NEW YORK STATE
ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

DRAFT
ENVIRONMENTAL IMPACT STATEMENT
VOLUME I

Central New York Raceway Park
Town of Hastings, New York

SEQRA LEAD AGENCY:
Town Board of the Town of Hastings

Tony Bush, Town Supervisor
1134 U.S. Route 11
Central Square, New York 13036
315-668-2326

Prepared by:
CHA Consulting, Inc.
441 South Salina Street
Syracuse, NY 13202-4712
315-471-3920

December 2013

Acceptance by the Lead Agency: _____

Comments to be submitted to the Town Board by: _____

PROJECT NAME: Central New York Raceway Park

PROJECT LOCATION: U.S. Route 11, Town of Hastings, Oswego County, NY

PROJECT SPONSOR: Central New York Raceway Park, Inc.

Contact Persons

Glenn Donnelly
P.O. Box 564, 220 U.S. Route 11
Central Square, NY 13036
315-374-3660
or
John Lehmann
315-566-1059

LEAD AGENCY: Town Board of the Town of Hastings

Contact Person

Tony Bush, Town Supervisor
1134 U.S. Route 11
Central Square, NY 13036
315-668-2326

DRAFT EIS PREPARER: CHA Consulting, Inc.

Contact Person

James Trasher, Vice President
441 South Salina Street
Syracuse, NY 13202-4712
315-471-3920

CENTRAL NEW YORK Raceway Park

A WORLD CLASS RACING COMPLEX

CENTRAL NEW YORK RACEWAY PARK
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

TABLE of CONTENTS

VOLUME I

LIST OF TABLES

LIST OF FIGURES

VOLUME II

DRAFT EIS LIST OF APPENDICES

I. DESCRIPTION OF THE PROPOSED ACTION

1.1 Project Overview and Description

Central New York Raceway Park (CNYRP) Inc., as the project sponsor and through its shareholders, owns or has contracts on approximately 143.5 acres of land in the Town of Hastings located between U.S. Route 11 and Interstate 81 (I-81) extending northward from the existing Brewerton Speedway property to the Central Square Middle School (see Figure 1-1 Project Location). The project sponsor proposes the development of a world-class racing complex and motorsports venue at this site which will feature a state-of-the-art 2.2 mile paved "road course" racing circuit as well as a one-half mile synthetic dirt racing oval with associated facilities as described below.

The project requires the issuance of a Special Use Permit and Site Plan approval by the Town of Hastings under Article 13 of the Town of Hastings Zoning Law. The application for a Special Use Permit is the action that necessitates the environmental review of the project under 6 NYCRR Part 617 – the New York State Environmental Quality Review Act (SEQRA). The Town of Hastings Town Board has established itself as SEQRA Lead Agency which is responsible for conducting a coordinated environmental review of the project among involved agencies and the public. As Lead Agency, the Town of Hastings has required the preparation of this Draft Environmental Impact Statement (DEIS) by the project's sponsor.

The racing complex will include state-of-the-art racing facilities suitable to accommodate motorsports training programs, business conferences, trade shows and similar gatherings during the racing season and other times of the year. The motorsports racing season typically runs between late May and early October.

In addition to the road course and racing oval, project plans include a 50 bay NASCAR-style garage located in an approximate 360 foot by 60 foot building in the pit area to be located in the eastern portion of the site adjacent to I-81. This building will be fully weatherized and heated. Spaces will be rented to race car owners and enthusiasts. The building will include bathroom and shower facilities as well as an air conditioned conference room and office. The pit area will also feature a central viewing tower and parking for up to 200 large vehicle haulers. In addition, there will be an approximate 110 foot by 60 foot structure that will serve as the facility's maintenance building. This building will include eight garages, restroom facilities and offices.

The complex will also include grandstand and bleacher seating for approximately 4,900 spectators. These seating areas will be located between the one-half mile synthetic dirt oval and the grandstand/restaurant building. The grandstand/restaurant building will consist of a 350 seat full-service restaurant, a banquet room, VIP suites, an observation deck, a full television and radio production studio, parking garage, offices and a track control tower. There will be adjacent restrooms and snack bar facilities to serve the grandstand and bleacher seating areas.

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

Spectator parking areas west and south of the grandstand/restaurant building will accommodate approximately 1,000 cars. These paved areas will be composed of a non-asphalt material that is non-petroleum based. The material is expected to reduce heat absorption by 20 degrees Fahrenheit. There will be additional parking located elsewhere on site. During some large events when the road course is not in use it will function as additional parking for up to 2,500 vehicles.

Current plans also show a horse barn, paddock and stables, security area, and racing and wagering offices. Horse trailer parking areas are also shown. CNYRP must first obtain a harness racing license from the New York State Department of Racing and Wagering. This permitting process will require further site design and operational details specific to harness racing. Construction of the harness racing facilities would likely not start until 2015 or beyond.

The entire facility will be electronically connected with fiber optic cable and television cameras placed around the race tracks. All buildings and the tracks themselves, including the entire 2.2 mile road course, will be lighted using LED lights that are expected to reduce energy consumption by approximately 70 percent. The lights will be dark-sky compliant and are not anticipated to create off-site glare and distractions or attract insects.

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

The CNYRP site is adjacent to and immediately south of a closed southbound rest area along I-81. CNYRP is consulting with the NYS Department of Transportation (DOT) and the Federal Highway Administration (FHWA) to determine the feasibility of constructing a southbound exit and entrance ramp from I-81 to U.S. Route 11 along the common boundary between the project site and the existing Central Square Middle School property.

If approved this “break in access” would provide an alternative to the use of the Central Square and Brewerton exits from I-81and further reduce or eliminate traffic congestion currently experienced, for example, on nights when the Brewerton Speedway is operating. This alternative, if approved, will also provide a safe means of ingress and egress to the Central Square Middle School and Transportation Center property. At this time the possibility of this break in access is pending further discussions with involved agencies in determining how it may function, its location and the jurisdiction that may be in charge.

CNYRP proposes to host 6-8 larger 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 car enthusiast 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 required to be fully muffled high performance "street" and purpose-built race cars.

1.2 Project Purpose, Benefits and Objectives

The project is expected to fill a local market opportunity for this type of multi-purpose racing venue in Upstate New York. Road course use will focus on racing club organizations and driving schools. A number of racing clubs and schools have already expressed a desire to rent time on the road course. These include:

- Sports Car Club of America (SCCA)
- Ferrari Club of America (FCA)
- BMW Club
- American Motorcycle Association (AMA)
- NASCAR racing Experience
- Mario Andretti Racing School

Information prepared for the project's sponsor estimates that construction of the CNYRP will provide approximately 340 temporary construction jobs and 150 permanent jobs upon full build-out of the complex. Economic benefits will be realized in the community due to the attraction of motorsports enthusiasts and fan expenditures that will include both on-site and off-site activities. Non-motorsport economic activities will include off-site food and entertainment spending, travel, hotel and other lodging expenses, fuel purchases, and local retail purchases.

In 2012 the CNYRP was a recipient of a $2 million competitive economic development grant from the New York State Regional Economic Development Council (NYSREDC). The NYSREDC funds will be used to provide improvements to existing public infrastructure associated with development of the project.

The project sponsor needs to make full use of the project site and its facilities. It is anticipated that facilities will be utilized for racing and non-motorsports events throughout much of the year. The motorsports racing season typically runs between May and October, but other events are likely to occur during the off-season. Initially the emphasis of the project will be motorsports and racing. In the future events may include hosting civic meetings and community celebrations, trade shows, banquets, corporate outings, snowmobile racing, weddings and special entertainment events at the complex.

1.3 Project Location and Study Area

The project area is located in the southern portion of the Town of Hastings in southern Oswego County just north of the Oneida River that forms the boundary between Oswego County and the Town of Cicero in Onondaga County. The project is located east of U.S. Route 11 and just west of Interstate 81 and the Big Bay area along the western shore of Oneida Lake. The project is about one

mile north of Brewerton and approximately two miles south of the Village of Central Square (see Project Location Figure 1-1).

The project's study area varies somewhat depending on the environmental discipline being assessed in this Draft EIS. In general the study area is generally within a radius of approximately 2 miles in each direction from the site extending north to the Village of Central Square, south through Brewerton, east to Oneida Lake and west through the Town of Hastings to the Oswego and Onondaga County line along the Oneida River.

1.4 Description of the Project Site

The project site encompasses approximately 143.5 acres of mostly undeveloped vacant land directly to the south of the Central Square Middle School between Interstate 81 to the east and U.S. Route 11 to the west. The overall site is considered rural, previously disturbed and dominated by old field grasses and scrub shrub vegetation in the southern portion with some existing buildings near U.S. Route 11. The northern portion of the site is less disturbed and consists of some wooded areas and shrub land. Interior central and southern portions of the site contain dirt access roads and logging trails, small excavated ponds and drainage-ways. No active agricultural areas are present.

Much of the project site is relatively flat with little variation in topography and elevation. However, a short steep slope borders a flat ridge area within the northern portion sloping gradually to the east towards Interstate 81. See Figure 1-2 for an aerial view of the area.

The western portion of the site is bordered by U.S. Route 11. Existing residential and commercial properties are present along both the east and west sides of the U.S. Route 11 corridor. The southern portion is bordered by some areas of woodland, shrub and old fields. The Brewerton Speedway is located on the east side of U.S. Route 11 and adjacent to the project to the south. The eastern portion is bordered by Interstate 81, and the northern portion is bordered by the Central Square Middle School and its associated school grounds and sports fields.

1.5 Preliminary Project Design and Site Layout

A preliminary site plan and layout of facilities for the CNY Raceway Park as currently proposed is provided as Figure 1-3. The preliminary site plan identifies project boundaries and is shown in the context of its immediate surroundings including Interstate 81 on the east, the Central Square Middle School to the north and U.S. Route 11 and adjacent land uses to the west.

As illustrated, the site will be accessed from two proposed roadways onto U.S. Route 11, one along the northernmost property boundary adjacent to the Middle School property boundary and one in the central portion of the site. The site plan also shows access continuing along the northern site boundary from I-81 through a possible break-in-access if approved at some point in the future. The feasibility of this break-in-access from the closed rest area along I-81 will be determined through ongoing consultation with the NYSDOT and FHWA. If considered to be viable the break in access will require a Supplemental Environmental Impact Statement (SEIS) under SEQRA as well as

under the federal National Environmental Policy Act (NEPA) to fully address its impacts on the community.

As proposed the CNYRP facilities will occupy much of the northern two thirds of the site. The 2.2 mile road course will ring the outer portions of the site. Stormwater management will be located in the southern one-third of the site generally following the natural drainage patterns of the area along Elderberry Creek. In all approximately 40-50 percent of the site will be developed as impervious cover, based on final design modifications that will be incorporated during the site plan approval process and other associated permit review and approval.

1.6 Construction, Operation and Maintenance

The CNYRP project will include the 2.2 mile natural terrain road course and the one-half mile synthetic dirt racing oval with associated facilities including the spectator seating, skid pad, 50 bay NASCAR garage, banquet facility, full service restaurant, and VIP suites and offices. Access roads, parking areas, stormwater management basins, utilities, site lighting and landscaping will also be installed.

Construction of the facility is anticipated to begin in 2014. Sequencing of the project will include construction of infrastructure, access roads, synthetic dirt racing track, and harness racing facilities in the northern portion of the site, to be followed by construction of the 2.2 mile road course and associated facilities.

Operation and maintenance of facilities at the complex will be accomplished by specially trained CNYRP staff. Outside vendors and contractors may be utilized for certain specialized types of maintenance and operations during special events.

1.7 Regulatory Review, Anticipated Permits and Approvals

The project requires a coordinated regulatory review by several local, State and federal agencies and a number of permits and approvals are anticipated that are tentatively identified below:

Agencies involved in project approvals, permitting and coordinated reviews may include:

- Town of Hastings Town Board - Special Use Permit
- Town of Hastings Planning Board - Site Plan Review
- Town of Hastings - Certificate of Zoning Compliance
- Town of Hastings - Building Permit(s)
- Oswego County Health Department – Review of Sewer and Water Engineering Plans
- Oswego County Planning - Referral GML 239m
- Oswego County Highway Department - Work Permit
- New York State Department of Transportation (NYSDOT) – Break-in-Access (in the future for I-81) and State Highway Work Permit(s)
- New York State Department of Environmental Conservation (NYSDEC) - Freshwater Wetlands;

Section 401 Water Quality Certification Discharge to Surface Water (SPDES) 6NYCRR Part 750; General Permit for Stormwater Discharge from Construction Activity SPDES GP-0-10-001

- New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) - Historic and Archeological Resources
- U.S. Army Corps of Engineers (USACOE) - Section 404 Waters of the United States
- U.S. Fish & Wildlife Service (USF&WS) - Threatened & Endangered Species

1.8 Summary of the SEQRA Process

Environmental Assessment Form

CNYRP, Inc. initially applied to the Town of Hastings Town Board with a referral to the Town Planning Board for a Special Use Permit on September 18, 2012 to construct the proposed motorsports and harness racing complex. Accompanying its application was a SEQRA long Environmental Assessment Form (EAF) Part 1 with additional project information attached. The applicant requested that the Town Board establish itself as SEQRA Lead Agency and that the project be considered a Type I action under SEQRA. The original application was deemed incomplete by the Town's Engineer, Barton and Loguidice, Inc. and further information was requested from the applicant. SEQRA documentation for the project is provided in Volume II Appendix A of this Draft EIS.

SEQRA Classification

The proposed action is considered 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 10 acre threshold for Type I actions. The project will 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.

Lead Agency

The Town Board of the Town of Hastings established itself as the Lead Agency for environmental review of the project on January 10, 2013. As Lead Agency, the Town Board 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. A Positive Declaration and Notice of Intent to Prepare a Draft EIS was issued by the Town Board dated January 24, 2013 pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

Scoping Meetings

The Town of Hastings Town Board conducted two public scoping sessions as part of the scoping process for the Draft EIS. A Draft scoping document was prepared prior to the sessions by CNYRP 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.

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. The Draft Scoping Document was posted for public review on the Town's website at http://www.hastingsny.org/.

The 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. Each session lasted as long as necessary to accommodate speakers. Meeting 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. In response to comments received a Final Scoping Document was prepared and submitted to the Town in June 2013. The transcripts of both sessions, scoping comments received, and other scoping information including the Final Scoping Document is provided in Volume II Appendix A of this Draft EIS.

Next Steps in the SEQRA Process

The SEQRA process is discussed on the NYSDEC's website (http://www.dec.ny.gov/permits/6189.html). The next important steps in the SEQRA process for this project include:

Public Comment - The filing of the Notice of Completion of this Draft EIS and availability of this Draft EIS starts the public review and comment period. The Lead Agency will decide whether to hold a public hearing on the project. Comments from the public and all involved and interested agencies, organizations and individuals will be accepted by the Town Board until a specified date (see Draft EIS cover) which closes the comment period.

Preparation of the Final EIS – Upon the close of the public comment period, the Lead Agency will be responsible for preparing a Final EIS. All comments received will be compiled, reviewed and categorized by topic. All substantive comments received will be responded to in the Final EIS. The Final EIS may also provide additional or updated project information that was not available at the time the Draft EIS was submitted for review.

SEQRA Findings – Upon completion of the Final EIS, SEQRA requires that each Involved Agency, including the Lead Agency, prepare a written SEQRA Findings Statement before any action can be taken on the project including approvals and permitting. The Findings will include information on the applicant's commitments to mitigation measures and a final determination as to the project's impact on the environment.

II. ALTERNATIVES CONSIDERED

2.1 "No Action" Alternative

Under the no action alternative the project would not be developed as proposed by CNYRP Inc. The no-action alternative will not achieve the project sponsor's objectives for developing the project at the proposed site as a world-class motorsports venue.

It is reasonable to assume that the site could be developed by the sponsor or another developer for other uses according to current zoning regulations and permitted uses. The current Town of Hastings zoning map shows the northern portion of the site as Planned Development (PD) and the remainder of the site as Commercial/Residential (CR). The PD designation appears to have been established for a residential proposal but has been abandoned.

The Town of Hastings Land Use Master Plan designates the project site as a combination of Commercial use along the U.S. Route 11corridor and Commercial/Industrial uses in interior portions of the project site as well as west of U.S. Route 11. The Commercial/Industrial use appears to be consistent with the current zoning that would allow residential development. The Master Plan states that this section of the U.S. Route 11 corridor (referred to in the Master Plan as Area 5) "should be retained for future commercial development. Future residential development in this area should not be allowed so as to limit land use conflict." It is described as an area that can handle increased traffic and be serviced by existing or future sewer and water infrastructure.

The Town's Master Plan designates the areas bordering the Commercial use areas along U.S. Route 11 as Commercial/Industrial Areas. These areas extend from approximately 2.5 miles from the southern edge of the Village of Central Square southward to the Oneida River and the Cicero Town line in Onondaga County. These properties are largely vacant and appropriate uses include commercial, industrial and public/semi-public uses. The purpose of these non-residential areas, as stated in the Master Plan, "is to reserve land for both nonretail type commercial and industrial uses where they will not interfere with, or have negative impacts on residential uses, and will not create drainage and erosion problems due to over development." The project area has been in transition from residential use to commercial uses for several decades.

Therefore, because current zoning allows for commercial and residential uses it is likely that if the proposed project were not to occur, that some other form of commercial and/or residential use could be developed as a permitted use. However, the Town's Master Plan appears to discourage residential use and promote commercial, industrial or public/semi-public uses in the project area.

If the proposed motorsports complex project is not developed by the current sponsor the project site may remain in its generally undeveloped state or could be used for other unknown purposes. Currently portions of the site are used for recreational purposes, such as motorbikes. The site could be sold to another developer for another form of development.

If the CNYRP project is not undertaken none of the potentially adverse impacts, such as increased traffic in the area or site disturbance, would occur. However, none of the potentially positive impacts that would result from the CNYRP, such as an increase in local employment opportunities and tax revenues generated by the project, would also occur.

