

STATE OF NEW YORK  
COUNTY OF OSWEGO

TOWN OF HASTINGS

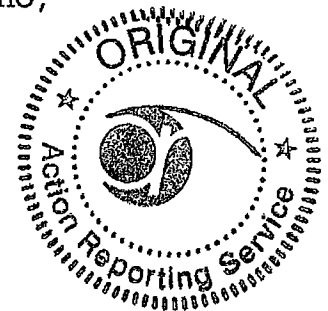
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In the Matter of

Scoping Meeting

CNY RACEWAY PARK, INC.  
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PUBLIC HEARING in the above matter, conducted  
at the Town of Hastings Town Offices, 1134 Route  
11, Syracuse, New York before, JOHN F. DRURY,  
CSR, RPR, Notary Public in and for the State of  
New York, on January 30, 2013 at 11:00 a.m.

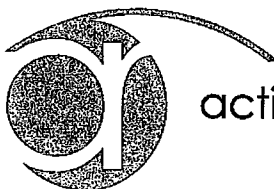
BEFORE: JOHN F. KLUCSIK, Esq.  
ANTHONY RIVIZIGGNO, Esq.  
Attorneys with Gilberti, Stinziano,  
Heintz & Smith, PC  
555 East Genesee Street  
Syracuse, New York 13202  
(315) 442-0100  
jklucsik@gilbertilaw.com



ALSO PRESENT:

MARC BOMBARDO, Town Code Officer

JAMES TRASHER, Clough Harbour & Associates  
WALTER KALINA, Clough Harbour & Associates  
SCOTT CHATFIELD, ESQ., Legal Counsel  
GORDON STANSBURY, Traffic Consultant



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Jefferson Clinton Commons - 211 W. Jefferson St. - Suite 21  
Syracuse, New York 13202

315.428.9311 800.515.DEPO  
www.actionreporting.com

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1 Klucsik

2 MR. KLUCSIK: Good morning ladies  
3 and gentlemen, welcome to the Town of  
4 Hastings environmental scoping hearing  
5 for the Central New York Raceway Park  
6 project. My name is John Klucsik, I'm  
7 an attorney with the law firm of  
8 Gilberti, Stinziano, Heintz & Smith PC  
9 of Syracuse. With me is co-counsel  
10 Anthony Rivizigno, also of the same  
11 firm. We serve as legal counsel to the  
12 town. The Town Board of the Town of  
13 Hastings has received from Central New  
14 York Raceway Park, Inc. an application  
15 for a Special Use Permit to construct a  
16 motor sports and harness racing complex  
17 on approximately 150 acres of land  
18 located between US Route 11 and  
19 Interstate Route 81 adjacent to the  
20 existing Brewerton Racetrack and the  
21 Central Square Middle School.

22 Under the State Environmental  
23 Quality Review Act, agencies that under-  
24 take, fund or approve an action must  
25 evaluate the action's potential impact

Klucsik

on the environment. The Town Board has established itself as the Lead Agency for an environmental review of the Central New York Raceway Park. That review will be coordinated with the other involved agencies who will decide whether to undertake, fund or approve some portion of the project. As the Lead Agency, the Town Board has determined that the Project has the potential to result in at least one significant adverse environmental impact. As a result, the Town Board has also determined that an Environmental Impact Statement must be prepared to identify and evaluate the potential for significant adverse environmental impacts and their avoidance or mitigation, to the maximum extent practicable. The Project sponsor will prepare a Draft and a Final Environmental Impact Statement, that is a DEIS and an FEIS.

The Town Board has decided to

Klucsik

conduct a public scoping process to focus the DEIS on potentially significant environmental impacts and to eliminate consideration of those impacts that are irrelevant or not significant.

The first step in the optional EIS scoping process is the Project sponsor's preparation of a proposed EIS scope, a description of those topics the Project sponsor believes should be addressed in the DEIS. Copies of the Project sponsor's proposed scope were mailed to the involved agencies along with notice of today's scoping meetings. Copies of the scoping document are available to you on the side table, is that right, Walt?

MR. KALINA: Yes.

MR. KLUCSIK: And from Mark Bombardo, the Town's Code Officer. I encourage you to take a moment to review the proposed scope. Public notice of today's scoping meetings was provided by publication in the Syracuse Post Standard

Klucsik

newspaper on January 25th, and in the OC Weeklies, specifically the January 25 edition of the Citizen Outlet.

