and pedestrian intrusion of event patrons upon school property and overall site security will be addressed.

Possible mitigation measures will be discussed including, but not limited to, Raceway Park event scheduling, coordination of event schedules with school officials, monitoring special event traffic and parking control, and implementation of site safety and security protocols including fencing and use of security cameras. As requested by the Town in its scoping comments a typical anticipated annual schedule of Raceway Park events including anticipated patron numbers will be provided for comparison to the typical Middle School calendar and typical Brewerton Speedway schedules. It is anticipated that there will be minimal, if any, overlap in use or times of use between the CNY Raceway Park and Brewerton Speedway.

Utilities

The capacity of local utilities needed to serve Raceway Park will be determined. Capacity is being confirmed in consultation with service providers for sewer, water, electric, natural gas, telephone and fiber optic. The Draft EIS will provide verification from personal communications or other documentation from service providers as to the ability of existing utilities to support site development. If necessary due to future concerns that may be expressed by service providers,

although none are anticipated, service thresholds or limits on capacities will be identified based upon information from providers.

As requested by the Town in its scoping comments, utilities will be discussed in terms of applicable units of available capacity (gallons/day, kW, etc.). Utility corridors that serve the project site will be identified and the potential for temporary impacts due to utility construction (tie-ins and upgrades) and any necessary temporary mitigation measures will be addressed.

In its January 14, 2013 letter to the Town of Hastings the NYSDEC indicated that an analysis will be necessary to determine the ability of the existing sewage treatment facilities to manage the wastewater shock-loading that may be created by the project. The analysis may include, but not be limited to pump-outs for RVs and other special event patrons and uses. This potential and the overall capacity of the wastewater treatment system that will service the site will be addressed. As requested by the Town in its scoping comments wastewater treatment requirements and capacities will be described in terms of relevant parameters such as average and peak volumes, BOD loadings and other wastewater characteristics.

Central Square School District

This section will discuss potential impacts upon the Central Square School District with a focus on issues specific to the Middle School and its operations, including but not limited to typical school day and school year activities, evening and weekend activities and special events. The discussion will include existing use of school grounds, parking and traffic including bus schedules and routes and potential impacts from the project. Any future plans by the School District for the Middle School and grounds will be identified based on conversations with the District. Changes in cost and revenue to the District generated by the project will be addressed.

Local Economy

The Draft EIS will address increased employment opportunities and potential changes in local demographics and socioeconomic conditions resulting from the project. Implications of the project on the provision of local municipal services, taxes, property values and community facilities will be discussed. Potential changes in local economic conditions resulting directly or indirectly from the project will be discussed. It is anticipated that the project will have a substantial beneficial impact on

local employment opportunities in Oswego County and to local and regional tourism. The potential impact of the project on local economic development, property values and taxes will be discussed.

Cultural Resources

Historic and Archeological Resources

The potential for impacts to cultural, historic and archeological resources will be determined in consultation with the NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP) as required under the New York State Historic Preservation Act. As noted in the NYSDEC Lead Agency letter to the Town of Hastings dated January 14, 2013 coordination with the Oneida and Onondaga Indian Nations is required. As noted, if NYSDEC permits are required the DEC will initiate consultation with the Nations.

Emphasis will be on potential effects to cultural resources listed on or eligible for inclusion on the State and/or National Register of Historic Places. The results of a Phase IA archeological resource investigation of the site will be provided in an appendix to the Draft EIS. If impacts to cultural resources are identified through consultation with NYSOPRHP, appropriate mitigation will be discussed. Mitigation may include resource avoidance, documentation of artifacts and/or removal of such from the site.

Community Character and Visual Resources

The visual impacts of the project will be described in general terms relative to anticipated changes in visual character and views of the site once development occurs. The project's design of facilities will be discussed relative to potential impacts on visual resources. A description of building design and materials will be provided. This discussion will also include the proposed use of LED lighting technology on site. Light fixtures will be designed to be dark-sky compliant. A site lighting plan will be provided as required by the NYSDOT Lead Agency letter to the Town of Hastings dated January 2, 2013.

As noted by the Town of Hastings scoping comments the assessment of visual impacts will include:

- Measurement of existing light levels (in foot candles at ground level) at the property line where outdoor Middle School facilities (playing fields) are closest to the race track; at the property line of the nearest residential structures (using 8 compass points); and adjacent to public rights-of-way (including I-81 and US Route 11)

- Calculation of post-development light levels (in foot candles at ground level) for each of the several types of race track events at light level measurement locations
- Line-of-sight analysis showing that no illumination source will be visible from adjacent properties or public rights-of-way (consistent with Hastings Zoning Code Section 1230.3)

Noise

Noise impacts associated with development of the site will be considered for both construction and operation of Raceway Park. Impacts and mitigation measures to reduce adverse impacts to nearby sensitive receptors including the Middle School and residences will be described for both short-term and long-term periods. Best management construction practices to control noise generation will be identified.

The evaluation of potential noise impacts and mitigation will be consistent with NYSDEC's *Assessing and Mitigating Noise Impacts* - Guidance Document (DEP-00-1 of 2001). Distances to sensitive receptors and sources of potential noise based on the proposed development will be identified.

Mitigation may include recommendations for the location of construction staging areas, possible limits on hours of construction activity and establishing a complaint resolution process. Noise generation from race track operations and special events will be discussed. Possible impacts from use of a public address system will be discussed.