2.2 Alternatives Dismissed from Further Consideration

The project sponsor has dismissed use of the project site for uses other than as a racing venue. The site is owned by the project sponsor and was acquired and envisioned for that specific purpose. A portion of the existing site has been used for various types of motorcross and similar recreational uses for approximately 30 years. Alternative commercial and/or residential uses permitted by right under present zoning are not being considered by the CNYRP Inc. Individuals that comprise CNYRP Inc. have a long history of involvement in motorsports and a passion for the industry. It is the objective of CNYRP Inc. to create a world class racing venue at the available site in this area that has a history of similar use and a proven market for its enjoyment as established by the existing Brewerton Speedway.

2.3 Alternative Sites

It is not considered reasonable for the project sponsor to consider alternative sites that it does not own, have contract options on, or otherwise control as in the case of the currently proposed site in the Town of Hastings. The site is considered appropriate for the proposed project and has been used for various types of motorcross and similar recreational uses for approximately 30 years.

The site has many attributes for the proposed project. It provides adequate acreage, State highway access, access to public sewer and water utilities and suitable topographic and natural terrain conditions for a modern road course, oval racetrack and associated racing facilities. The site is located alongside Interstate 81 and U.S. Route 11 in an area designated for public/semi-public uses by the Town of Hastings Master Plan. The project is accessible by air due to its location approximately 9 miles north of the Syracuse Hancock International Airport. Additionally, and perhaps most importantly the project is located in an area that provides access to a viable labor pool in southern Oswego County.

2.4 Alternative Uses and Technologies

CNYRP Inc. proposes to construct a state-of-the-art racing complex using innovative raceway materials and technologies, such as SYNDI, a synthetic surface material for its one-half mile oval track. The oval track will be used for motorsports and possibly harness horse racing, if approved by the State.

SYNDI technology is a proprietary material of CNYRP Inc. It was specifically developed for use at facilities like the proposed complex to reduce track dust and allow for racing during light rain conditions. In addition to SYNDI non-asphalt and non-petroleum based materials are also proposed for use in parking areas to reduce surface temperatures and heat island effects created by solar exposure.

Energy saving features such as LED lighting will also be used around the road course and oval track. Lighting fixtures will cast lighting downward to reduce nighttime glare and be dark sky compliant. Lighting will be developed consistent with Town requirements under the Town of Hastings Zoning Law Article 12 Site Review Standards Section 1230. LED lighting is not expected to attract insects to the same degree as traditional lighting or cause off-site glare.

Although the project is designed for use by gasoline fueled vehicles CNYRP, Inc. is also interested in a new form of racing called Formula E. Formula E is a new racing series being developed for electric race cars. Formula E cars have electric motors with lithium ion batteries that can accelerate from 0 to 60 in 2.6 seconds and top speeds of 170 miles per hour. The race cars operate cleanly and quietly. Although the Formula E racing series is envisioned for downtown streets in major cities in the U.S. and around the world as soon as 2014, the CNYRP would be able to accommodate their use (including charging stations) and host these high performance racecars for training purposes.

2.5 Alternative Scale, Timing & Magnitude of Construction & Operation

As currently proposed, the design and site layout alternative is considered to provide the minimum configuration, size and space requirements for the road course, oval track, garage area, buildings and other facilities needed to be economically viable and meet the sponsor's project objectives. CNY RP, Inc. is experienced in motorsports and the racing industry and understands current trends and needs in that market. A project of smaller scale will not meet those market needs and would likely not be able to attract the types of users and media interest needed to fulfill project expectations.

The proposed timing of the project's development is contingent on factors that are beyond the control of CNYRP Inc. such as the State, federal and local environmental reviews and permit processes. It is anticipated that the project will be developed in two or more phases with the first phase of construction beginning sometime in 2014 and operation in 2015.

2.6 Alternative Site Design and Layout

Alternative site design and layout schemes have been considered, but the proposed layout is preferred to maximize use of the site for the road course without significant adverse impacts on the community. The proposed project layout is the result of design adjustments made in order to minimize impacts on the community and on environmental features such as existing drainage channels (Elderberry Creek), associated wetlands and floodplains. For example, the grandstand/restaurant building has been sited to also act as screening to address visual and noise issues in the vicinity of U.S. Route 11.

The buildings and oval track have been proposed in an area that avoids or minimizes impacts on floodplains and federal wetlands. The proposed road course has been designed to follow the perimeter of the property to take advantage of the site's terrain and to improve spectator visibility, but minimize its impacts on environmental features by allowing for adequate drainage and stormwater management on site.

III. ENVIRONMENTAL SETTING

Natural Resources

3.1 Geology, Topography and Soils

Geology

The project is located in the Erie-Ontario Plain of New York State. This physiographic province is characterized by level to gently rolling landscape conditions. Elevations in Oswego County vary from approximately 200 feet above mean sea level in the western portion of the county near Lake Ontario to more than 1,750 feet in the northeastern portion of the county on the Tug Hill Plateau. Elevations in the immediate project area are generally around 400 feet above mean sea level.

The Oswego County Soil Survey indicates that the underlying bedrock in most of the County is flat-lying sedimentary rock that generally runs in east-west bands across the County. Glacial till consisting of gravel, sand, silt and clay is the predominant glacial deposit in Oswego County. Empeyville, Sodus, Scriba, Worth, Ira and Westbury soils are the major soils formed in glacial till. Sodus, Scriba and Ira soils among others as described below are found on site according to the County Soil Survey.

Topography

A boundary and topographic survey of the project site is provided as Figure 3-1. Elevations on site range from approximately 378 feet above mean sea level in the west central and south central portions of the site along existing drainageways to approximately 414 feet above mean sea level in the northernmost portion of the site along a small elevated ridge. Both the drainageways and the ridge generally run in a northwest to southeast direction across the site. The ridge in the northern half of the site drains both to the northeast and to the southwest into a low-lying and relatively flat area in the southern half of the site. The southernmost portion of the site also drains to the east and northeast into this low-lying area. Overall drainage is towards the southeastern corner of the site.

Soils

The project site consists of Hudson, Ira, Madalin, Rhinebeck, Scriba and Sodus series soil associations. The specific soils within the project area (see Figure 3-2) are:

- Hudson silt loam, 2 to 6% slopes (HuB) - 3.2% of project site
- Ira gravelly fine sandy loam, 3 to 8% slopes (IrB) - 14.2% of project site
- Madalin silt loam, 0 to 3% slopes (Ma)* - 18.0% of project site
- Rhinebeck silt loam, 0 to 2% slopes (RhA)* - 23.6% of project site
- Rhinebeck silt loam, 2 to 6% slopes (RhB)* - 27.0% of project site
- Scriba gravelly fine sandy loam, 0 to 8% slopes (ScB)* - 10.0% of project site
- Sodus gravelly fine sandy loam, 8 to 15% slopes (SgC) - 4.0% of project site

Generally, the project site includes a mix of well and moderately-well drained to poorly and very poorly drained soils which formed in both glaciolacustrine and glacial till deposits. Soils marked with an asterisk above are considered hydric (Madalin) or soils with possible hydric inclusions (Rhinebeck and Scriba). Much of the project site (78.6%) is covered by these soils, which are often associated with drainages and potential wetland areas. These soils are located throughout the central portion of the site, as well as in the northeastern corner. With the exception of Hudson soils other soils found on site are favorable for ponding.

The key properties of these soils are summarized below as described in Table 1 of the attached Phase 1A Archaeological Report contained in Volume II Appendix E. These soil properties are described below.

- Hudson Series soils are deep, well and moderately drained soils, seasonal wetness, which formed in glaciolacustrine deposits consisting primarily of clay and silt. They are gently sloping, to sloping to rolling and are found on lake plains (Rapparlie 1981: 37).
- Ira Series soils are deep, moderately well drained soils which formed in glacial till derived primarily from sandstone. They are found on ridges, knolls and the sides and tops of elongated hills on till plains (Rapparlie 1981: 38-39).
- Madalin Series soils are deep, poorly to very poorly drained soils which formed in glaciolacustrine deposits consisting primarily of clay and silt. They are nearly level and are found within low flats and small basins (Rapparlie 1981: 41-42).
- Rhinebeck Series soils are deep, somewhat poorly drained soils which formed in glaciolacustrine deposits consisting primarily of clay and silt. They are nearly level to gently sloping and are found on moderately low plains and within basins (Rapparlie 1981: 50-51).
- Scriba Series soils are deep, somewhat poorly drained soils which formed in glacial till derived primarily from sandstone. They are nearly level to sloping and are found on drumlin-like hills and till plains (Rapparlie 1981: 53-54).
- Sodus Series soils are deep, well drained soils which formed in glacial till derived primarily from gray and red sandstone. They are gently sloping to very steep and are found on elongated, drumlin-like hills and on convex ridges and knolls on dissected till plains (Rapparlie 1981: 55-56).

All soils on the project site are deep. Despite the presence of a small tributary (Elderberry Creek) which drains into Oneida Lake to the south and east, no alluvial soils are identified on the project site.

3.2 Water Resources

According to the Brewerton and Central Square USGS Quadrangle maps, the project site is located approximately 2000 feet west of the northwest end of Oneida Lake. Two linear drainage features flow into the site from the northwest and combine into one feature that flows southeasterly and is tributary to Oneida Lake.

The Federal Emergency Management Agency (FEMA) floodplain map of this area (Figure 3-3)

refers to this drainage feature as Elderberry Creek. As shown on Figure 3-3 the 100 year floodplain of Elderberry Creek occupies a portion of the site extending from the northwest corner to the southeast corner.

The project site is within the Oneida Lake Watershed - Hydrologic Unit Code (HUC) 04140202. Water flows across the site in a southeasterly direction through this water feature for approximately 0.7 miles to Oneida Lake. Oneida Lake is a Traditional Navigable Water (TNW).

A review of the USFWS National Wetlands Inventory (NWI) Map displayed no wetlands on the site. The NYSDEC Freshwater Wetlands map indicates that there are no mapped NYSDEC Freshwater Wetlands on the site. NYSDEC Freshwater Wetland CS-24 (a Class 3 wetland) is mapped as occurring approximately 600 feet north of the project site.

CNYRP, Inc. retained Earth Dimensions, Inc. (EDI) to complete a wetland delineation and study of the project site that would allow the U.S. Army Corps of Engineers (Corps) and the New York State Department of Environmental Conservation (NYSDEC) to determine their jurisdictional authority over wetlands located on site pursuant to Section 404 of the Clean Water Act and Article 24 (Freshwater Wetlands) of the New York Environmental Conservation Law (ECL).

EDI identified eighteen (18) wetland areas totaling approximately 24.841 acres and six (6) streams including the two surface water features discussed above. Fieldwork was conducted in late October 2013. The Wetlands Delineation Report is provided in Volume II Appendix D.

Upland areas of the site consist of successional shrubland and successional old field communities. Wetland areas were found to consist of shallow emergent marsh communities. The list of vegetative species found in both upland and wetland areas are provided in EDI's Wetlands Delineation Report in Appendix D. The full report includes maps and figures, field data sheets and site photographs.

EDI identified 3 wetlands (W1/W4, W2, and W3) on site totaling approximately 17.589 acres, as well as all 6 drainage features totaling approximately 6,098 linear feet, that have connections to waters of the U.S. and would therefore be considered federally jurisdictional resources. Fifteen wetlands (W5 through W19) are considered isolated and non-jurisdictional resources. The Corps of Engineers has preliminarily agreed that the three larger wetlands on site are federal wetlands and the 15 smaller wetlands are isolated and not federal wetlands.

3.3 General Ecology and Threatened & Endangered Species

EDI was also retained to perform an ecological study and evaluation of the project site including assessing the potential for the presence of threatened and endangered species. The study is provided as Appendix G in Volume II.

EDI identified three ecological communities in the project area. These consisted of shallow emergent marsh, successional old field and successional shrubland communities. According to the

U.S. Fish and Wildlife Service database, the Indiana bat (*Myotis sadalis*), long-eared bat (*Myotis septentrionalis*), and bog turtle (*Clemmys muhlenbergii*) are potentially occurring on site.

The NYSDEC Natural Heritage Program has the Iowa darter (*Etheostoma exile*), and swamp smartweed (*Persicaria setacea*) listed for potential on site. The investigation area was thoroughly examined for any evidence of the aforementioned species. No evidence of these species or significant habitat to support these species was found within the investigation area.

Based on the site investigation, it is EDI's professional opinion that these species are not presently utilizing the site.

3.4 Air Quality

According to the NYSDEC Region 7 and EPA Region 2 all of Oswego County, including the project site, is currently within attainment of the NAAQS for all pollutants (www.epa.gov/oar/oaqps/greenbk).

No significant existing stationary sources of air emissions have been identified in the vicinity of the CNYRP. Mobile sources include vehicular traffic on I-81 and U.S. Route 11 and other local roads. There are occasional emissions from train traffic along the CSX rail line west of the site and races conducted during the racing season at the Brewerton Speedway. Seasonal boating on Oneida Lake may also contribute to local sources.

The Clean Air Act of 1990 required the Environmental Protection Agency (EPA) to establish the National Ambient Air Quality Standards (NAAQS) to protect human health and welfare. Areas where air quality exceeds the NAAQS are designated as "non-attainment" areas. Conversely, an attainment area meets the national or secondary ambient air quality standard for a pollutant. The EPA classifies areas according to the severity of non-attainment. Non-attainment areas are classified in increasing severity as marginal, moderate, serious, severe or extreme. These classifications are based on the number of times a standard is exceeded per year and average pollutant values obtained from monitoring data in various regions.

The EPA uses six criteria pollutants as indicators of air quality. The six pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. Ozone is not directly emitted by emission sources, but is formed in the atmosphere from nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Thresholds have been established for each pollutant which, if exceeded, could have adverse effects on human health and the environment.

Typical Weather Conditions

Oswego County and the Central New York region experience a humid continental climate characterized by warm summers and cold winters with consistent precipitation year-round. The project is located less than 10 miles from Syracuse Hancock International Airport where weather statistics are compiled. Weather conditions north of Syracuse, particularly in winter can be substantially different in comparison to Syracuse due to lake effect snow off of Lake Ontario and the Upper Great Lakes that result from prevailing west-northwest winds in winter.

In terms of seasonal temperature averages the typical range between Syracuse and the City of Oswego are not substantially different. The average maximum temperature is 31 degrees (Fahrenheit) in January and 82 degrees in July, typically the coldest and warmest months, respectively. The average minimum temperature is 14 degrees in January and 59 degrees in July. The annual average temperature is 47 degrees.

Annual precipitation for Syracuse is approximately 39 inches with the minimum typically occurring in February at 2.1 inches and the maximum in June and July at 3.8 inches. Precipitation in Oswego is higher at 43 inches with the minimum typically in February at 2.8 inches and the maximum in November at 4.5 inches. The record high ever recorded in Syracuse was 102 degrees in July 1936 and the record low was minus 26 degrees in January 1966. Annual average relative humidity is 75.5 percent consistent throughout the year. Average annual wind speed is 9.4 miles per hour, typically highest during the winter. Prevailing winds are from the west with a northwest component during winter and a southwest component during the summer (www.climate-zone.com) and www.usclimatedata.com/state.

Human Resources

3.5 Land Use and Zoning

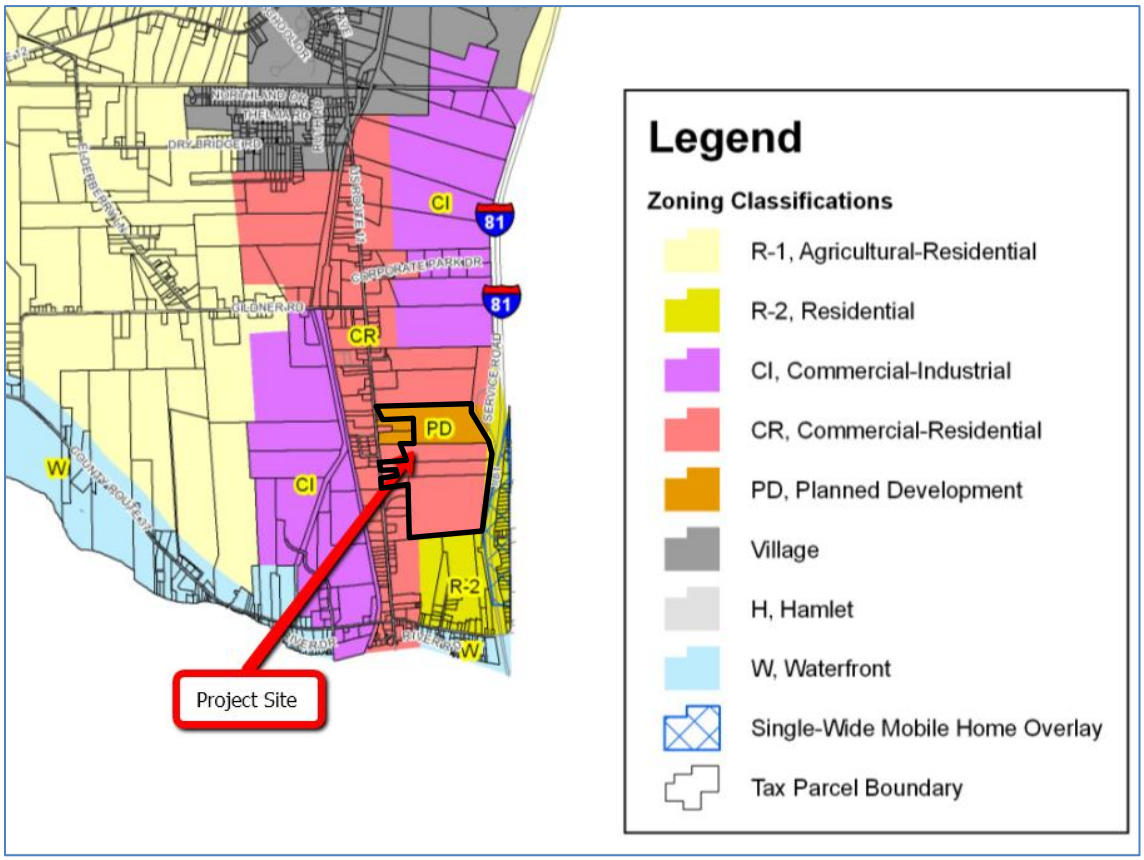
The project is located on approximately 143.5 acres of mostly undeveloped land between two important transportation corridors, Interstate 81 to the east and U.S. Route 11 to the west. The Hastings Rest Area along southbound I-81 is located immediately adjacent to the northeast project boundary. The Rest Area was permanently closed by the State DOT in 2010 for budgetary reasons.