We will begin today with a brief overview of the Project by the Sponsor's consultant, Clough Harbour and Associates. Mr. James Trasher and Walter Kalina from Clough Harbour will make that presentation. Following Mr. Trasher's presentation I'll read some comments already provided to the Town by the New York State Department of Transportation and the by the New York State Department of Environmental Conservation. I will then ask for additional comments from those and other involved agencies. Following the Agency comments we'll hear comments from the public. If you know now that you want to speak please fill out a card at the at the table on the side and pass it forward so I can call on you to speak.

Comments will be recorded stenographically, and so I'll ask you to

Klucsik

1 speak slowly and clearly and to begin by  
2 giving your name and address. Many  
3 people become nervous when speaking  
4 before others, so if you forget to give  
5 your name and an address I'll remind you.  
6

7 Please be brief and focused on our  
8 purpose, that is to identify those topics  
9 or potential impacts that should be  
10 addressed or evaluated in the Draft  
11 Environmental Impact Statement. This is  
12 not a place or time to quiz or criticize  
13 the Project sponsor or his consultant.  
14 Nor is it the time or place to voice  
15 your support or opposition to this  
16 Project. Our purpose today is to define  
17 what the DEIS should cover and in what  
18 degree of detail. If your comments  
19 stray from that purpose I will likely  
20 remind you of it and ask that you take  
21 no offense.

22 Once the scoping process is complete,  
23 the Project sponsor will prepare a Draft  
24 Environmental Impact Statement. The  
25 Town Board will determine whether the

1 Trasher

2 DEIS is complete and adequate for public  
3 review. When it is, public notice of  
4 its completion will be published and  
5 there will be a public comment period on  
6 the DEIS of not less than thirty days.  
7 The Town Board will decide whether to  
8 hold public hearings to receive  
9 additional comment on the DEIS.

10 Once the public comment period on  
11 the DEIS closes the Project sponsor will  
12 address involved agency and public  
13 comment in a Final Environmental Impact  
14 Statement. The Town Board will consider  
15 the FEIS, together with the DEIS before  
16 it makes any decision on the application  
17 for Special Use Permit. Are there any  
18 questions concerning how we will proceed  
19 with this scoping meeting? Hearing  
20 none, I'll ask Mr. Trasher and  
21 Mr. Kalina to present the Project.

22 MR. TRASHER: Thank you, James  
23 Trasher, CHA, 441 South Salina Street,  
24 Syracuse, New York. We are the  
25 engineers and the planners for the



Trasher

Project. Walt Kalina is to my right. Also with us who are consultants on the Project, Scott Chatfield in the rear of the room is legal counsel on the Project, and Gordon Stansbury next to him is the traffic consultant on the Project.

So just a brief overview. As was stated the draft scoping document is over on the side table which goes through sort of our proposal which would be included in the EIS. But I'll just give a brief overview of the proposed Project.

US Route 11 is along the western portion of the site, eastern portion I-81, to the north the school, to the south the existing racetrack. The proposal is to construct a race facility. This track that you see winding around is a road course approximately two miles, that would be utilized for club cars, Ferrari club, Corvette club, different clubs that rent tracks out.

## Trasher

As part of that track, garage buildings, maintenance facilities in that location. Here in the center of the site you'll note in a tan color with paving inside, this would be a synthetic dirt track, which would be utilized for dirt track type racing, synthetic material would be placed in that area, dust free, different than other materials that have been utilized on other dirt tracks, also could be used for horse track -- or horse racing, other things of that nature.

In the center of the site a proposed restaurant with grandstand stands in these areas. The associated parking that we have for the facilities. Some additional complexes that would allow for the operation of this venue.

As part of the proposal we also talk about large, medium and small events. Some of the larger events after construction of this would be, you know, if there was a concert or different

Trasher

things that would come in, we have those  
programmed out as large events. Midsize  
events are more the regional type of  
things that draw just the local area,  
apple festivals, corn festivals  
different things that may happen in the  
area to the location. The small events  
are the day-to-day operation of this  
track or this track where different  
clubs or users come in to utilize the  
facility.

Our access points that we note, we  
have two proposed access points to Route  
11. So there is a lot of studies that  
go into this, and that's what we're  
really going through is to determine all  
the studies that need to be done.  
Traffic impact studies have already been  
started and are pretty much complete.  
Archeological studies, wetland  
delineations, noise studies, air quality.  
All the different components.