The Town of Hastings is requiring measurement of existing noise levels and calculation of projected noise at the following locations:

- Central Square Middle School
 - At the property line where classroom space is nearest the race track, and
 - At the property line where outdoor school facilities (playing fields) are closest to the race track
- Residences
 - At the property line of the nearest residential structures in each direction (using 8 compass points)

Existing noise level measurements will include measurements representative of day/night noise levels. Calculation of projected noise levels will include all applicable types of events anticipated including:

- Road circuit auto racing
- Dirt track auto racing
- Kart racing
- Drag racing (only if allowed)
- Drift racing (only if allowed)
- Snowmobile racing (only if allowed)
- Horse racing (harness or otherwise)
- Music concerts/performances

Noise calculations for mechanized racing will be based on race type vehicles that generate the greatest sound energies to provide comparisons to less generation by other race vehicles. Impacts will account for the effects of public address systems to be used, crowd noise, engine noise and tire squeal. Noise impacts to day/night Middle School operations will be identified. Mitigation measures to reduce noise impacts will be proposed as well as anticipated levels of effectiveness.

5.0 Cumulative Impacts

The Draft EIS will identify the potential cumulative impacts from the proposed action on the environment in combination with other projects in the area that are planned or likely to occur in the near future with or without the project. Cumulative impacts will consider, but may not be limited to, increased traffic along U.S. Route 11; potential implications of a break-in-access and exit from Interstate 81; loss of wetlands and natural habitat; conversion of open space; increased stormwater runoff, drainage and water quality issues; and changes in ambient air quality, noise, land use and visual character of the community.

- 5.1 Cumulative Impacts on Natural Resources
- 5.2 Cumulative Impacts on Human and Cultural Resources

6.0 Unavoidable Adverse Impacts

The Draft EIS will focus on the avoidance, minimization and mitigation of potentially significant adverse impacts on environmental resources. However, if despite mitigation measures proposed, or if impacts cannot be avoided, those impacts will be considered an unavoidable impact of the project and

will be identified in this section. Unavoidable impacts will be characterized as short-term or long-term and as minor, moderate or significant. Each will be discussed as to why it is unavoidable. Construction impacts that physically alter site conditions, changes in visual character, and increases in traffic and noise in the area are likely impacts to be discussed.

- 6.1 Construction Impacts
- 6.2 Changes in Land Use and Visual Character
- 6.3 Traffic Conditions
- 6.4 Other Unavoidable Impacts

7.0 Growth Inducing Aspects

The development of the CNY Raceway Park may facilitate or induce further land use changes and development in the project area, particularly along the U.S. Route 11 corridor. The growth-inducing aspects of the project will be discussed in terms of its possible geographic extent, what type of growth and development might occur, potential implications of a break-in-access and exit from Interstate 81 and how induced growth can be managed in a sustainable manner to limit adverse impacts on the environment. Potential population changes and how site development can be designed and managed to minimize adverse changes will be addressed based in part on lessons learned from similar projects elsewhere and consultation with local and regional stakeholder agencies and organizations including the Town of Hastings and Oswego County.

- 7.1 Business and Resident Population Change
- 7.2 Infrastructure Improvements
- 7.3 Support Facilities
- 7.4 Changes in Land Use, Zoning and Development Patterns

8.0 Irreversible and Irretrievable Commitment of Resources

This section will describe in general terms the commitment of natural and man-made resources that will be necessary to develop the CNY Raceway Park considering natural resources, construction and building materials, energy use, human capital and public and private sector financing. Short and long-term gains and losses from the consumption, conversion and commitment of resources to the project will be discussed.

8.1 Commitment of Resources

9.0 Effect on the Use and Conservation of Energy Resources

The Draft EIS will discuss energy use and demand that may result from project development. Energy conservation measures and implementation of best management practices during the design, construction and operation of the Raceway Park will be discussed. A variety of issues will be addressed including those related to the recycling of materials used in raceway operations, the use of recycled materials to reduce solid waste streams and the design of buildings and grounds. Leadership in Energy and Environmental Design (LEED) voluntary standards developed by the U.S. Green Building Council to promote high performance and sustainable buildings will be addressed. Renewable energy sources and implementing green infrastructure practices, for example with regard to stormwater management, will also be discussed. Site lighting that proposes the use of energy-efficient LED lights will also be discussed.

9.1 Energy Use and Conservation

10.0 Waste Management

The Draft EIS will discuss the potential impacts and implications of the proposed action on local and regional solid waste management in Oswego County. Some general waste generation estimates are possible based on the proposed development. Best management practices that will be considered to reduce, reuse, and recycle materials associated with raceway operations will be discussed in general terms. Waste management related to horse racing operations will be discussed and include odor control measures. Storage, use and disposal of hazardous materials related to mechanized racing operations (e.g. fuels, lubricants and solvents) will be discussed. Information relative to site maintenance, including landscaping and garbage/debris clean-up after special events will also be provided.

10.1 Solid Waste Management

10.2 Hazardous Waste Management

11.0 References

Sources of information cited in the Draft EIS as reference materials used in the preparation of the Draft EIS will be listed in the References section. Information will be provided by author, date and

title. Website information will be noted. Significant conversations with agency personnel that are cited in the document will be listed by name, date and organizational affiliation.

Draft EIS Appendices

The Draft EIS will contain appendices (Volume II) consisting of technical studies and reports, field data, and maps that support the narratives provided within the main body (Volume I) of the Draft EIS. Evidence documenting the SEQRA process, agency consultation and pertinent correspondence and relevant project information will be provided.

The following Draft EIS, Volume II Appendices are tentative, but likely to include:

- Appendix A - SEQRA Documentation (FEAF, Scoping Document, Scoping Transcript)
- Appendix B - Agency Correspondence
- Appendix C - Traffic Report and Data
- Appendix D - Wetlands Delineation Report
- Appendix E - Cultural Resources Report (Phase 1A)
- Appendix F – Project Information