East and southeast of the site and east of I-81 is the Big Bay area of Oneida Lake. Mostly single-family residential use exists along Swamp Road and the area between Oneida Lake and I-81. To the northeast of the site on the east side of I-81 is Big Bay Swamp, a considerable low-lying natural area along the northwestern shore of the lake.

South of the project is the Brewerton Speedway and a mix of residential and commercial uses between the site and the Oneida River just north of the hamlet of Brewerton. Single-family uses exist along County Route 37 north of the River. These residential uses quickly transition to more commercial and industrial uses along the U.S. Route 11 corridor southwest and west of the project. This area also includes the Fort Brewerton State Park.

Uses along U.S. Route 11 include, but are not limited to a mix of vehicle-oriented businesses scattered among single-family residences. Some restaurant and eating places also exist. This section of U.S. Route 11 is a two lane highway between Brewerton and the Village of Central Square to the north. Commercial uses include auto sales and services, collision service, auto dismantling and recycling, boat and RV sales and service, and modular home sales. Industrial uses and a CSX rail line exists to the west of U.S. Route 11. The rail line crosses U.S. Route 11 in Central Square.

Immediately north of the project site is the Central Square Middle School and Transportation Center. School buses are housed by the Central Square School District at the Middle School. School grounds also include athletic fields directly north of the project site. Access to the school is from U.S. Route 11 northwest of the project site.



Source: 2008 Town of Hastings Zoning Classifications Map

*Planned Development (PD) zone on site may no longer apply.

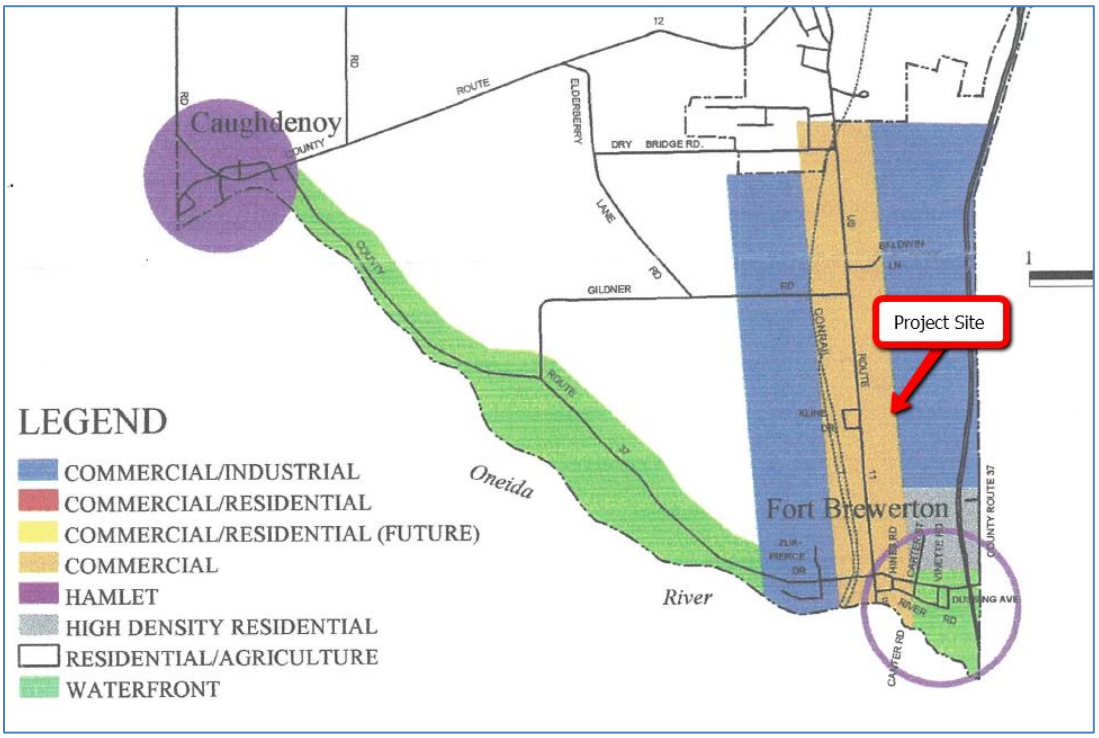
The Town of Hastings Zoning Map shows the northern portion of the project site south of the Middle School as Planned Development (PD) and the remainder of the site as Commercial/Residential (CR). The PD designation appears to have been established for a planned residential development that never materialized. The Planned Development (PD) zone may no longer apply.

The Town of Hastings Land Use Master Plan (1996) designates the project site as a combination of Commercial use along the U.S. Route 11corridor and Commercial/Industrial uses in interior portions of the project site as well as areas off site west of U.S. Route 11. The Commercial/Industrial use appears to be inconsistent with the current zoning that would allow residential development. The Master Plan states that this section of the U.S. Route 11 corridor (referred to in the Master Plan as Area 5) "should be retained for future commercial development. Future residential development in this area should not be allowed so as to limit land use conflict."

It is described as an area that can handle increased traffic and be serviced by existing or future sewer and water infrastructure.

The Town's Master Plan designates the areas bordering the Commercial use areas along U.S. Route 11 as Commercial/Industrial Areas. These areas extend from approximately 2.5 miles from the southern edge of the Village of Central Square southward to the Oneida River and the Cicero Town line in Onondaga County. These properties are largely vacant and appropriate uses include commercial, industrial and public/semi-public uses. The purpose of these non-residential areas, as stated in the Master Plan, "is to reserve land for both nonretail type commercial and industrial uses where they will not interfere with, or have negative impacts on residential uses, and will not create drainage and erosion problems due to over development."

Town Land Use Concept Map



Source: 1996 Town of Hastings Land Use Master Plan

3.6 Traffic and Transportation

Data Collection

A Traffic Study for the project is provided in Volume II Appendix C. Traffic data were obtained from site visits and traffic counts conducted on Saturday – March 3rd, Saturday – December 15th and Wednesday – December 19th, 2012. The counts were collected on Saturday, March 3rd between 5-6pm, on Saturday December 15th between 10-11pm and on Wednesday, December 19th between 7-9am and 4-6pm to ensure that the peak hour of the adjacent roadways were captured.

Existing Intersection Turning Movement Counts - Turning movement counts were collected at the following 17 study area intersections:

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

Based on the traffic counts collected, the weekday peak hours were identified as follows:
Weekday Morning Peak Hour – 7:15am to 8:15am
Weekday Evening Peak Hour – 4:15pm to 5:15pm

These study area intersections were agreed upon with NYSDOT and the Hastings Town Engineer with the exception of the intersection of U.S. Route 11 with Guy Young Road/Washington Street, which was added since it is a signalized intersection in the study area. The hours of data collection coincide with the anticipated peak hours of traffic generation for the site. Participation events will have peak arrival between 7-8 am and peak departure between 5-6 pm while larger race events are expected to have peak arrival between 10:30-11:30 am and peak departure between 5-6 pm.

The 2012 existing March/December traffic volumes have been provided in Appendix C. Please note, the study area has been broken into southern and northern areas due to the size, therefore there is a Figure A and B for each time period. For example, the morning peak hour traffic volumes are shown in Traffic Study Figures 1A and 1B, the evening peak hour volumes are shown in Traffic Study Figures 2A and 2B, etc.

U.S. Route 11, Route 49 and Bartell Road serve as primary arterial routes in the area with Route 49 connecting U.S. Route 11/Central Square to I-81 and Bartell Road connecting U.S. Route 11/Brewerton to I-81.

Intersection Sight Distance Measurements – Sight distance measurements looking in each direction along U.S. Route 11 from the proposed site driveway locations were collected to ensure

adequate sight lines are available to exit the proposed development.

The proposed northern site driveway is approximately 425 feet south of the Central Square Middle School driveway and the proposed southern site driveway is approximately 1,500 feet farther to the south on Route 11. The following table provides a summary of the recommended sight distances along Route 11 from the AASHTO *A Policy on Design of Highways and Street* as well as the available sight distances based on field measurements.

Table 3-1
U.S. Route 11 Sight Distance Summary

Location	Speed Limit	Direction	AASHTO Recommended Sight Distance	Available Sight Distance
Northern Site Drive @ Route 11	45 mph	Looking Left Looking Right	430 feet 500 feet	2,800+ feet 1,000+ feet
Southern Site Drive @ Route 11 430 feet	45 mph	Looking Left Looking Right	430 feet 500 feet	1,500+ feet 3,000+ feet

There is more than adequate sight distance available in both directions on U.S. Route 11 and there are no concerns with traffic turning in and out of the site associated with sight distances.

Accident Analysis

Accident data for the three most current years available from May 2008 through April 2011 were obtained from NYSDOT to determine if there are any significant safety concerns along the study area roadways. Between May 2008 and April 2011, there were a total of 265 accidents in the study area over the three year period. The following provides a summary of the intersection accidents by location:

Route 11 @ Orangeport Road – 6 accidents – 3 were left turn accidents (50%), 2 were rear-end accidents (33%) and 1 was a right angle accident. With an estimated AADT of 10,667 vehicles per day, the resulting accident rate is 0.51 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 11 @ Miller Road – 4 accidents – 4 were rear-end accidents (100%). With an estimated AADT of 10,156 vehicles per day, the resulting accident rate is 0.36 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 11 @ Bartell Road – 17 accidents – 5 were rear-end or overtaking accidents (29%), 3 were right angle accidents (18%), 3 were right turn accidents (18%), 2 were left turn accidents, 2 were fixed object accidents, 1 involved a backing vehicle and 1 was non-reportable. With an

estimated AADT of 16,556 vehicles per day, the resulting accident rate is 0.98 accidents per million entering vehicles which is over the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 11 @ Guy Young Road – 4 accidents – 3 were rear-end accidents (75%) and 1 was a fixed object accidents. With an estimated AADT of 13,889 vehicles per day, the resulting accident rate is 0.26 accidents per million entering vehicles which is below the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 11 @ County Route 37 – 11 accidents – 7 were rear-end accidents (64%), 3 were right angle accidents (27%), 1 was a right turn accident and 1 was a left turn accident. With an estimated AADT of 12,344 vehicles per day, the resulting accident rate is 0.81 accidents per million entering vehicles which is over the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 11 @ Central Square Middle School Driveway – 2 accidents – 1 was a rear-end accident and 1 was a right angle accident. With an estimated AADT of 8,033 vehicles per day, the resulting accident rate is 0.23 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 11 @ Gildner Road – 3 accidents – 1 was a rear-end accident, 1 was a left turn accident and one involved an animal. With an estimated AADT of 7,233 vehicles per day, the resulting accident rate is 0.38 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 11 @ Webb Avenue – 6 accidents – 2 were right angle accidents (34%), 1 was a rear-end accident, 1 was a left turn accident, 1 was a fixed object accident and 1 was non-reportable. With an estimated AADT of 9,344 vehicles per day, the resulting accident rate is 0.59 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 11 @ Route 49 – 23 accidents – 11 were rear-end or overtaking accidents (48%), 4 were right angle accidents (17%), 3 were left turn accidents (13%), 1 involved a fixed object, 1 was a fatality involving a pedestrian, 1 involved a backing vehicle and 2 were non-reportable. With an estimated AADT of 16,700 vehicles per day, the resulting accident rate is 1.26 accidents per million entering vehicles which is over the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 49 @ Webb Place – 4 accidents – 3 were rear-end or overtaking accidents (75%) and one involved an animal. With an estimated AADT of 14,278 vehicles per day, the resulting accident rate is 0.26 accidents per million entering vehicles which is over the statewide average of 0.16 accidents per million entering vehicles for this type of facility.

Route 49 @ Walmart Driveway – 14 accidents – 6 were right angle accidents (43%), 5 were rear-end accidents (36%), 2 were fixed object accidents and 1 was a left turn accident. With an estimated AADT of 22,200 vehicles per day, the resulting accident rate is 0.58 accidents per million entering vehicles which is below the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 49 @ I-81 SB Ramps – 14 accidents – 10 were rear-end or overtaking accidents (71%), 3 were right angle accidents (21%) and 1 was a left turn accident. With an estimated AADT of 20,678 vehicles per day, the resulting accident rate is 0.62 accidents per million entering vehicles which is over the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 49 @ I-81 NB Ramps – 20 accidents – 8 were right angle accidents (40%), 7 were rear-end or overtaking accidents (35%), 4 were left turn accidents (20%) and 1 was non-reportable. With an estimated AADT of 22,722 vehicles per day, the resulting accident rate is 0.80 accidents per million entering vehicles which is over the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Route 49 @ County Route 37 – 8 accidents – 5 were rear-end or overtaking accidents (63%), 1 was a right angle accident. 1 was a left turn accident and 1 a fixed object accident. With an estimated AADT of 15,611 vehicles per day, the resulting accident rate is 0.47 accidents per million entering vehicles which is below the statewide average of 0.60 accidents per million entering vehicles for this type of facility.

Bartell Road @ I-81 Interchange – 17 accidents (Not clearly delineated between the two interchange intersections) – 13 were rear-end or overtaking accidents (76%), 1 was a right angle accident, 1 was a left turn accident, 1 was a sideswipe accident and 1 was a fixed object accident. With an estimated AADT of 25,333 vehicles per day through the interchange, the resulting accident rate is 0.61 accidents per million entering vehicles which is over the statewide average of 0.27 accidents per million entering vehicles for this type of facility.

The majority of the accidents at the study area intersections were rear-end accidents followed by right angle accidents, which are typical for higher volume commuter routes. There is no discernable pattern for the remaining accidents that occurred and no specific improvements noted to improve safety. The detailed accident summary table and calculations have been attached in the Traffic Study provided in Volume II Appendix C.

Existing Traffic Operations

Prior to completing an existing conditions analysis for the 4 peak hours identified for the CNY Raceway Park, the March and December traffic counts were adjusted to account for higher seasonal traffic volumes expected during summer months in the area. Based on the assigned factor group numbers for the study area roadways in the NYSDOT data viewer count data that is available on-line, Route 49 is classified as Factor Group 40 – a non-commuter or moderate seasonal variation

roadway while Route 11 is classified Factor Group 30 – a commuter or more minor seasonal variation roadway.

Therefore, all intersections in the northern study area were adjusted using seasonal adjustment factors for Factor Group 40 while the southern study area intersections were adjusted using factors for Factor Group 30. Specifically the traffic counts were divided by the respective factor for the month in which the counts were collected and then multiplied by the July adjustment factor for the resultant higher traffic volumes that may be expected in July. The factors associated with a work week were used for the morning and evening peak hour volumes and the factors associated with the weekend were used for the two Saturday peak hours. Overall, the applied seasonal adjustments result in an 8%-15% increase in traffic volumes in the southern study area and a 32%-57% increase in traffic volumes in the northern study area. The seasonal adjustment factors used are shown on each of the traffic volume figures. The seasonally adjusted existing traffic volumes are shown in Traffic Study Figures 5-8 (A and B) for the morning, evening, Saturday evening and Saturday late peak hours, respectively.

Capacity analysis of the existing operations at the study area intersections was completed using Synchro7, an industry accepted standard for the analysis of both signalized and unsignalized intersections that is based on methodologies developed in the Highway Capacity Manual. Intersection and individual movement operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, a signalized intersection movement with an average delay of 5seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 25 seconds is considered a C. A Level of Service D or better is generally considered acceptable for a signalized intersection while a Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The results of the analysis generally show acceptable traffic operations throughout the study area with Levels of Service (LOS) D or better for all traffic movements during the four peak hours analyzed with the following exceptions:

<u>Weekday Morning Peak Hour</u>

- Route 11 @ Route 49 – SB left – LOS E
- Route 11 @ Webb Avenue – WB approach – LOS F
- Route 11 @ Middle School Driveway – WB approach – LOS F
- Route 49 @ I-81 SB Ramps – Overall LOS F, EB approach and WB left – LOS F

<u>Weekday Evening Peak Hour</u>

- Route 11 @ Webb Avenue – WB approach – LOS F
- Bartell Road @ I-81 NB Ramps – NB approach – LOS E
- Route 49 @ Walmart/Plaza – NB left – LOS E, SB left – LOS F
- Route 49 @ I-81 SB Ramps – Overall LOS E, EB approach – LOS F, WB though – LOS F

- Route 49 @ I-81 NB Ramps – NB left – LOS E

The detailed Level of Service summary and capacity analysis printouts have been provided in the Traffic Study in Volume II Appendix C.

3.7 Emergency Services and Utilities

Police, Fire and Emergency Services

The Town of Hastings is served by the New York State Police that has three trooper barracks in Oswego County located in the Town of Hastings, Village of Pulaski and the City of Fulton. The Hastings barracks is located at 1134 U.S. Route 11 in Central Square. The Oswego County Sheriff's Department serves all of Oswego County, excluding the cities of Oswego and Fulton and the villages of Central Square, Pulaski and Phoenix which have local police departments.

Fire protection is provided by the Hastings Volunteer Fire Department located north of the Village of Central Square at 1994 U.S. Route 11 and the Brewerton Fire Department. The Brewerton Fire Department's Station 1 is located at 9625 Brewerton Road (U.S. Route 11) in Brewerton just south of the Oneida River and Station 2 is just south of Oneida Lake.