If you look at this one, we went up  
through the long form and the Town Board

(DOT comments)

pos dec'd it. Most of the 20 questions that we go through in the SEQOR process were answered yes, so the Project sponsor is willing to go through and undertake the necessary investigations and reports to analyze what impacts their proposed project has, what the effects would be and how they would be mitigated.

So we're here today to listen to your comments so we can make the necessary reports so we can put it into the Environmental Impact Statement and then go through the public process.

MR. KLUCSIK: Thank you, Mr. Trasher. We have already received some substantive comment from two of the involved agencies and I'd like to read some excerpts from letters from those involved agencies to give you a sense of their comments to date.

We've received comments from the State of New York Department of Transportation who notes that the

(DOT comments)

applicant will be required to obtain a New York State DOT Highway Work Permit for the construction of the proposed US Route 11 entrances and for any other work that occurs in the state right-of-way.

To assist the region in the review for the highway work permit and the determination of possible highway mitigation several elements of information are identified as being required.

One is a traffic impact study. A second is a site drainage study. A third is a site lighting plan. And the fourth is a construction plan set. The Department of Transportation also comments that other material may be useful to the review.

From the site plan the spectator parking areas equate to about 1,000 spaces. The Department asks for the location of the additional proposed 1,500 paved spaces. Department further

(DOT comments)

notes that the location of the 2,000 spaces of non-paved parking vehicle -- vehicle parking should be better identified and that schematically the site drive indicates dual existing lanes at US 11.

The further comments that regional standards preclude the use of this feature except when combined with the traffic signal. Inclusion of public transit, including Centro services should be explored. The town may wish to require a traffic management plan to address the different venues and events that are proposed.

From a site plan or traffic circulation perspective the majority of the spectator parking is centered on the southern drive. If the parking is centered between the entrances internal circulation may improve. At the scale of the drawings provided the site plan does not indicate pedestrian facilities. Those were received in January 2nd,

1 (DEC comments)

2 correspondence from the Department of  
3 Transportation.

4 We also have substantive comments  
5 from the New York State Department of  
6 Environmental Conservation. And I'll  
7 read some excerpts with respect to those  
8 substantive comments.

9 One, noise. DEC recommends that the  
10 Town consider the use of the division of  
11 environmental permits, program policy  
12 assessing and mitigating noise impacts  
13 to assist with the evaluation of the  
14 potential noise impacts, analysis and  
15 mitigation.

16 Traffic. The DEC recommends that we  
17 coordinate with the local Town and  
18 Village highway departments, the County  
19 highway department and the State  
20 Department of Transportation to identify  
21 those traffic thresholds that would  
22 impact level of service, traffic volumes  
23 and traffic safety on the adjacent road  
24 network, including any proposed  
25 significant modifications to the local

1 (DEC comments)

2 traffic infrastructure.

3 Cultural resources. Coordination  
4 with the New York State Office of Park  
5 and Recreation and the Oneida and  
6 Onondaga Indian Nations is required.  
7 Additionally, if Department permits are  
8 required DEC will initiate a  
9 consultation policy with the Indian  
10 Nations. DEC notes that the Office of  
11 Parks, Recreation and Historic  
12 Preservation has completed a preliminary  
13 review of the proposal and has requested  
14 a Phase 1 cultural resources investiga-  
15 tion as a first step in the cultural  
16 resources impact analysis.

17 The next topic is Natural Resources  
18 and Wetland. The Department recommends  
19 the coordination of Project review as  
20 early as possible with the United States  
21 Army Corps of Engineers and that a  
22 wetland delineation and jurisdictional  
23 determination will likely be needed.

24 The next topic is storm water. And  
25 the DEC recommends discussion of



(DEC comments)

relatively new runoff reduction and green infrastructure requirements of the New York State Storm Water Design Manual and the need for a Department storm-water permit for the construction and operation of the facility.

The final topic raised by DEC is utility corridors. The development of utility corridors that serve the facility and the potential for impact should also be considered in the DEIS. Additionally, an analysis of the ability of the existing sewage treatment facility to manage the wastewater shock loading that this proposal may create must be provided.

We've received prior to this meeting no other written comment that relates to the scope of the DEIS. So at this point we would ask any of the involved agencies who may be present and wish to provide comments or additional comments to come forward, identify themselves and offer their comments for our consideration.

1                   Bimber (DEC)

2                   I note that David Bimber, the  
3                   Regional Permit Administrator of Region  
4                   7, DEC Regional Office is here today.  
5                   David, come join us up here if you  
6                   would, please.