The Hastings Volunteer Fire Department (http://www.hastingsfireinc.org/apparatus.html) has five primary pieces of fire-fighting apparatus including:

- 2008 American LaFrance Engine
- 2003 Freightliner Chassis Water Tender (2100 gallon)
- 2000 Saulsbury Chevy Chassis Light Rescue
- 1996 HME 4 Guys Rescue Pumper
- 1964 Ford F 250 Brush Truck

The Brewerton Fire Department (http://brewertonfire.com/apparatus.htm) at Stations 1 and 2 has the following fire-fighting equipment:

- 2012 Sutphen Chassis Heavy Rescue Vehicle
- Water Rescue 1 (Boat)
- 2007 Sutphen Engine 1 (75 foot ladder truck with 1500 gpm pumper with 470 gallons water/30 gallons foam)
- 2006 Squad 5 Chevrolet Silverado
- 2005 Sutphen Engine 2 (Station 2 Rescue and pumper)
- 2005 Squad 4 Chevrolet Silverado
- 1994 International Dive Rescue Vehicle
- 1991 E-1 Hush Engine 3 (1500 gpm pumper with 1000 gallons water)
- 1976 Sutphen Truck 9 (95 foot ladder truck with 1000 gpm pumper with 400 gallons water)

Emergency services are provided by the Southern Oswego Volunteer Ambulance Corps (SOVAC) which is located in Central Square. SOVAC provides Basic and Advanced Life Support. SOVAC

covers southern Oswego County in the Central Square, Hastings, West Monroe and Caughdenoy fire districts. Service is dispatched via the Oswego County 911 system. SOVAC includes approximately 24 staff members and 42 volunteers.

Utilities

Public Water Supply

Most of the Town of Hastings is covered by public water districts according to Oswego County's Comprehensive Plan as amended in 2008. The Town of Hastings Land Use Master Plan (1996) identified at least five water districts in the project area including the Fort Brewerton Water District, Fort Brewerton Water Supply District, Fort Brewerton Water District Extension No. 1, Corporate Park Drive Water Supply District and Central Square Middle School and Transportation Center Water Supply District. Water is provided by the Onondaga County Water Authority (OCWA) and supplied from Lake Ontario via Metropolitan Water Board transmission facilities.

Public Sewage Disposal

The CNYRP site is served by the Fort Brewerton Sewer District which consists of 8-inch collector sewers, 4-inch service laterals, manholes and two pumping stations. All flows generated by the district go to the Main Pumping Station on East River Road then transmitted through two force mains across the Oneida River for treatment at the Brewerton Treatment Plant and discharge to the river. The Central Square Middle School and Transportation Center are serviced by the Middle School pumping Station and a 6-inch force main that runs southward along the east side of U.S. Route 11 to the Fort Brewerton Sewer District. According to the Town's Land Use Master Plan the pumping station was designed with significant reserve capacity and may eventually serve areas along U.S. Route 11 north and south of the Middle School that are not served by public sewer.

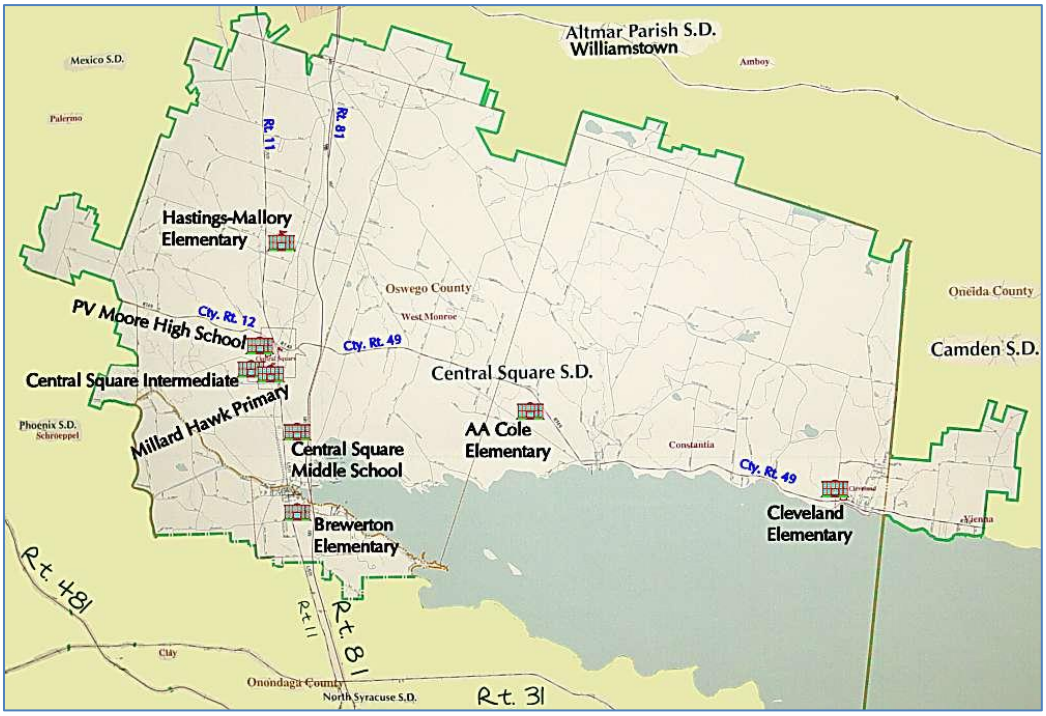
The Fort Brewerton Wastewater Treatment Plant (WWTP) is designed and permitted for 0.125 MGD capacity. The recent Caughdenoy/CR37 sewer project was completed in the summer of 2013, and now flows to the WWTP. Based on available maximum flow data, the WWTP currently operates at 87% capacity or greater.

Solid Waste Disposal

Most solid waste generated in Oswego County is managed and disposed of within the County at its facilities. In the project area, municipal solid waste and recyclables are brought by municipal, contracted or private haulers, and residents to the Hastings solid waste transfer station located on U.S. Route 11 north of Central Square where it is unloaded, compacted and transferred to County vehicles. Recyclables are transferred to the County's Materials Recovery Facility at the Bristol Hill Landfill located on NYS Route 3 in the Town of Volney. Burnable waste is transferred to the County's Energy Recovery Facility in Fulton and non-burnable waste is landfilled at Bristol Hill.

3.8 Central Square School System

The Central Square Central School District is located within 3 counties (Oswego, Onondaga and Oneida) covering approximately 250 square miles and parts of 11 towns, including Hastings. Information obtained from the District's website (www.cssd.org) indicates a total enrollment of 4,719 students at 8 different school locations including one high school, one middle school and 6 elementary schools as shown on the map below.



The Central Square School District

The Central Square Middle School that is located immediately north of the project has an enrollment of approximately 1,025 students in grades 6 (315 students), 7 (337 students) and 8 (368 students). The school has approximately 84 full-time teachers. The Middle School is structured so there are essentially 3 schools (by grade) in one. School activities include interscholastic athletics and a variety of club activities on an ongoing basis throughout the year.

The District's Transportation Center is located just west of the Middle School. The Transportation Center houses approximately 67 buses. Primary access to and from the facility is along U.S. Route 11 just north of the project site. The District's website indicates that the buses travel more than 7,000 miles each day in transporting students throughout the District.

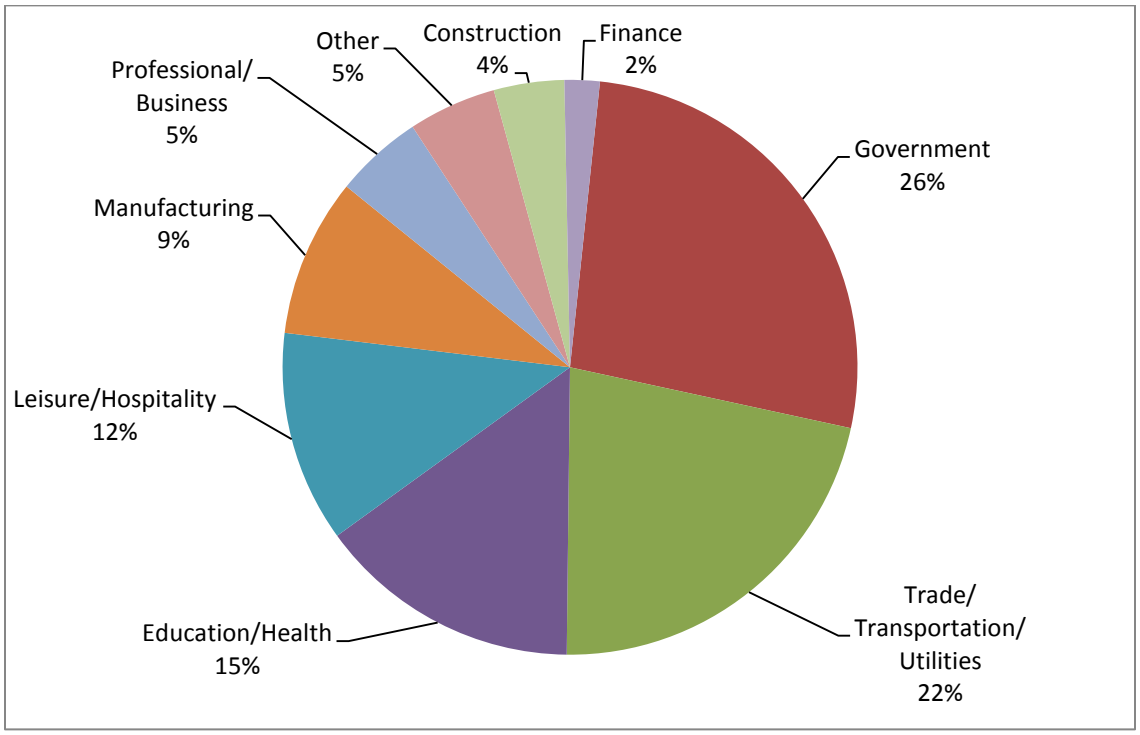
3.9 Local Economy

Oswego County had a Census 2010 population of 122,109 residents, a decrease of -0.23% from its Census 2000 population of 122,307[1]. Oswego County was one of seventeen counties in New York State to lose residents over this time period.

It is notable that typically high-paying industries such as manufacturing and professional/business occupations represent a relatively small portion of overall employment in the county. Like many Upstate New York regions, Oswego County has experienced an economic decline over the past few decades, due largely to the loss of jobs from a historically strong manufacturing industry.

In 2010, per capita income in Oswego County was $29,997 – this is 38% less than the statewide level of $48,596 and ranks 57th of New York's 62 counties. The overall poverty rate in 2011 was 19.3%, higher than all but five other New York counties[2]. The unemployment rate in Oswego County has historically exceeded state averages – the most recent data[3] indicate an unemployment rate of 8.8%, fourth-highest of all New York State counties. Oswego County is among the state's most economically challenged regions.

By industry, Oswego County employment breaks down as follows:



Most economic activity in Oswego County is concentrated in the cities of Oswego and Fulton, where employers such as SUNY Oswego, Oswego Hospital, Nine Mile Point Nuclear Station, and the Sunoco ethanol plant rank among the region's major employers.

[1] US Census, 2000 and 2010
[2] USDA Economic Research Service
[3] NYS Department of Labor, August 2013

The Town of Hastings is largely undeveloped, and has no major commercial or business districts serving as concentrated centers for employment. The Central Square School district is one of the largest employers in the area. Nearby commercial districts are located at I-81 interchanges to the north in the Village of Central Square and to the south in Brewerton.

The U.S. Route 11 corridor in the southern part of Hastings lacks direct proximity to the Brewerton interchange, and is not as heavily developed as the interchange area to the south in Brewerton. Several restaurant and automobile-oriented businesses are located along this stretch, and the Brewerton Speedway is located just south of the project site.

Cultural Resources

3.10 Historical and Archeological Resources

Alliance Archaeological Services conducted a Phase 1A archeological study and preliminary field reconnaissance of the CNY Raceway Park project site in the fall of 2012. The Phase 1A report is provided in Volume II Appendix E.

The Phase 1A Area of Potential Effect (APE) encompasses the CNYRP project site, directly to the south of the Central Square Middle School between Interstate 81 to the east and U.S. Route 11 to the west.

The Brewerton area is known to be the site of pre- and post-contact Native American settlement and use, due to its location near Oneida Lake and the Oneida River. Four sites listed or eligible for the National Register of Historic Places are located in the Brewerton area, but these locations are well beyond the APE boundaries and would not be affected by the current project.

A review of the available National Register of Historic Places Building Inventories was conducted to identify National Register Listed (NRL) or National Register Eligible (NRE) structures within or adjacent to the current project area. No NRL or NRE structures were identified within or adjacent to the current project boundaries; two NRE archaeological sites and two NRL archaeological sites are recorded within one mile. These sites are well beyond the APE and will not be affected by the proposed project.

A preliminary archaeological disturbance assessment was conducted on the CNYRP project site as part of the Phase 1A review. Following approval of a disturbance assessment protocol, this investigation was completed by Alliance Archaeological Services in the fall of 2012. This subsurface assessment included a total of 74 shovel tests conducted at 60 meter intervals. No cultural materials or features were identified within any of the shovel tests.

3.11 Community Character and Visual Resources

The 1996 Land Use Master Plan for the Town of Hastings describes the historic settlement pattern of the Town as having been heavily influenced by water and transportation systems and this is still reflected in current development patterns in the project area. The Oneida River and early rail lines

and plank road corridors merged near Central Square as a hub of economic activity. That convergence of transportation along waterways and overland routes continues to influence land use development and community character especially in the southeastern part of the Town.

The visual character of the area is substantially influenced by existing development along U.S. Route 11. This is a corridor that consists of auto-oriented businesses at varying scales of development from small ice-cream stands, the Fort Brewerton State Park and restaurants near the Oneida River transitioning quickly to large vehicle sales and service, modular home sales and recycling operations with single-family residences interspersed among non-residential development. The area caters to the traveling public including tourists due to the proximity of I-81 and Oneida Lake.

Hastings is still referred to as a rural town although the Master Plan stated in 1996 that it was a rapidly growing and suburbanizing area of the Syracuse metropolitan area's urban-rural fringe. Large relatively undeveloped areas remain that contribute to its rural character. Some areas may not have been developed due in part because of environmentally sensitive resources that either constrain uses or preclude development entirely. Agriculture has declined and been replaced in many areas by suburban style homes and commercial businesses.

Much of the Town's rural character in the immediate project area has significantly diminished due to roadside commercial and industrial uses concentrated along primary highway corridors, particularly along U.S. Route 11. A two and one-half mile stretch along both the east and west sides of the U.S. Route 11 corridor extending from the southern boundary of the Village of Central Square southward to the Oneida River is an area described in the Master Plan as intended for commercial and industrial use. Appropriate uses in this area are noted as commercial, industrial and public/semi-public uses.

The project site is visible from a stretch of I-81 from both northbound and southbound lanes, particularly some of the higher elevated portions in the northeastern part of the site. The site is also visible along portions of U.S. Route 11 adjacent to the project site. Because of the relatively flat topography of the area and off-site vegetation portions of the site are screened from view. The Brewerton Speedway immediately south of the project is readily visible from U.S. Route 11.

3.12 Noise Environment

An ambient sound level survey was conducted to characterize the existing acoustical environment in the vicinity of the project. Appendix F in Volume II provides a Sound Assessment Report prepared by Epsilon Associates in November 2013.

Current noise sources in the project area include: traffic on local roads and Interstate 81, Brewerton Speedway races (only on Friday evenings during the summer), residential and commercial uses, outdoor activities, insects, birds, and rustling vegetation.

Seven sound measurement locations were selected to represent nearby residences in various directions around the project site. These locations were reviewed and agreed upon in advance of the testing by Epsilon Associates, Inc. by the Town Engineer. These measurement locations are listed in Table 3-2, and shown in Figure 3-4.

Table 3-2: Sound Measurement Locations

Representative Locations	Latitude (N)	Longitude (W)
L1 – Southeast corner of property (Dewey Dr. Residents)	43.24907	76.13378
L2 – Eastern side of property (Swamp Rd. Residents)	43.25301	76.13353
L3 – Southwest corner of property (South Rt. 11 Residents)	43.24802	76.13945
L4 – Northwest corner of property (North Rt. 11 Residents)	43.25669	76.14225
L5 – Northern property line (Central Square Middle School)	43.25662	76.13801
L6 – Northern property line (Athletic Fields)	43.25671	76.13572
L7 – Western property line (Rt. 11 Residents/site entrance)	43.25208	76.14162

Sound levels collected between the hours of 8AM – 4PM, and 6PM – 11PM, corresponding to the proposed daytime and evening racing periods at CNYRP, are summarized in Tables 3-3 and 3-4 respectively.

Table 3-3: Existing Daytime Ambient L_{eq} Sound Levels (8:00 AM – 4:00 PM)

Location	Minimum L_{eq} (dBA)	Maximum L_{eq} (dBA)	Median L_{eq} (dBA)	Average L_{eq} (dBA)	Minimum L_{90} (dBA)	Maximum L_{90} (dBA)	Median L_{90} (dBA)	Average L_{90} (dBA)
L1	56	62	58	58	52	58	55	55
L2	52	61	54	55	48	57	50	51
L3	46	62	51	51	44	50	46	46
L4	60	63	62	61	45	51	48	48
L5	45	55	49	49	42	51	46	46
L6	47	58	52	52	44	55	48	48
L7	61	63	61	61	44	51	47	47

Table 3-4: Existing Evening Ambient L_{eq} Sound Levels (6:00 PM - 11:00 PM)[4]

Location	Minimum L_{eq} (dBA)	Maximum L_{eq} (dBA)	Median L_{eq} (dBA)	Average L_{eq} (dBA)	Minimum L_{90} (dBA)	Maximum L_{90} (dBA)	Median L_{90} (dBA)	Average L_{90} (dBA)
L1	56	64	60	60	52	59	56	56
L2	52	61	58	57	50	57	56	55
L3	45	54	53	51	40	51	50	47
L4	56	65	59	60	42	50	49	48
L5	44	53	52	50	39	51	49	47
L6	45	59	57	55	43	55	54	52
L7	54	62	59	59	42	51	48	48

A brief description of the measured sound levels and noise sources from each location are provided below.

Location L1 – Southeast corner of property (Dewey Dr. Residents)
Sound levels at this location were influenced by insects and traffic on I-81.The continuous 1-hour steady-state (L_{90}) measurements ranged from 42 to 62 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 54 to 66 dBA.

Location L2 – Eastern side of property (Swamp Rd. Residents)
Sound levels at this location were influenced by insects and traffic on I-81.The continuous 1-hour steady-state (L_{90}) measurements ranged from 47 to 63 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 52 to 66 dBA.

Location L3 – Southwest corner of property (South Rt. 11 Residents)
Sound levels at this location were influenced by I-81 traffic, Route 11 traffic, insects, some birds, occasional construction equipment operation on the CNYRP property (i.e. dumping, loading, etc. of slag [melted steel waste]), and occasional distant dog barks. The spike in sound levels from a race at Brewerton Speedway is evident at this location from 7 PM to 10 PM Friday August 23 in Figure A1. The continuous 1-hour steady-state (L_{90}) measurements ranged from 40 to 54 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 45 to 67 dBA.

Location L4 – Northwest corner of property (North Rt. 11 Residents)
Sound levels at this location were influenced by traffic from Route 11 and insects. The continuous 1-hour steady-state (L_{90}) measurements ranged from 37 to 52 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 47 to 65 dBA.

[4] excludes data during Brewerton Racing (August 23, 7:00 – 10 PM)

Location L5 – Northern property line (Central Square Middle School)
Sound levels at this location were influenced by traffic from I-81 and insects. Route 11 traffic noise was inaudible due to the levels of I-81. The school was not in session during the measurement program however personal vehicles were at the facility, presumably faculty. The continuous 1-hour steady-state (L_{90}) measurements ranged from 39 to 54 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 44 to 57 dBA.

Location L6 – Northern property line (Athletic Fields)
Sound levels at this location were influenced by traffic from I-81, insects, and some birds. No sport or recreation activity was observed on the athletic fields during the measurement program. The continuous 1-hour steady-state (L_{90}) measurements ranged from 43 to 60 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 45 to 63 dBA.

Location L7 – Western property line (Rt. 11 Residents)
Sound levels at this location were influenced by Route 11 traffic, some birds, insects, and occasional construction equipment operation from CNYRP employees. The continuous 1-hour steady-state (L_{90}) measurements ranged from 38 to 54 dBA, while the continuous 1-hour equivalent (L_{eq}) measurements ranged from 48 to 64 dBA.

IV. POTENTIAL ENVIRONMENTAL IMPACTS and MITIGATION

Natural Resources

4.1 Geology, Topography and Soils

Topography

The site's topography and relatively subtle changes in elevation lends itself well to the proposed uses. In constructing the raceway facilities, engineering design will balance the amount of cut and fill required on site to the greatest extent practicable. Existing terrain will be incorporated as much as possible for the road course. Parking areas will be graded relatively flat but slightly sloped to allow for adequate drainage into stormwater management systems. The dirt track will also be graded relatively flat. Elevated portions in the northeastern portion of the site will be reduced in height by several feet to accommodate the oval track and provide for proper drainage. Elsewhere, there will be no significant changes in site topography and no mitigation is required.

Geology

The project site does not contain any unique or unusual geologic features and no significant impacts to geological conditions will occur. No mitigation is necessary.

Soils

All soils on site appear to be deep, but vary in drainage characteristics between well-drained to poorly-drained conditions. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared prior to site development in compliance with *New York State Standards and Specifications for Erosion and Sediment Control* http://www.dec.ny.gov/docs/water_pdf/bluebook.pdf or demonstrate equivalence to the technical standards. Stormwater management and erosion and sedimentation controls will be implemented consistent with Town of Hastings site plan review standards under *Article 12, Section 1280 Storm Water and Erosion Control*.

The project requires the clearing of areas for site development, installation of utilities and stormwater management infrastructure. Existing vegetation will be cleared and removed or recycled on site as possible landscape materials (compost and mulch) for use on the site or elsewhere. Topsoil will be removed and stockpiled for reuse on site or elsewhere. Soil erosion will be minimized by restoration of vegetation and implementation of other best management construction practices in compliance with the SWPPP as soon as possible on site to limit soil erosion, runoff and potential creation of fugitive dust from construction activities.

Development and construction of infrastructure will require local sources of sand, gravel and other materials which are expected to be imported to the site from other locations in Oswego County or Onondaga County. In some areas suitable construction materials may be found on site in which case these materials may be used if sufficient quantities exist.

4.2 Water Resources

Stormwater/Drainage/Flooding

Stormwater discharges from construction activities involving one acre or more of land are regulated under New York's SPDES General Permit GP-0-10-001. The permit is issued pursuant to Article 17, Titles 7 and 8 and Article 70 of the Environmental Conservation Law (ECL). The discharges authorized under this general permit must neither cause nor contribute to violation of water quality standards as described in Parts 700 through 705 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York.

Projects that disturb more than one acre of land must obtain clearance under the General Permit by submitting a Notice of Intent (NOI) to the NYSDEC and through submittal of a Stormwater Pollution Prevention Plan (SWPPP) that is consistent with State and Town of Hastings regulations. An owner or operator must submit the NOI to the NYSDEC to obtain permit coverage prior to any construction or disturbance of soil.

Under General Permit conditions water quality must be maintained:

1. *"There shall be no increase in turbidity that will cause a substantial visible contrast to natural conditions;*
2. *There shall be no increase in suspended, colloidal or settleable solids that will cause disposition or impair the waters for their best usages; and*
3. *There shall be no residue from oil and floating substances, nor visible oil film, nor globules of grease."*

The Stormwater Pollution Prevention Plan will be submitted prior to submittal of the NOI. The SWPPP must describe the erosion and sediment control practices and post construction stormwater management that will be used and /or constructed to reduce pollutants in stormwater discharges. The SWPPP must comply with *New York State Standards and Specifications for Erosion and Sediment Control* or equivalence to the technical standard must be demonstrated http://www.dec.ny.gov/docs/water_pdf/bluebook.pdf.

The installation of project utilities may also require the preparation of a SWPPP that includes only erosion and sediment controls for projects that disturb one or more acres. Construction of the raceway will require preparation of a SWPPP that includes post-construction stormwater management practices. Post-construction stormwater management practices must be provided in the SWPPP designed in conformance of the *New York State Stormwater Management Design Manual* http://www.dec.ny.gov/docs/water_pdf/swdm2010entire.pdf.

Erosion and sediment control practices will be implemented on site and along routes being utilized for the installation of utilities. A summary of practices that will be considered for implementation are available from the NYSDEC http://www.dec.ny.gov/docs/water_pdf/bluebklite.pdf . These will include a combination of practices including, but not limited to:

- Establishing grasses with other forbs and/or shrubs to provide perennial vegetative cover on disturbed areas and slopes
- Straw bale dikes to intercept sediment laden runoff from small drainage areas
- Silt fences made of geotextile fabric installed on the contours across slopes
- Check dams constructed of stone, bagged sand, or gravel, or other durable material across a drainage way
- Sediment traps and basins
- Stabilized construction entrances to the site using a stabilized pad of aggregate underlain with geotextile where truck traffic will be entering or leaving the construction site.

The project will incorporate green infrastructure where feasible as a stormwater management technique. In order to protect surface and groundwater resources, use and storage of any potentially hazardous substances on site will be subject to registration with the NYSDEC under the State's chemical bulk storage regulations and regulatory requirements related to the use of petroleum products and hazardous materials.

Wetlands and Floodplains

CNYRP is currently consulting with the Corps of Engineers regarding potential impacts to wetlands and floodplains and mitigation that may be required. Many of the proposed facilities on site occur in the northeastern portion of the site in an area that consists of isolated and non-federal wetlands. However, complete avoidance of wetlands on site is not possible due to the placement of the road course, access roads and parking areas proposed to be located in central and western portions of the site.

The amount of wetland disturbance for which a permit(s) from the Corps of Engineers will be sought is currently estimated at approximately 12.5 acres. CNYRP will proceed with the necessary reports, permit applications, and mitigation plans as required by the agencies during the wetland and floodplain permitting process.

4.3 General Ecology and Threatened and Endangered Species

The Threatened and Endangered Species Investigation is provided as Appendix G in Volume II. According to the U.S. Fish and Wildlife Service database, the Indiana bat (*Myotis sadalis*), long-eared bat (*Myotis septentrionalis*), and bog turtle (*Clemmys muhlenbergii*) are potentially occurring on site. The NYSDEC Natural Heritage Program has the Iowa darter (*Etheostoma exile*), and swamp smartweed (*Persicaria setacea*) listed for potential on site.

No evidence of these species or significant habitat to support these species was found within the investigation area. Although none of the above species were found, the potential for these species to utilize the investigation area cannot be dismissed.

However, based on the site investigation, it is EDI's professional opinion that these species are not presently utilizing the site. Therefore, no adverse impacts to threatened and endangered species are anticipated and no mitigation is required.

4.4 Air Quality

The project will generate air emissions during construction and operation due to the use of equipment and vehicles. Airborne dust potential exists during construction, but will be reduced through the implementation of soil and erosion controls and other best management construction practices as discussed previously. Once the Raceway is operational the potential for airborne or fugitive dust is greatly reduced through the use of the synthetic racetrack surface material (SYNDI) and the paving of other surfaces including parking lots and access roads.

Oval Race Track Surface

SYNDI is a revolutionary new synthetic surface that was developed for CNYRP, Inc. which owns the proprietary rights to the product. SYNDI is virtually dustless and provides a superior racing surface that can be used even under light rain conditions. The proposed synthetic dirt oval track will be the first of its kind. The synthetic track material will be used for motorsports and harness racing.

SYNDI will be used as the base track material for motorsports racing. It is composed of polymers, resin and different varieties of waxes mixed with dried clay particles. When mixed with water the resins are forced to bind with the clay particles to form a solid, firm and almost rock-like material. One applied it forms a smooth surface similar to blacktop. Under use to top surface materials may become worn, but the material will be re-graded. One of the environmental benefits of SYNDI is that dust particles only become airborne up to 2 or 3 feet from the surface and settle back to earth quickly due to their heavier weight than more typical track particles.

Under harness racing conditions the material is slightly softer and mixed with rubber, carbon fibers and a mix of rubber, polymers and resins that makes it less likely to become airborne. During the harness racing season the material will be placed over the motorsports surface material. During the off-season the material will be stockpiled.

SYNDI is relatively permanent as a pavement and does not need to be replaced under typical use and maintenance conditions. The material is not loose, unlike some race track materials that can become windblown and need to be replaced occasionally. SYNDI can be treated with water to re-constitute it and then compacted and re-graded for further use. The material is not toxic and does not require special handling or disposal.

Race track operations will generate air emissions from the combustion of fuels by race cars and vehicles using the road course. These emissions are expected to dissipate quickly and not adversely affect air quality. It is anticipated that race cars will be using synthetic and not petroleum-based fuels. In addition carriers, or car haulers, will not be allowed to idle their vehicles on site in order to further reduce emissions.

The motorsports industry is "ahead of the curve" in the use of sustainable technologies, and high-performance technologies are often first developed for racing vehicles before these technologies are transferred to standard automotive applications. Non-petroleum fuels, such as ethanol, methanol and biodiesel, are used in some racing circuits - these fuels are cleaner-burning than the petroleum-based fuels traditionally used in the motorsports industry, with reduced emissions of nitrogen oxides, VOCs, particulates, and greenhouse gases. There has also been a movement to promote the use of electric-powered vehicles in motorsports, including the Formula E series featuring cars that operate entirely on rechargeable battery power.

In addition the parking lots are proposed to be covered by a "green" blacktop substitute called TechniSoil. This material is a blended co-polymer surface with a 97 percent lower carbon footprint than traditional blacktop. This material is anticipated to not be adversely affected by Upstate winters and have a long life expectancy.

The CNYRP will support the use of non-petroleum fuels at the facility, where practical, and expects the use of these sustainable fuels and other green technologies to become increasingly popular in the future.

Odors created by horses on site for harness racing, if approved in the future, will be controlled by cleaning and maintaining the paddock and stable areas on a regular basis to eliminate and safely dispose of manure. Horses will not be stabled long term or housed on site.

Human Resources

4.5 Land Use and Zoning

The project site is currently zoned as Planned Development (PD) in the northernmost one-third of the property and Commercial-Residential (CR) in the remaining two-thirds in the central and southern portions of the site. *Section 410 Allowed Uses* under *Article 4 Zone Regulations* of the Town of Hastings Zoning Law for a public/semi-public use within the CR zone requires a Special Use Permit. The Hastings Town Board is authorized to review and approve, approve with modifications, or disapprove special uses in accordance with the standards and procedures set forth under Article 13 of the Town zoning law (http://www.hastingsny.org/pdf/ZONINGTOWER-updated2007.pdf).

Land uses near the project are a mix of residential, business and commercial uses. Areas along U.S. Route 11 in the project's vicinity are zoned Commercial-Residential (CR). Farther west and to the north areas are zoned Commercial-Industrial. To the south areas are zoned R-2 Residential. The project is consistent with current land use along the U.S. Route 11 corridor that is transitioning from rural and residential uses to business and commercial uses as well as public and semi-public areas.

4.6 Traffic and Transportation

The following assumptions were used in preparing the traffic impact study provided in Volume II Appendix C.

- A ½ mile oval race track – for both motors sports and possible harness racing
- An approximate 2 mile road course
- Grand stand seating for approximately 4,900 people for larger oval track events
- Additional folding chair seating/standing space for up to 2,000 people for large events
- A 350 seat restaurant – seating will be used for larger events
- A 4,500 SF banquet room – 300 seats

The site is expected to hold two main types of events which is the basis for the traffic analyses:

- Participation/Club Events –Typical weekday events during summer months assume the following:

  - Expected to generate approximately 250 people including 30-40 trucks.
  - Events are multi-day, but are assumed to have people primarily entering during the peak morning commuter hours and exiting during the peak evening commuter hours.
  - Average vehicle occupancy is assumed to be 2 people per vehicle as drivers tend to bring their helpers with them. Therefore the events are expected to generate approximately 125 vehicles during the weekday morning and evening peak hours.
  - Total traffic generation for the participation/club events is assumed to 90% entering/10% exiting during the morning peak hour, and 10% entering/90% exiting during the evening peak hour.
  - Additional traffic will be generated by the restaurant on weekdays. It is assumed that approximately 100 seats will be used for serving breakfast and the full 350 seats will be used for serving dinner. Trips generated by the restaurant were estimated using the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, which is the industry accepted standard for estimating traffic for new developments. Land Use 932 – High Turnover Sit-Down Restaurant was used. It is assumed that 25% of the restaurant trips will be drawn from people already on the site and 40% of the remaining trips will be drawn from traffic already passing the site on U.S. Route 11 (pass-by trips).

- Large Race/ Events – Approximately 3 large events at full capacity are expected annually with 5 medium events with a smaller 3,000 person attendance. Larger events are anticipated to occur on Saturday evenings and will not be planned on Fridays to avoid conflicts with the adjacent Brewerton Speedway motor sports property. The largest events have been evaluated in this study assuming the following:

  - Maximum site capacity of 7,250 people in attendance.

- Peak entering traffic expected between 5-6pm, peak exiting traffic expected between 10-11pm.
- Average vehicle occupancy is anticipated to be approximately 2.75 people per vehicle. Therefore the largest events are expected to generate approximately 2,636 total trips accessing the site on a Saturday.
- Given staggered arrival patterns, 50% of total trips expected to be generated during the peak entering hour = 1,318 trips between 5-6pm on a Saturday. 85% of total trips expected to be generated during peak exiting hour = 2,241 trips between 10-11pm.
- No additional traffic will be generated by restaurant during large events as it will be used for seating and will be closed to public.
- Total traffic generation will be assumed to 90% entering/10% exiting during the early peak hour, and 10% entering/90% exiting during the late peak hour.

Background Traffic Growth

The anticipated build out year for the CNY Raceway Park is 2014. In order to fully understand the impacts of a development on the adjacent roadway system, analysis of the operations immediately before the opening must first be completed. The existing traffic volumes were adjusted by a growth rate to account for any unknown development that may occur prior to completion of the Raceway Park development.

Historical traffic volumes along U.S. Route 11 and Route 49 from the 2011 NYSDOT Traffic Volume Report were reviewed in order to identify an appropriate background growth rate. Long term growth rates on Route 11 between Bartell Road and the Oswego County Line between 1997 and 2011 have been static and averaged 0.0% per year. While long term growth rates on Route 49 between Route 11and I-81 between 2004 and 2011 show a positive annual growth of 1.4% per year, they are skewed by a large growth in traffic between 2004 and 2007. Growth trends have been -3.6% per year since 2007. In order to maintain a conservative evaluation of traffic operations, a positive 1.0% growth rate was used to grow the 2012 existing traffic volumes to the 2014 design year. The 2014 background traffic volumes expected immediately before the opening of the CNY Raceway Park are shown in Traffic Study Figures 9-12 (A and B) for the morning, evening, Saturday evening and Saturday late peak hours, respectively. The growth calculations and Figures have been provided in Appendix C.

Capacity analysis of the 2014 background conditions shows little change in operations from the existing conditions with the minor growth in traffic. In addition to the deficiencies previously noted in Chapter 3 during the weekday morning and evening peak hours, the analysis shows that the westbound left/through movement on Bartell Road at Route 11 will degrade to a LOS E during the evening peak hour. All other movements will continue to operate at LOS D or better during all four peak hours analyzed. The detailed Level of Service summary and capacity analysis printouts have been provided in Appendix C.

Trip Generation Estimates

The following tables summarize the trip generation estimates for both types of main events at the proposed CNY Raceway Park on U.S. Route 11 in the Town of Hastings.