7                   MR. BIMBER: I just want to thank  
8                   you for including my comments for your  
9                   consideration with the scoping. I  
10                  wasn't aware that you were going to  
11                  include those, so my talk will be very  
12                  brief. I just wanted to ask if you  
13                  could include me on the mailing list for  
14                  all correspondence with the Project.  
15                  I'll be the Department's primary contact  
16                  for jurisdictional reviews as well as  
17                  the SEQOR review if you need additional  
18                  help in that regard. That's about it.

19                  I look forward to working with the  
20                  Town, your consultants, your engineer in  
21                  terms of as the review process moves  
22                  forward. And additionally any interested  
23                  citizens that have any questions of us  
24                  or if there are any questions regarding  
25                  SEQOR, as that process unfolds also.

Rio

MR. KLUCSIK: Thanks very much, Dave we'll be sure to include you on all correspondence and we'll look forward to your help on this Project. Other representatives from any of the other involved agencies or any State agency that might have an interest in this Project? Hearing none, we'll open the meeting to public comment.

I have a number of cards forwarded by people who wish to speak and I'll take them in what I believe the order they were received. Our first speaker is Ronald Rio. If you'd like to sit or stand, make yourself comfortable as long as the stenographer (court reporter) can hear you we'd be delighted to hear your comments. Once again, your name and address, please.

RONALD RIO: 242 County Route 37 Central Square. My concerns as a taxpayer and a member of the Board of Education for the School District is our big complex the Middle School there.

Rio

Right now it's enrolled a thousand 22 students there. And the noise and the construction on this job I would like to see a big buffer zone put between the two properties, not just a chain link fence. My trade is site construction and I've known from previous projects that I've worked on about noise and dust and everything.

Now this District doesn't know, maybe in the future that might have to expand that complex we have down there. So this needs to be really taken into consideration. And this happens to be, this property happens to be the widest part of this Project. And I'm not thinking no chain link fence or nothing like that. Something big, a berm and a fence and trees so kids can't get over there, and dust and noise and people from this Project can't get over there on our property. Got to take some thought on how to produce it. Thank you.

MR. KLUCSIK: Thank you, sir. Our

1 Wolfe

2 next speaker is Mr. Wolfe. Bernie Wolfe.

3 MR. WOLFE: Just as a follow up --

4 MR. KLUCSIK: Your address?

5 MR. WOLFE: My address is 58 Weber  
6 Road, Central Square, New York, actually  
7 Brewerton. Just as a follow up to Ron's  
8 comments, I would think anything in the  
9 form of a 14 x 18 foot total length of  
10 the junior high property extending from  
11 81 to Route 11 as a buffer between the  
12 Central New York Raceway Project and the  
13 school. However any design engineer may  
14 design it or call for whatever the specs  
15 may be. And that cost would be borne by  
16 the Project here that we're discussing.

17 My biggest concern is this is going  
18 to be a multi-use property, which means  
19 that the Project developer is going to  
20 want to maximize his investment, whether  
21 it's borrowed or his dollar or whatever  
22 the case may be. And without ingress  
23 and egress from 81 both going north and  
24 south, you're putting five or six days  
25 of event volume and cars and vans into

Wolfe

that facility through basically one major road, Route 11. And those roads that lead into that, Guy Young, County Route 37, Mud Mill and Bartel is the only ingress and egress road available. And this would be -- this would put an extreme burden on the people who reside there.

Not so much in Brewerton but in the Town of Cicero recently over the five or eight years there's been development in the value of these subdivisions is between 300 and a million. And if people living in these homes cannot have the quiet enjoyment to enjoy their properties we have a serious problem. And the value of these properties would be severely diminished. And that's my basic premise.

And the other thing is, is this Project under an IDA scenario? Is it eligible for those funds? Is there somebody who could get that information to the Town so that we would all know

1 J. Wegerski

2 that that avenue is available for this  
3 Project. I'm not so sure it is.

4 MR. KLUCSIK: Thank you, Mr. Wolfe.  
5 Our next speaker is John P. Wegerski the  
6 third, Esq.

7 JOHN WEGERSKI: Good afternoon, my  
8 address is 5569 Telford Road in Brewerton.  
9 Kind of go along with some of the things  
10 I previously said, starting with the  
11 schools. As you guys look at the charts  
12 you can see that the whole northern  
13 border is covered by the school as well  
14 as the playing field where as much of  
15 your children and grandchildren will be  
16 playing not only during school but after  
17 school hours, as well has been  
18 previously indicated by the construction.