Table 4-1
Trip Generation Summary – Average Weekday Operations
Participation /Club Events

	Morning Peak		**Evening Peak**	
	Entering	**Exiting**	**Entering**	**Exiting**
Club Event – 250 people @ 2.0 people/vehicle	113	12	12	113
Restaurant Trips	24	23	94	71
Restaurant Internal Trips (25%)	-6	-6	-23	-18
Total Trip Generated	**131**	**29**	**83**	**166**
Restaurant Pass-by Trips (40%)	*-7*	*-7*	*-15*	*-15*
Total New Trips Generated	**124**	**22**	**68**	**151**

Table 4-2
Trip Generation Summary – Worst Case Saturday Operations
At-Capacity Large Race/Concert Events

	Saturday Evening Peak		**Saturday Late Peak**	
	Entering	**Exiting**	**Entering**	**Exiting**
Large Event – 7,250 people @ 2.75 people/vehicle	1,186	132	224	2,017

Trip Distribution

The detailed trip generation calculations have been provided in Appendix C. Overall, the proposed CNY Raceway Park is not expected to be a major traffic generator under typical operations on weekday. The large (3 times a year) and medium (5 times a year) events will be significant traffic generators but will occur on a Saturday or Sunday when area traffic volumes are significantly lower. The large events will not coincide with events at the adjacent Brewerton motor sports complex.

The existing roadway network and population centers in the area were reviewed in order to develop the following expected distribution of trips for the proposed development:

- 40% to/from south on I-81 via Bartell Road
- 20% to/from north on I-81 via Central Square
- 15% to/from the south via U.S. Route 11

- 10% to/from northwest (Fulton/Oswego) via Route 49
- 5% to/from north via U.S. Route 11
- 5% to/from the east via Route 49
- 5% to/from the west (Phoenix) via County Route 37

Based on existing traffic patterns passing the site on U.S. Route 11 during morning and evening peak hours, it is anticipated that pass-by trips will be split 50/50 from the northbound and southbound traffic. It is anticipated that 90% of the traffic to/from the north on Route 11 will use the northern site driveway and 90% of the traffic to/from the south on Route 11 will use the southern site driveway. The expected arrival/departure distribution is shown in Traffic Study Figure 13 (A and B in Appendix C). Trips generated by the proposed CNY Raceway Park for both participation/club events and large events were distributed through the study area intersections based on the distribution developed and are shown in Traffic Study Figures 14-15 (A and B in Appendix C) for the weekday participation events and in Traffic Study Figures 16-17 (A and B in Appendix C) for the large Saturday events.

The trips generated were then added to the 2014 background traffic volumes for the resultant 2014 build traffic volumes expected with the completion of the CNY Raceway Park, as shown in Traffic Study Figures 18-19 (A and B in Appendix C) for the weekday morning and evening peak hours during participation/club events and in Traffic Study Figures 20-21 (A and B in Appendix C) for the Saturday evening and late peak hours during a large race event.

An analysis of the build condition operations was first completed assuming no improvements on the area roadways in order to fully identify the potential impacts of the proposed development. Based on the results of the capacity analysis, the following impacts have been identified in addition to the existing/background deficiencies previously noted in Chapter 3:

<u>Weekday Morning Peak Hour</u>
No significant impacts identified. All intersection movements currently operating at LOS D or better will continue to operate at LOS D or better during the weekday morning peak hour even with the additional traffic generated by the participation/club events. Previous deficiencies identified will persist with minimal increases in delay as a result of the proposed development.

<u>Weekday Evening Peak Hour</u>
Minor impacts identified as a result of the proposed development. The northbound approach of the Bartell Road Extension will degrade from LOS E to LOS F and both the overall intersection of Route 49 with the I-81 southbound ramps and westbound through movement will degrade from LOS E to LOS F during the weekday evening peak hour. Previous deficiencies identified will persist with minimal increases in delay as a result of the proposed development.

<u>Saturday Evening Peak Hour</u>
In general, the significantly lower traffic volumes in the area as compared to weekday peak hour

volumes provides significant capacity to accommodate the high traffic volumes associated with a large event. All intersections movements will continue to experience LOS D or better with the following impacts identified:

- Route 11 @ Webb Avenue – WB approach drops from LOS C to LOS F
- Route 11 @ Route 37 – NB approach and overall intersection drops from LOS A to LOS E
- Route 49 @ Walmart/Plaza – SB left drops from LOS D to LOS E

Saturday Late Peak Hour

In general, the significantly lower traffic volumes in the area as compared to weekday peak hour volumes provides significant capacity to accommodate the high traffic volumes associated with a large event. All intersections movements will continue to experience LOS D or better with the following impacts identified:

- Route 11 @ Webb Avenue – WB approach drops from LOS B to LOS E
- Route 11 @ North Site Driveway – WB approach operates at LOS F
- Route 11 @ South Site Driveway – WB approach operates at LOS F
- Route 11 @ Route 37 – SB approach and overall intersection drops from LOS A/B to LOS F
- Route 11 @ Guy Young Road – SB approach/overall intersection drops from LOS A to LOS D
- Route 11 @ Bartell Road – SB approach drops from LOS A to LOS F, overall intersection drops from LOS B to LOS D.
- Route 49 @ Webb Place – NB approach drops from LOS B to LOS F
- Route 49 @ I-81 SB Ramps – EB approach drops from LOS A to LOS D, overall intersection drops from LOS A to LOS C

The detailed Level of Service summary and capacity analysis printouts have been provided in Appendix C in Volume II.

Combined Operations with Improvements

Based on a review of the existing deficiencies and development impacts, the following improvements are recommended:

- Construct a 200 foot eastbound right turn lane on Route 49 at the I-81 southbound ramps intersection. Modify the signal to provide a protected only right turn movement to avoid conflicts with the westbound left turn movement.
- Construct a 300 foot southbound left turn lane on Route 11 at the northern site driveway.
- Construct a 300 foot northbound right turn lane on Route 11 at the southern site driveway.
- Provide police to direct traffic movements at both the northern and southern site driveways when large events are exiting.
- Provide the following signal timings adjustments:
    - Route 11 @ Route 49 – move 3 seconds of green time from the east/west phase to the southbound left phase during the weekday morning peak hour.
    - Route 49 @ I-81 Southbound Ramps – move 5 seconds of green time from the

southbound movement to the east/west movement during the weekday evening peak hour.

- Route 11 @ Route 37 – move 18 seconds of green time from the east/west phase to the north/south phase during both Saturday peak hours.
- Route 11 @ Guy Young Road – move 10 seconds of green time from the east/west phase to the north/south phase during both Saturday peak hours.
- Route 11 @ Bartell Road – move 10 seconds of green time from the east/west phase and 11 seconds of green time from the northbound phase and add to the southbound left turn phase during the Saturday late peak hour.

A revised build conditions capacity analysis with the noted improvements indicates that acceptable operations with all movements operating at LOS D or better can be maintained during all four peak hours studied with the following exceptions:

Weekday Morning Peak Hour

- Route 11 @ Webb Avenue – the unsignalized westbound approach will continue to operate at LOS F, which is an existing condition.
- Route 11 @ Middle School Driveway – the unsignalized westbound approach will continue to operate at LOS F which is an existing condition.

Weekday Evening Peak Hour

- Route 11 @ Webb Avenue – the unsignalized westbound approach will continue to operate at LOS F, which is an existing condition.
- Route 11 @ Bartell Road – the westbound left/through movement will continue to operate at a LOS E, which is an existing condition.
- Bartell Road @ I-81 Northbound Ramps – the northbound approach will operate at a LOS F, operates at LOS E under the existing condition. This is a very minor traffic movement with only 2 vehicles during the peak hour.
- Route 49 @ Walmart/Plaza – The northbound left turn movement will continue to operate at LOS E and the southbound left turn movement will continue to operate at LOS F, both of which are existing conditions.
- Route 49 @ I-81 Northbound Ramps – the northbound left turn movement will continue to operate at LOS E, which is an existing condition.

Saturday Evening Peak Hour

- Route 11 @ Webb Avenue – the unsignalized westbound approach will operate at LOS F with long delays as a result of the large event traffic. The side street volumes do not warrant consideration of a traffic signal at this location.
- Route 49 @ Walmart/Plaza – The southbound left movement will continue to operate at LOS E, which is an existing condition.

Saturday Late Peak Hour

- Route 11 @ Webb Avenue – the unsignalized westbound approach will operate at LOS E with longer delays as a result of the large event traffic. The side street volumes do not warrant consideration of a traffic signal at this location.
- Route 11 @ County Route 37 – the southbound approach will experience long failing level delays associated with traffic exiting the large event. Given the infrequency of large events and minimal area traffic volumes expected at the release time of the large event, it is recommended that either police control be used at this intersection to override the signal or that the delay be considered an acceptable short term event.
- Route 49 @ Webb Place – the unsignalized northbound approach will operate at a LOS F with longer delays as a result of the large event traffic. The side street volumes do not warrant consideration of a traffic signal at this location.

The analysis of the site driveways during the Saturday late peak hour with police controlling traffic flow (modeled as a pre-timed signal at both locations to mimic police control) indicates that traffic can be directed out of the site while maintaining Level of Service D or better.

The detailed Level of Service summary and capacity analysis printouts have been provided in Appendix C.

Large Event Parking Management

Using the worst case at-capacity event with a 7,250 person attendance and a 2.75 person to vehicle occupancy rate, a large event could potentially generate up to 2,636 vehicles. Assuming a small 5% drop-off/pickup percentage for the events, the site has been configured to hold 2,500 vehicles with an excess space for an additional 300 space parking area for employees/performers. Employees and performers will be staged in the rear of the property in the large lot surrounding the pit garages and pit area.

Attendees will first be directed to the 1,400 or so parking spaces dispersed across parking lots 1, 2 and 3, with an overflow use of the 2.2 mile road course to provide angled parking for up to an additional 1,100 vehicles with one direction traffic flow around the site. Additional overflow parking easement opportunities will be discussed with adjacent property owners to provide an additional factor of safety.

Money collection for parking will be conducted on each of the main entry drives approximately 1,100 feet off Route 11 to minimize the potential traffic backups onto the adjacent roadways. As an alternate, the development is considering incorporating the parking fees into the ticket prices to further minimize delays entering the site for a large event. Excess personnel will be provided on-site to direct traffic to available parking areas systematically as each one fills to further minimize delays.

Mitigation

In general, the impacts of the proposed development can be mitigated with minimal impacts on area traffic operations provided the following improvements are provided:

- Construct a 200 foot eastbound right turn lane on Route 49 at the I-81 southbound ramps intersection. Modify the signal to provide a protected only right turn movement to avoid conflicts with the westbound left turn movement.
- Construct a 300 foot southbound left turn lane on Route 11 at the northern site driveway.
- Construct a 300 foot northbound right turn lane on Route 11 at the southern site driveway.
- Provide police to direct traffic movements at both the northern and southern site driveways when large events are exiting.
- Provide the following signal timings adjustments:
    - Route 11 @ Route 49 – move 3 seconds of green time from the east/west phase to the southbound left phase during the weekday morning peak hour.
    - Route 49 @ I-81 Southbound Ramps – move 5 seconds of green time from the southbound movement to the east/west movement during the weekday evening peak hour.
    - Route 11 @ Route 37 – move 18 seconds of green time from the east/west phase to the north/south phase during both Saturday peak hours.
    - Route 11 @ Guy Young Road – move 10 seconds of green time from the east/west phase to the north/south phase during both Saturday peak hours.
    - Route 11 @ Bartell Road – move 10 seconds of green time from the east/west phase and 11 seconds of green time from the northbound phase and add to the southbound left turn phase during the Saturday late peak hour.

With minor traffic being generated during the weekday morning and evening peak hours, the proposed improvements will actually improve overall operations in the area, even with the additional site generated traffic. Any increases in delay as a result of the proposed development will be minor and generally not noticeable to existing motorists in the area.

Traffic volumes on the study area roadways during the Saturday peak hour are significantly lower, 3-4 times lower, than weekday peak hour volumes. This provides a significant existing capacity to accommodate the large events that are only planned for 3 times per year during the summer months.

The analysis shows that with the proposed improvements, the large event traffic volumes can be conveyed to and from the site while generally maintaining acceptable Levels of Service at study area intersections. While there may be long delays on Route 11 at Route 37 during the late peak hour when a large event is exiting, this type of operation is not atypical for an event of this magnitude and will only last for a short time. Police control can be considered at this location to improve traffic flow.

There will be significantly longer traffic queues on study area roadways during the large event peak hours, however the analysis does indicate that the signals will continue to move traffic through the study area while maintaining acceptable overall operations. Given the infrequency of large events and significantly lower area traffic volumes, significant off-site improvements are not warranted.

Police control should be used at the site driveways for large events to minimize the impacts on the adjacent Route 11 traffic. Typical weekday operations with stop controlled driveways will operate well within acceptable levels. A traffic management plan will be developed to coordinate on-site personnel to process traffic entering and exiting the site during large events.

4.7 Community Services, Safety and Utilities

Police, Fire and Emergency Services

The development of the site is not anticipated to create an adverse burden on the provision of police, fire and emergency services. All services are available in the project area to respond to emergency calls at the CNY Raceway Park. Emergency response will be supplemented by on site CNY Raceway trained staff and emergency equipment.

The Town of Hastings is served by the New York State Police that has three trooper barracks in Oswego County including one located in the Town of Hastings. The Hastings barracks is located at 1134 U.S. Route 11 in Central Square. The Oswego County Sheriff's Department also serves all of Oswego County including coverage of the project area.

Fire protection is provided by the Hastings Volunteer Fire Department located north of the Village of Central Square at 1994 U.S. Route 11. The Brewerton Fire Department will also provide coverage. The Brewerton Department has the necessary ladder equipment needed to respond to buildings in excess of two stories in height as in the case of the proposed grandstand/restaurant building that is currently expected to be approximately 60 feet high.

Emergency services are also provided by the Southern Oswego Volunteer Ambulance Corps (SOVAC) which is located in Central Square. SOVAC provides Basic and Advanced Life Support. SOVAC covers southern Oswego County in the Central Square, Hastings, West Monroe and Caughdenoy fire districts. Service is dispatched via the Oswego County 911 system.

Safety and Security

Proposed Raceway facilities will include a safety and security office. On-site CNY Raceway staff will include a head of security and a staff of up to five security personnel during the racing season. Raceway staff will be supported by additional part-time security personnel during larger events. It is anticipated that local off-duty police may be hired on an as-needed basis. The additional staff will be required for traffic and parking management.

Heightened security of the premises will be required during special events and harness racing, if approved to protect horses and equipment on a 24/7 basis. Raceway premises will be completely

secure. Guards will be checking passes at security gates at points of entry to the premises as illustrated on the preliminary site plan. The entire site will be fenced. Security cameras will be placed throughout the premises. The road course will also have four foot barriers along both sides of the course to protect drivers and spectators.

CNY Raceway will maintain its own safety equipment and trained staff on site. Equipment will include a raceway fire truck and fire apparatus and ambulance services during racing events. Local emergency services may also be required during certain events, the cost of which will be borne by CNY Raceway. It is also anticipated that the Raceway will provide a venue for training local emergency service providers with their driving skills.

The storage of fuels on site will be in compliance with NYSDEC requirements. Buildings and grounds will be maintained according to OSHA safety requirements. Garage bays will be privately leased from CNY Raceway. Staff will be specially trained to handle and report oil and fuel spills in compliance with NYSDEC regulations.

During and after events CNY Raceway will employ local individuals to assist with traffic and parking management and grounds maintenance. Parking lot attendants will supervise parking areas and direct vehicles to designated on-site parking areas. Illegally parked vehicles will be reported and towed. Vehicles will be prohibited from parking on public roadways and rights-of-way. Parking on off-site properties will also be prohibited, unless prior arrangements have been made with the property owner's consent. Areas will be signed and unauthorized vehicles will be reported.

Grounds maintenance staff will collect and properly dispose of debris from parking areas and the remainder of the premises. Grounds will be routinely policed for litter control. Trash receptacles and recycling materials will be collected daily and consolidated into larger dumpsters and containers for disposal by a local solid waste hauler under contract to CNY Raceway.

Utilities

The Fort Brewerton Wastewater Treatment Plant (WWTP) is permitted for 0.125 MGD capacity; based on available maximum flow data, the WWTP currently operates at 87% capacity or greater.

The CNYRP could potentially generate up to an additional 80,000 GPD (0.08 MGD) during a large event, and other projects in the area could direct additional flow to the WWTP.

An expansion of the WWTP may be required to connect the CNYRP to the existing sanitary sewer system for large events. Daily use may be adequately handled by current capacity. Mitigation measures may include an onsite equalization tank and pre-treatment of peak sanitary flows from the raceway during events to accommodate peak flows.

The Town of Hastings is in the preliminary stages of considering the addition of a third SBR unit to expand the WWTP, and would consider further expansion of the WWTP to serve the CNYRP or other growth. The Town has indicated its willingness to sponsor a joint application with CNYRP, Inc. to fund potential sewer expansion improvements.

A detailed engineering report will be prepared to determine sanitary sewer requirements and potential improvements as part of the pre-development process and preparation of contract drawings.

4.8 Central Square School System

The development of the CNY Raceway is not anticipated to create adverse impacts on local schools and educational services. As stated previously CNYRP Inc. will coordinate schedules for events with the Central School Middle School and Transportation Center to avoid or minimize adverse impacts on the local school system. The CNYRP site will be fenced and monitored by security cameras and staff.

4.9 Local Economy

The CNY Raceway will have an overwhelmingly positive economic impact on the Town of Hastings, Oswego County, and the Central New York region. The facility will provide approximately 150 permanent jobs with an estimated annual payroll of $2 million. These jobs will include administrative, food service/catering, security, event staff, mechanical, maintenance, and other positions. CNYRP Inc. expects to fill nearly all positions with local residents.

Additionally, CNYRP Inc. will purchase goods and services from local businesses to the highest degree possible. CNY-based Ephesus Technologies has been identified as the project's lighting vendor. The Raceway facility will showcase this local startup manufacturer's high-performance stadium and interior LED lighting, which reduces lighting-related energy consumption by 70 percent.

Construction material providers and contractors will be selected from within Oswego County and the Central New York region, to the degree possible. Industries such as marketing, media/IT, finance, food service, and automotive supply provide additional opportunities for partnerships with local businesses. The CNY Raceway will serve as an advertising venue for local and national brands.

The Raceway is considering offering an on-site internship program that will allow students from the region's colleges to gain first-hand experience in automotive, equestrian, culinary, and motorsport careers.

The CNY Raceway will be a major destination for racing enthusiasts, drawing visitors from within and well beyond the Central New York region. In addition to their spending at the facility, these visitors will purchase goods and services from off-site businesses. This spending will include lodging, food and drink, entertainment, automotive and gasoline, and other purchases made as part of a visit to the Raceway.

The new jobs supported by the CNY Raceway, purchase of goods and services by the facility, and off-site spending by visitors will generate significant economic impacts throughout the region – this is in addition to revenues earned on-site at the facility.

The exact locations and beneficiaries of indirect economic impacts cannot be predicted, as benefits will be spread throughout the region. Generally, these benefits will be most concentrated in locations near the CNY Raceway. Commercial areas likely to benefit from the increased exposure provided by the project include the Route 11 Corridor in Hastings, Village of Central Square, and along Bartell and Brewerton Roads in the Town of Cicero.

As the CNY Raceway becomes operational, opportunities for lodging and spinoff commercial development will increase most along the Route 11 Corridor. This area is zoned CR Commercial/Residential, with commercial and industrial uses recommended in the Town's Land Use Plan. The combination of proximity to the Raceway, suitable zoning, and a current lack of large-scale commercial development along Route 11 may provide a good setting for future commercial development catering to Raceway visitors.

Local Public Services

The CNY Raceway will utilize various public services, creating increases in demand for these services. These demands are expected to be met without significant adverse impacts to the community.

In addition to these services, the CNY Raceway will benefit from local public services provided by the Town of Hastings and Oswego County. These services include highway maintenance and the general administrative, legislative, and other functions provided by these local government entities. The level of additional legislative and administrative service that will be dedicated to the CNY Raceway is expected to be minimal.

CNYRP Inc. will pay property taxes on the CNY Raceway property. Current property tax levies applicable to the site are summarized as follows:

Table 4-3: Property Tax Levies

Property Tax	Rate per $1,000
Oswego County Tax	8.057860
Town of Hastings	2.352710
Town Highway Tax	1.479460
Hastings Fire Department	1.645150
Lighting District #6	0.075880
Water District	0.409370
Central Square School District	18.816811
Library Tax	0.023324

Property tax obligations for the CNY Raceway have not been established. The property's assessed value upon project completion is unknown. CNYRP Inc. intends to work with the Oswego County IDA to possibly establish a payment-in-lieu-of-taxes (PILOT) agreement, which may provide lower payments for a fixed duration during the facility's startup.

On-site and off-site spending by CNY Raceway visitors will be subject to applicable sales taxes. Purchases made in Oswego County are subject to 8% sales tax. Half of this sales tax revenue (4%)

is collected by New State, and the other half (4%) is collected by Oswego County. A portion of the Oswego County sales tax is distributed to the county's towns and villages, based on population. Sales taxes collected and distributed in Oswego County will increase as a result of the project.

Cultural Resources

4.10 Historical and Archeological Resources

Alliance Archaeological Services conducted a Phase 1A archeological study and preliminary field reconnaissance of the CNY Raceway Park project site in the fall of 2012. No known archeological sites have existed within the project area, and no cultural materials or features were identified within any of the shovel tests.

Consultation with the NYS OPRHP is ongoing regarding the project's potential to impact historic and archeological resources. If necessary, any future archeological investigations will be designed and conducted in consultation with the NYS OPRHP and the Onondaga Nation.

4.11 Community Character and Visual Resources

NYSDEC Policy DEP-00-2 *Assessing and Mitigating Visual Impacts* lists several definitions which are used in determining if a project will have a visual impact.

Aesthetic impact: *"Aesthetic impact occurs when there is a detrimental effect on the perceived beauty of a place or structure. Mere visibility, even startling visibility of a project proposal, should not be a threshold for decision making. Instead a project, by virtue of its visibility, must clearly interfere with or reduce the public's enjoyment and/or appreciation of the appearance of an inventoried resource (e.g. cooling tower plume blocks view from a State Park overlook)."* Significant aesthetic impacts are those that may cause a diminishment of the public enjoyment of an inventoried resource, proposed large facilities by themselves should not be a trigger for a declaration of significance.

Aesthetically significant place: *"A formally designated place visited by recreationists and others for the express purpose of enjoying its beauty. For example, millions of people visit Niagara Falls… by these measurements one can make the case that Niagara Falls (a designated State Park) is an aesthetic resource of national significance… A place visited primarily by people whose place of origin is local is generally of local significance."*

Visual impact*: "Visual impact occurs when the mitigating effects of perspective do not reduce the visibility of an object to insignificant levels. Beauty plays no role in this concept. A visual impact may also be considered in the context of contrast. For instance, all other things being equal, a blue object seen against an orange background has greater visual impact than a blue object seen against the same colored blue background. Again, beauty plays no role in this concept."*

Due to the general topography of the project site and lack of substantial vegetation on site any significant vertical development on site will be visible to some surrounding areas, particularly during leaf-off periods of the year. This includes the grandstand/restaurant building that may be approximately 60 feet in height and light poles along the road course and parking areas that may be 60 to 80 feet tall. Other structures such as the grandstand and bleacher seating will be approximately 24 and 26 feet high, respectively. The stable and paddock building to the north of the oval track will also be approximately 24 high. These seating areas and lower structures are less likely to be visible from most surrounding locations.

Mitigation

Best management site design techniques will consider alternatives to reduce structure height. Best management construction practices that minimize the removal of vegetation and existing visual buffers will mitigate additional visual impacts anticipated from development of the site. More specific measures that can be implemented to mitigate particular visual aspects of the project will need to be discussed and determined during the Town's Site Plan review and approval process. Lighting will also need to comply with Town Code.

Significant adverse visual impacts are not anticipated from the project. This would include lighting fixtures and light poles used for the road course, parking areas and site lighting. Light poles are likely to be in the range of 60 to 80 feet in height. However, LED lighting fixtures will direct light downward. It is anticipated that lighting levels in the range of 20 foot candles will be used along the road course. The oval track may require lighting levels of 100 foot candles.

General mitigation that needs to be considered in developing the site includes:

- Construction and placement of landscaped earthen berms, perhaps in combination with appropriate fencing and/or vegetative screening in select locations to interrupt critical viewpoints into the site from several nearby locations, particularly from residences west of the site and to the east along I-81. Berms will be constructed at sufficient heights to block lines of sight from nearby receptors wherever practicable and at no greater than a 3:1 slope for easier maintenance and to prevent soil erosion. An 18 foot high and approximately 1400 foot long berm is proposed east/southeast of the road course. A mix of evergreen vegetation is intended to provide year-round screening.
- Utilization of earth tones and color schemes in the design of buildings and structures will reduce visual contrast with surrounding landscapes.
- Appropriately sized light poles and fixtures with appropriate illumination levels that direct lighting downwards to the greatest extent practicable and in compliance the Hastings Town Code will be utilized for safety and security.
- Integrating opportunities for visual mitigation and noise mitigation efforts with other site design features such as stormwater management areas, safety and security features, fencing, berms, screening walls, building placement, landscaping, etc. will be considered during the detailed site design process.

4.12 Noise Environment

Noise impact assessment and mitigation needs to consider the geographic relationships between the source of noise, the paths that sounds travel, and the characteristics of the receptor. In determining impacts, it is important to consider the type of noise that may be generated in comparison to existing levels as well as the time and duration of its occurrence. For potential receptors, it is important to consider their sensitivity, which may vary by type of land use (for example, residences, churches and parks versus less sensitive commercial uses), as well as the time of day and proximity to noise sources.

It is important to consider current land use in the vicinity of the project's boundaries and along transportation routes. It is also important to consider future uses that may locate in the project area as potential receptors. Future uses can be anticipated from current Town zoning districts, planned projects and development trends.

Motorsports Racing Noise

Appendix F provides the complete Sound Level Assessment Report prepared by Epsilon Associates, Inc. This study evaluates five scenarios relative to motorsports events to be held at the CNY Raceway, as requested by the Town of Hastings Codes Officer, Engineer, and Counsel. These scenarios include the following:

- **Road Circuit Auto Racing,** consisting of Ferrari, Maserati, and Corvette-class vehicles, will occur during daytime hours (8AM – 4PM) primarily along the full 2-mile asphalt track, typically in heats consisting of approximately 15 vehicles.

- **Go-kart Racing** will occur during daytime hours (8AM – 4PM) primarily along the go-kart/sprint bike track in events, typically consisting of approximately 15 vehicles.

- **Drift Racing,** consisting of street-legal 4-cylinder vehicles with '85 dB mufflers', will occur during evening hours (6PM – 11PM) primarily along either the ¾ mile asphalt track or the dirt track, typically in time trials consisting of 2-3 vehicles.

- **Snowmobile Racing** will occur during evening hours (6PM-11PM) primarily along either the ¾ mile asphalt track or the dirt track, typically in heats consisting of approximately 15 snowmobiles.

- **Dirt Track Auto Racing** will occur during evening hours (6PM – 11PM) primarily along the dirt track in heats typically consisting of approximately 15 vehicles. Only 6-8 events of this class will be scheduled per year.

Table 4-4 summarizes these scenarios.

Table 4-4 Noise Modeling Scenarios

Modeling Scenario	*Race Type*	*Track Type*	*Typical # Vehicles per Race*	*Event Period*
1	Road Circuit Auto Racing	Full Asphalt Track	15	8AM - 4PM
2	Go-Kart Racing	Go-Kart Track	15	8AM - 4PM
3	Drift Racing	3/4 mile Asphalt Track	3	6PM - 11PM
4	Drift Racing	Dirt Track	3	6PM - 11PM
5	Snowmobile Racing	3/4 mile Asphalt Track	15	6PM - 11PM
6	Snowmobile Racing	Dirt Track	15	6PM - 11PM
7	Dirt Track Auto Racing	Dirt Track	15	6PM - 11PM

Sound impacts associated with the proposed events at CNYRP were predicted using Cadna/A noise calculation software (DataKustik Corporation, 2005).

Reference sound level data for Road Circuit Auto, Go-Kart, and Drift Racing vehicles provided by CNYRP were based on recent measurements collected at several existing racetracks of vehicles and conditions similar to those proposed for CNYRP. Reference sound data for Snowmobile vehicles were obtained from data published in the Noise Control Engineering Journal. Reference data for Dirt Track Auto Racing vehicles (Big Block Modifieds) were measured by Epsilon on August 23, 2013 and October 10, 2013 at the Brewerton Speedway in Central Square, NY. For cases in which reference vehicles operated with mufflers that would not meet the 96 dBA muffler requirement proposed for the CNY Raceway, adjustments were made to the model accordingly.

Detailed modeling results for each of the seven scenarios are provided in Appendix F, Tables 5-4 to 5-10.

With the exception of Dirt Track Auto Racing (Scenario 7), the predicted sound levels for each modeling location indicate project compliance with the NYSDEC 65 dBA limit and threshold for sound pressure level increase of '6 dBA above ambient' which would otherwise recommend a "closer analysis of impact potential. "

Sound level impacts from Dirt Track Auto Racing predict increases above the recommended 6 dBA threshold at locations R1 and R2 representing the Central Square Middle School building and athletic fields, respectively. However, given that all Dirt Track Auto Racing will be scheduled for evening events between 6PM – 11PM when the school will not typically be in session, the increases at R1 and R2 would not result in any adverse impacts on noise-sensitive receptors. It should also be noted that the NYSDEC criteria are suggested guidelines and not noise regulations.

The Sound Level Assessment Report provides a comparison between sound levels from the CNY Raceway and the observed sound levels generated by the Brewerton Speedway. Measurement

locations L1 and L3 were used to record sound levels during Dirt Track Auto Racing heats at the existing Brewerton Speedway.

Sound level measurements from the Brewerton Speedway are provided in Appendix F, Table 6-1. Based on these measurements, sound levels from CNYRP at similar distances are expected to be at least 8 dBA lower than those from Brewerton, accounting only for: (a) differences between the size of the tracks at CNYRP and Brewerton, (b) differences in the number of vehicles measured at Brewerton (24) and proposed at CNYRP (15), and (c) the difference in attenuation between the 'Outlaw' mufflers used at Brewerton and the stock mufflers (less than 96 dB(A)) proposed at CNYRP.

Several additional features incorporated in the design of CNYRP, not present at Brewerton Speedway, will provide significant noise reduction to nearby sensitive receptors. These mitigating factors include:

- Structures to the west, northwest, and southwest of the CNYRP Dirt Track will provide shielding to residential receptors along Route 11, and will include:
    - Stands to the northwest and southwest (26 feet tall)
    - Grandstands to the west (24 feet tall)
    - Restaurant building to the west (60 feet tall)
    - Stable/Paddock buildings to the north (24 feet tall)
- An earthen berm approximately 1,400 feet long and 18 feet tall will be installed along the eastern/southeastern property line adjacent to I-81, providing shielding to residential receptors along Swamp Road.
- The CNYRP Dirt Track is designed with a 3 degree pitch on straights and a 5 degree pitch in turns, providing some terrain shielding, along with an effective 6.5-foot tall barrier at the track's outside edge, measured from the top of the retaining wall to the bottom of the recessed track.
- The CNYRP Asphalt Track will have a 4-foot tall barrier wall along the entire length, 30 feet from both sides
- A 1,200-foot long strip of tall, dense tree cover along the northeast property line will provide modest attenuation to residences northeast of the project along Swamp Road.

These mitigating elements will reduce potential sound impacts off-site. Additionally, the CNY Raceway's setbacks from sensitive receptors are greater than from the Brewerton Speedway. The CNYRP will have a mandatory "muffler rule" of 96 dBA at 50 feet, required for all vehicles.

As a result of these factors, sound level impacts from the CNYRP are expected to be significantly lower than those currently experienced by residents from the existing Brewerton Speedway.

Construction Noise

Construction noise is an unavoidable impact of any land development activity. Construction noise levels will vary daily and by season. The use of heavy equipment primary for land clearing and earthmoving will create noise levels that are likely to be considered at least moderate to very noticeable at nearby residences.

Impacts will be highly variable as equipment moves around the site. Land clearing, earthmoving, excavation, material delivery, building erection, paving, and landscaping will create variable noise levels throughout the construction period ranging from a few days, to a few weeks as work progresses across the site and where installation of infrastructure (sewer, utilities and road improvements) is required.

In generic terms, noise levels generally decrease at an attenuation rate of 6 dB(A) per doubling of distance so that at 100 feet from the source a receptor might experience a level that is 6 dB(A) less than at 50 feet. At 200 feet the noise level would decrease by another 6 dB(A) and so on. Levels might be lower if topography and intervening structures between a noise source and receptor are physically blocking the "line-of-sight" thereby reducing levels at a higher attenuation rate.

NYSDOT construction noise guidelines recommend maximum allowable levels of 80 dB(A) at a receptor. Such levels are most likely to occur within 200 feet of a noise source and experienced on site because of the greater setbacks of most receptors. For example, assuming the maximum noise level generated by several pieces of equipment operating at 93 dB(A) at 50 feet and attenuation of 12 decibels at 200 feet would result in the 81 dB(A) shown above. At 400 feet the sound level would decrease to 74 dB(A) and less than 65 dB(A) at about one-quarter mile. A combination of constructing earthen berms and added vegetation plantings would create additional attenuation where the line-of-sight is effectively blocked from nearby residences.

Construction noise differs from operational noise in several ways:

- Construction noise is highly variable and somewhat unpredictable depending on the type of equipment and its location relative to a receptor. Construction traffic noise varies by vehicle and where along the travel path the vehicle is located relative to the receptor.

- Construction generally occurs during daytime hours when most receptor activity is occurring outside and less likely to adversely affect outdoor activity unless it is based on recreation or similar outdoor uses that may rely on quiet conditions.

- Construction activity is generally short-term and more acceptable as such.

Mitigation

In many instances operational noise will be mitigated by site layout to increase the distance between noise source and receptor to the greatest extent possible. Additional reductions will be achieved by maintaining natural buffer areas as vegetative screens and constructing earthen berms

on site. Physically blocking the line-of-sight between source and receptor is effective in reducing noise levels to some degree.

At a minimum the following mitigation measures will be incorporated into the various phases of site development to reduce potential construction noise impacts.

- Community accessible information including construction schedules will be prepared by and made available at suitable locations (such as door-to-door, websites, town offices) to notify neighbors of upcoming work. A complaint resolution process will be implemented and monitored by the CNYRP during construction.

- All construction equipment will be maintained with properly functioning noise reduction muffler systems per manufacturer's specifications as part of construction contracts and contractor responsibilities.

- Earth-moving equipment will be restricted from "tail gate banging" during sensitive times of the day (early morning and late evening) and when operating near residential receptors.

- Construction near adjacent residential receptors will consider phasing opportunities and schedule work to reduce potential noise impacts by erecting buildings, berms, stockpiling materials, structure placement, etc. to interrupt sight lines and therefore reduce noise levels being generated in the direction of sensitive receptors as construction advances on-site.

- Haul roads, access drives, materials storage areas, staging areas, etc. will be placed as far from sensitive receptors and internal to central portions of the site to the greatest extent practicable.

- Limiting construction to normal daylight hours to the greatest extent practicable. CNYRP plans to establish a project website so residents can be kept informed of the status of project construction and obtain information for forwarding on complaints relative to construction and operational activity due to noise, dust, work hours, etc.

V. CUMULATIVE IMPACTS

The proposed development of the CNYRP has some potential to induce cumulative effects in the surrounding area. Cumulative impacts are typically defined as those combined impacts resulting from two or more individual effects on the environment which, when considered together, are potentially significant or compound or increase other environmental effects.