19 Now this Project is not going to be  
20 done overnight, it is going to be a  
21 considerable amount of time where dust,  
22 noise will affect our children during  
23 school while they're actually in classes  
24 as well as outside trying to enjoy the  
25 playing fields already there, whether it

J. Wegerski

be for recess or any sports activity that they're involved with. So we would like to see a lot more information about what will be done to stop that noise.

And as most of you know just by driving up through Route 11 at this point in time all the trees have been cut down. Therefore, there is no natural buffer zone at this point in time which will stop any of that noise or dust. Would like to know what will be done, whether it's going to be in regard to a large fence, some sort of barrier or any plantation, trees, anything that we can put in to stop that noise and dust.

Mr. Wolfe brought up the point of the traffic on Route 11 and what will happen between Brewerton and Central Square when all that traffic does come through. Along the lines with just increased traffic, whether it's emergency vehicles, but emergency response time. How will emergency



J. Wegerski

response time be affected when there is an event going on? That being the only road which will connect Brewerton to Central Square and the many homes that are on that road, what happens if there is a fire? I mean is it going to hinder the ability of say a Brewerton fire department or Central Square fire department reaching one of those areas?

Another point that was brought up in the beginning by one of the statements from the DEC was drainage and storm drainage. But also what has been done at this point in time I know has been a concern for some of the residents in the past. As you know there is a creek that goes directly through the middle of that property. Where my parents live is on Oneida Lake and that creek enters the lake right near their house. Now they have voiced concerns for many months about all the silt that has come in through the water. Water that was once clear at one point in time. This entire

J. Wegerski

summer it was completely brown and muddy. Now I believe that concern was brought up to the DEC and it was found that they were responsible for all that mud that had come into the water and were ultimately fined from it.

However, they started that process of cutting down those trees without getting anything from the Army Corps of Engineers. Now where is the accountability in that? Where will they be in the future when more construction needs to be done, when more than just taking down trees is happening?

Sorry, long page of notes here. One of the other things that is, being a resident in this community, I am right in Brewerton as well and Mr. Wolfe brought up the fact that the noise on the daily basis will affect property values. We would actually like to see the calculations and what will happen with those property values if this track is in place and operating on a daily

1 M. Wegerski

2 basis, whether it be just the road track,  
3 the dirt track or really any event that  
4 is going on. We would like to see a  
5 full analysis of how that will affect  
6 each one of our property values within a  
7 certain radius from this property.

8 Thank you.

9 MR. KLUCSIK: Thank you,  
10 Mr. Wegerski. Our next speaker is Mara  
11 Wegerski.

12 MARA WEGERSKI: Good morning, my  
13 name is Mara Wegerski, I'm also a  
14 resident in this community, I live at 64  
15 Weber Road and my law office is right in  
16 Brewerton right on Route 11 right over  
17 the bridge. We have several concerns.

18 First I'll start with the road track  
19 that is to go around the perimeter of  
20 the property. We were told at the last  
21 informational meeting that this track is  
22 going to run similar to the Limerock,  
23 Pennsylvania I believe it's in  
24 Pennsylvania track. We did some  
25 research on that track. And it seems

M. Wegerski

that they have events that run every single day from April to November. What we would like to know is whether this track is going to be consistently run on those same dates, how many races are going to be run and whether they will run during the school day. Being that the track is located so closely to the Middle School we would like to know what the impact is going to be on that, especially during the six months that the kids are in school.

Also how that will affect the athletic events? If you look at this property over here, you can see that these are the baseball fields, they play lacrosse on those fields that back right up to this dirt track and also the synthetic track that will be used hypothetically for stockcars and/or horse racing. When those races are proposed to take place and how the impact of having all of those vehicles on -- running during school times and

1 M. Wegerski

2 athletic times will be, especially when  
3 the kids are outside. I know there are  
4 also summer programs they run through  
5 the Middle School, being camps, athletic  
6 events run all throughout the summer, as  
7 well as different things that take place  
8 for the kids.

9 My concern is not only for the noise  
10 and for the dirt during construction,  
11 but also once everything is up and  
12 running what the environmental impact  
13 will be on the fields through the  
14 exhaust from the vehicles as well as  
15 from the oil, oil spills, gas leakage,  
16 all that kind of pollution that comes  
17 from the vehicles. Also if they're  
18 going to have horses there there is a  
19 considerable environmental impact that  
20 they would have there as well.