Relative to the CNYRP project, cumulative effects may occur if the facility's future success leads to spinoff development in surrounding areas. The project site is served by existing water, sewer, and electric utilities, and will not facilitate growth by opening new land areas to utility provision or by increasing the capacity of existing systems. If the CNYRP attracts visitors to the site on a regular basis as anticipated, then nearby locations could potentially be developed to serve Raceway patrons.

Because the CNYRP expects to hire nearly all employees from within the local labor pool, no significant related residential development is expected to occur as a result of the raceway's operations.

As discussed in Chapter IV, lodging and commercial land uses such as, but not limited to, restaurants and vendors in motorsports equipment and supplies are the types of development most likely to occur in response to the CNYRP's operations. State, county, and municipal governments will benefit from retail sales, occupancy, property, and other tax revenues gained as a result of this type of potential spinoff growth and economic activity.

Off-site spending related to the CNYRP is most likely to occur in locations near the facility. Commercial areas likely to benefit from the increased exposure provided by the project include the U.S. Route 11 corridor in Hastings, Village of Central Square, and along Bartell and Brewerton Roads in the Town of Cicero that are accessible from I-81.

The U.S. Route 11 corridor is the least developed of these commercial areas, and its current CR Commercial-Residential zoning permits commercial uses such as dining, automotive, and lodging establishments that could occur as the CNYRP draws patrons to the area. These uses could potentially change the character and visual nature of this corridor by introducing larger-scale commercial uses than those currently existing. Such uses are consistent with the Town of Hastings Land Use Master Plan, which recommends commercial and commercial/industrial uses along the U.S. Route 11 corridor. If spinoff commercial development were to occur as a result of the CNYRP, the development would be consistent with Town plans and zoning for this area.

As described in Chapter IV, the CNYRP project will require several mitigation measures to ensure that the facility will not significantly impact traffic flows along nearby roadways. If future commercial development occurs along the Route 11 corridor as a result of the CNYRP, this development may further increase local traffic flows. The potential traffic impacts and mitigation required to deal with the increased traffic would need to be considered on a case-by-case basis as proposals come before the Town of Hastings and other jurisdictions for consideration, for example the NYSDOT. Any potential cumulative impacts resulting from off-site commercial development associated with the CNYRP related to community services, safety, utilities, historical and

archeological resources, and noise environment will be considered under separate environmental review and permitting processes on a case-by-case basis as future projects are proposed.

At this time the potential to create a "break in access" from I-81 is being discussed with the NYSDOT. It is not yet known if this is a viable alternative access to and from the site. If discussions with the State DOT indicate that a break in access is possible CNYRP, Inc. will consider its implications on the community with a Supplemental EIS under SEQRA as well as under the National Environmental Protection Act (NEPA) since the Federal Highway Administration (FHWA) will be involved in those decisions.

The CNYRP is not expected to cause in-migration of residents to the Town of Hastings, Oswego County, or elsewhere in the Central New York region, as employees will be hired from the local population. Residential development is not anticipated as a potential cumulative impact of the project. Accordingly, no changes to school enrollment in the Central Square School District or elsewhere are expected as significant cumulative impacts of the CNYRP project. If cumulative impacts of the project include future commercial development in nearby areas, the Central Square School District stands to benefit from the increased tax base and fiscal revenues gained as a result of the development.

As with all development, any potential spinoff development occurring as a result of the CNYRP would also have the potential to impact natural resources including changes in open space, wetlands and water resources, or wildlife habitats. Future projects will be required to comply with all applicable environmental review and permitting process, with potential impacts and required mitigation to be addressed on a case-by-case basis.

VI. UNAVOIDABLE ADVERSE IMPACTS

6.1 Construction Impacts

Construction activities on the project site will temporarily generate some impacts as an unavoidable consequence of site development. These impacts and their intensity will vary throughout the site development process. Impacts will include an increase in truck traffic on nearby roads, primarily U.S. Route 11 and Bartell and Brewerton Roads in the Town of Cicero as construction workers and materials are transported to and from the project site.

Heavy machinery and construction equipment will be used throughout various phases of construction beginning with site clearing and grading, and progressing to excavation, building erection, paving and installation of utilities and landscaping. As a result, noise levels will temporarily increase in surrounding areas during construction activity. Construction will be limited to normal daytime hours whenever possible to minimize impacts to nearby residents and other sensitive receptors, most notably the Central Square Middle School when in session.

Excavation and the transport of materials have the potential to create fugitive dust from unpaved construction surfaces. This may lead to air borne dust depending on wind direction and drying conditions. Dust will be controlled by sweeping adjacent roads to the site and watering access roads on site as needed. In addition, in compliance with State water quality and stormwater management regulations, the project requires a complete detailed Erosion and Sediment Control and Stormwater Pollution Prevention Plan prior to any construction disturbing more than one acre. The CNYRP, Inc. will prepare these plans in compliance with all local, state and federal regulations prior to issuance of site plan approvals and building permits by the Town of Hastings. Contractors working on site will be required by CNYRP, Inc. to follow best management construction practices to reduce the potential for soil erosion, dust, noise, traffic and other construction impacts.

6.2 Wetlands

Complete avoidance of wetlands on site is not possible due to the placement of the road course, access roads and parking areas proposed to be located in central and western portions of the site. The amount of wetland disturbance for which a permit(s) from the Corps of Engineers will be sought is currently estimated at approximately 12.5 acres. CNYRP will proceed with the necessary reports, permit applications, and mitigation plans as required by the agencies during the wetland and floodplain permitting process.

6.3 Changes in Land Use and Visual Character

The CNYRP will require the conversion of open space to other developed uses. This site will be occupied by synthetic dirt and paved race tracks with auxiliary facilities including spectator seating, parking areas, restaurant and banquet spaces, garage/maintenance areas, and other motorsports-related facilities.

Although the use of the project site will change, these changes are consistent with the site's CR Commercial-Residential zoning and Commercial and Commercial/Industrial uses recommended by the Town of Hastings Land Use Master Plan. The Brewerton Speedway has long operated in its location adjacent to the proposed CNYRP, and a racing venue does not represent a new type of land use in the community.

Due to relatively flat topography in the general area and lack of substantial vegetation on site any significant vertical development such as the grandstands and building housing the restaurants will be visible to some surrounding areas if there is little to obstruct views particularly during leaf-off periods of the year – this is an unavoidable impact of the project. Portions of the project site, particularly in the northeastern corner may be most visible to and from I-81.

Site lighting is also unavoidable and will be visible from many nearby locations due in particular to the height of the poles that may be in the range of 60 to 80 feet. LED lighting will be used on site to minimize off-site lighting impacts. More specific measures that can be implemented to mitigate particular visual aspects of the project will need to be discussed and determined during the Town's Site Plan Review and approval process.

6.4 Traffic Conditions

Increases in traffic will result from construction and development of the CNYRP. Traffic impacts and mitigation are described in Chapter IV and Appendix C of Volume II of this document. Typical weekday operations will generate 124 new vehicle trips entering the CNYRP site during the morning peak, and 151 vehicle trips exiting the site during the evening peak. Large events occurring on Saturdays will generate 1,186 vehicle trips entering the site during the evening peak and 2,017 vehicle trips exiting the site during the late peak. These vehicle trip increases are an unavoidable result of the project.

In general, the impacts of the proposed development can be mitigated with minimal impacts on area traffic operations provided the improvements recommended in the Traffic Study are implemented.

6.5 Community Services

The CNYRP will utilize public services including water, sewer, and electric utilities. It is being confirmed with providers that existing systems have sufficient capacity available to serve the CNYRP.

An expansion of the WWTP will likely be required to connect the CNYRP to the existing sanitary sewer system. Mitigation measures may also include onsite equalization and pre-treatment of peak sanitary flows from the raceway during events. A detailed engineering report will be prepared to determine sanitary sewer requirements and potential improvements as part of the pre-development process and preparation of contract drawings.

Police, fire, and emergency service providers will experience some increase in demand due to CNYRP operations. This is not anticipated to create a significant adverse impact on those providers or the community.

6.6 Noise

The CNYRP will generate noise on site as a result of its operations. Noise impacts and mitigation are fully described in Chapter IV and Appendix F in Volume II.

Motorsports racing noise has been analyzed, with impacts modeled for sensitive receptors located near the project site. Seven scenarios were analyzed, including scenarios for each of the following: road circuit auto racing, go-kart racing, drift racing, snowmobile racing, and dirt track auto racing.

With the exception of Dirt Track Auto Racing (Scenario 7), the predicted sound levels for all receptor locations indicate project compliance with the NYSDEC recommended 65 dBA limit and threshold for sound pressure level increase of '6 dBA above ambient' which would otherwise recommend a "closer analysis of impact potential."

Sound level impacts from Dirt Track Auto Racing predict sound level increases above the recommended 6 dBA threshold at the Central Square Middle School building and athletic fields, respectively. However, given that all Dirt Track Auto Racing will be scheduled for evening events between 6PM – 11PM when the school will not ordinarily be in session, the increases at these school locations should not result in any adverse impacts. CNYRP Inc. will coordinate site activities with the school's scheduled events to minimize the potential for disruption to school activities. For Dirt Track Auto Racing, sound levels for CNYRP are expected to be at least 8 dBA lower than those from the Brewerton Speedway, accounting for: (a) differences between the size of the tracks at CNYRP and Brewerton, (b) differences in the number of vehicles measured at Brewerton (24) and proposed at CNYRP (15), and (c) the difference in attenuation between the 'Outlaw' mufflers used at Brewerton and the stock mufflers (less than 96 dB(A)) proposed at CNYRP.

Design features to be incorporated as part of the CNYRP, including shielding provided by on-site structures, an earthen berm adjacent to I-81, pitched dirt track, barriers surrounding the asphalt track, and vegetative buffering, will further reduce potential noise impacts off site.

VII. GROWTH INDUCING ASPECTS

7.1 Business and Resident Population Change

The CNYRP will provide approximately 150 permanent jobs on site in the Town of Hastings. There will be seasonal fluctuations in employment levels peaking during the traditional racing season from May until October. These jobs will include administrative, food service/catering, security, event staff, mechanical, maintenance, and other positions associated with motorsports racing venues. CNYRP Inc. expects to fill nearly all positions with local residents. As a result of the CNYRP, in-place employment will increase for the Town of Hastings and Oswego County, but no significant changes in residential development or an influx of new population are anticipated.

The project will draw visitors and spending to its location in the Town of Hastings. Race teams and spectators will purchase goods and services including lodging, food and drink, gasoline and automotive goods, entertainment, and other retail goods, from off-site locations. Additional commercial development may occur in locations nearby as the CNYRP becomes a known destination for motorsports enthusiasts.

Generally, any spinoff commercial development would be most concentrated in locations near the CNYRP. Commercial areas likely to benefit from the increased public exposure provided by the project include the U.S. Route 11 corridor in Hastings, Village of Central Square, and along Bartell and Brewerton Roads in the Town of Cicero. Considering factors such as proximity to the CNYRP and the availability of commercial land for development, the U.S. Route 11 corridor is the most likely location to experience commercial growth. Such growth would increase in-place employment in the Town of Hastings and Oswego County.

7.2 Infrastructure Improvements

Existing water and electric utilities have sufficient capacity to serve the facility with no expansion of these utilities required.

The CNYRP may require some form of mitigation to allow its connection to the Fort Brewerton Sewer District system. Ordinary flows from the CNYRP will be minimal, but will increase to peak levels when large events are held at the facility. Alternatives to be evaluated during the design process may include on-site mitigation techniques such as on-site equalization and pre-treatment.

Decisions regarding potential sanitary sewer mitigation will be made in consultation with the Town of Hastings, in order to best serve the CNYRP and other existing and future users in the sewer district.

7.3 Support Facilities

It is anticipated that all support facilities for the CNYRP will be located on site. These facilities include parking, restaurants, automotive and equipment storage, maintenance, restaurant and banquet

space, and other general support facilities. No direct off-site induced growth impacts are expected to occur due to support facilities for the CNYRP.

7.4 Changes in Land Use, Zoning and Development Patterns

The project site is located in the Town of Hastings Commercial-Residential (CR) zoning district, and is permitted subject to a Special Use Permit under this zoning designation. No zone changes appear to be required, although a portion of the site is also zoned Planned Development (PD). This will be confirmed with the Town.

The U.S. Route 11 corridor in the Town of Hastings is also zoned CR in the vicinity of the project site, and the Town of Hastings Land Use Master Plan recommends Commercial and Commercial/Industrial development on and around the project site. The Brewerton Speedway is located adjacent to the CNYRP site, and motorsports activity has a long history at this location.

The CNYRP is consistent with existing zoning and land use plans for the project site, and its operations are consistent with existing motorsports activity in the community. For these reasons, development of the CNYRP does not represent a significant or adverse change to existing or recommended land use/development patterns.

Potential off-site commercial development may occur in commercial areas located near the CNYRP, in response to the facility's presence. All new development that occurs off-site will be subject to local zoning requirements and Town site plan approvals and subdivision regulations. Projects are also subject to SEQRA environmental reviews conducted by the Town and/or other involved agencies at the time each project is proposed. Impacts created by these projects and required mitigation will be determined through the SEQRA process on a case by case basis by those agencies.

VIII. IRREVERSIBLE/IRRETRIEVABLE COMMITMENT of RESOURCES

8.1 Commitment of Resources

Development of the CNYRP will require the commitment of land on the project site, which currently exists as open space, to developed uses. Open space will be converted to project components including a 2.2 mile paved "road course", a one-half mile synthetic dirt racing oval, NASCAR-style garage, pit area, maintenance building, grandstand seating, restaurant and banquet facilities, parking, go-kart track, and stormwater management areas. Some natural buffer areas will remain in portions of the site.

Development will include the commitment and consumption of building and construction materials including concrete, asphalt, steel, lumber, plastics and other raw materials and finished products. Development and operations will require the consumption of water, electricity, fuel (ethanol, methanol, synthetic, gasoline and diesel), oil and other petroleum products. The CNYRP is committed to the use of energy-efficient and sustainable practices including encouraging the use of non-petroleum fuels, LED lighting, and some porous paved surfaces. The use of materials and goods are expected to be met by the region's supply without significant adverse effects. Nevertheless, this represents an irreversible and irretrievable commitment of these resources that will not be available for other uses.

The proposed action will also require public and private services, including but not limited to solid waste disposal, police, fire, and emergency services. These services are required with any large-scale development.

IX. EFFECT on the USE and CONSERVATION of ENERGY RESOURCES

9.1 Energy Use and Conservation

The SEQRA process requires consideration of the use of energy resources to be consumed as a result of the proposed action and the identification of possible measures that can be implemented to reduce energy demand and consumption by the project.

Buildings and uses designed for the site will be constructed utilizing equipment and systems in compliance with existing energy conservation and building code standards as set forth by New York State Energy Conservation Construction Codes. It is anticipated that facilities will be designed and constructed according to best practices and state and federal regulations to control greenhouse gas emissions.

The motorsports industry is "ahead of the curve" in the use of sustainable technologies, and high-performance technologies are often first developed for racing vehicles before these technologies are transferred to standard automotive applications. Non-petroleum fuels, such as ethanol, methanol and biodiesel, are used in some racing circuits - these fuels are cleaner-burning than the petroleum-based fuels traditionally used in the motorsports industry, with reduced emissions of nitrogen oxides, VOCs, particulates, and greenhouse gases. There has also been a movement to promote the use of electric-powered vehicles in motorsports, including the Formula E series featuring cars that operate entirely on rechargeable battery power.

The CNYRP will support the use of non-petroleum fuels at the facility, and expects the use of these sustainable fuels and other green technologies to become increasingly popular in the future.

As a sustainable project component, high-efficiency LED lighting manufactured by Ephesus Technologies in Syracuse, NY will be used to light the CNYRP facility. This LED lighting reduces energy consumption by up to 70 percent relative to conventional lighting. The CNYRP will showcase the entire Ephesus product line, including the world's first ever LED stadium lighting.

X.WASTE MANAGEMENT

10.1 Solid Waste Management

Solid waste generated at the CNYRP will include paper, recyclable glass/metal/plastic materials, and non-recyclable mixed municipal solid waste (MSW). These materials will be produced by everyday operations including office, restaurant/banquet facility, and users of the facility including race and/or club participants. Spectators at CNYRP events will produce solid waste, including organic waste and packaging from concessions, recyclable packaging, paper waste, and small volumes of other materials. Automotive waste materials may include tires and mechanical parts and lubricants such as motor oil. Harness racing events, if approved by the State, and on-site stables will generate organic waste in the form of feed, bedding and manure.

The CNYRP will comply with Oswego County's 2008 Recycling and Solid Waste Local Law in its handling and disposal of solid waste from the facility. CNYRP will contract with a permitted solid waste hauler for disposal of its recyclable and non-recyclable solid waste, and materials will be sorted and stored appropriately on site for regular collection. Recyclable materials will be separated on site and delivered to the Oswego County Materials Recovery Facility by a permitted waste hauler. All non-recyclable MSW will be delivered by a permitted waste hauler to an Oswego County destination including the Hastings Transfer Station located north of the CNYRP facility on Route 11, or the Oswego County Energy Recovery Facility.

CNYRP will coordinate with the Oswego County Department of Solid Waste facilities to confirm that there is sufficient capacity to accept all solid waste generated by the CNYRP at County facilities.

10.2 Hazardous Waste Management

Petroleum-based fuels and lubricants such as motor oil will be stored at the CNYRP. CNYRP plans to store racing fuels on site in the vicinity of the garage/maintenance facilities on the project site. These fuels – to potentially include unleaded gasoline – will be stored in above-ground, double-walled tanks with secondary containment. CNYRP will obtain required permits from NYSDEC and NYS Department of Health, and will prepare a Spill Prevention Control and Countermeasure Plan.

All waste oils will be stored on site in standard waste oil containers approved for such use. The Applicant will contract a permitted industrial hauler for regular recycling or disposal of waste oil materials.