21 And also staying with that same  
22 thought, how that is going to be  
23 addressed when it comes to the streams,  
24 the stormwater management, how that's  
25 going to be handled as it enters all of

1 M. Wegerski

2 the rest of our land and the runoff into  
3 the lake, which is a huge concern as my  
4 brother has already addressed.

5 The second issue that I would like  
6 to address is the safety issue. Again,  
7 we're right next to a Middle School,  
8 right up against a very busy roadway not  
9 only on Route 11 but also on Route 81.  
10 What kind of fences, walls, barriers  
11 there is going to be to protect the  
12 students from cars running off of that  
13 track into the fields while the kids are  
14 playing outside or have athletic events  
15 going on.

16 Also, how is this going to affect  
17 not only the traffic in the area, also  
18 how is it going to affect our local  
19 government system, how is it going to  
20 affect our local court system? As many  
21 of you know I am a criminal defense  
22 attorney in this area, and I would like  
23 to see how, see some kind of a study how  
24 the, compared to other racetracks in the  
25 area what is the extent of extra police

M. Wegerski

that are needed, extra emergency vehicles that are needed, any kind of extra community resources that are going to be used and going to be allocated, including the use of our court system in this Project. I know that right now these things have one of the highest crime rates in the community and one of the biggest courts. I think that that needs to be addressed as well to see how our local, our local community system is going to be able to handle that. And how that is going to be affected in our taxes. Whether the residents of this community are going to be responsible for higher taxes to pay for all of these extra needed resources.

Obviously another concern we have is the traffic. I think that's a concern of everybody. How that's going to be dealt with. One of the big concerns I have is there's been a proposed additional exit onto -- off of route 81 specifically for this Project. Now this

1 M. Wegerski

2 exit that they are proposing is, my  
3 understanding that it's going to be  
4 federally funded, at least some of the  
5 portion of it is going to be federally  
6 funded. The government works very  
7 slowly, and from information I have  
8 received it is my understanding that it  
9 will take a long period of time, much  
10 past the May 14th expected open date of  
11 this Project to open. Possibly five,  
12 six, seven years to have that Project  
13 completed, opened, ready to use.

14 My concern is how is this going to  
15 -- how are we going to deal with traffic  
16 between now and then compared to when  
17 and if we ever get the federal funding  
18 to open this additional exit off of 81.  
19 And whether that has been looked at.  
20 And will this Project be allowed to go  
21 forward and to open prior to that exit  
22 being completed.

23 My next concern is the dirt track  
24 that I believe is this smaller track.  
25 What are the hours of operation going to



M. Wegerski

1 be, anticipated hours of operation for  
2 that specific track? One of the events  
3 that they have mentioned or we have  
4 heard they have mentioned as an example  
5 of what is going to be used on this  
6 track is Dirt Week, which is currently  
7 being held at the Fair Grounds. This  
8 event takes place in September, while  
9 the kids are in school. It's my  
10 understanding that it's a very large  
11 event. And I would like to know how  
12 that is going to be handled and whether  
13 that is the kind of event that we should  
14 anticipate seeing at this track?

15 And also I know that one of the  
16 gentlemen who spoke earlier said that  
17 they have several different categories  
18 of events. Concerts. How are they  
19 going to deal with the noise buffer?  
20 What is the seating, the anticipated  
21 seating for something that is considered  
22 a large event? How many people are we  
23 expecting to see coming to our community  
24 on a Friday evening for this kind of  
25

Wilson

event? Also midsize events. How many people are considered a midsize event? What kind of events are we looking at for that. Same with the small club events. I know that they mentioned car clubs, what is a car club? Is it 10 people, is it a thousand people? I'd like to know, have a little bit more information on the size impact of these specific groups that they have mentioned. And I think that's it.

MR. KLUCSIK: Thank you, Ms. Wegerski. Our next speaker is Janice L. Wilson.

JANICE WILSON: My name is Janice Wilson from Parish, 1808, State Route 104. Boy it's been pretty comprehensive about the things that I was concerned about. I'm also concerned about the lighting that they're proposing. It's supposed to be state-of-the-art lighting that will provide the capabilities of running these events at night. So it's not just going to be a daytime thing,

1 Wilson

2 it's going to be a night time thing. I  
3 think when Ms. Wegerski suggested  
4 knowing what hours they're planning on  
5 being opened and when the track is going  
6 to be used is a really important thing.

7 Also right now we were told that the  
8 seating capacity is approximately 5,000.  
9 But the parking spaces are 2,000 with  
10 maybe an additional 1,500. And we are  
11 also told there may be some events with  
12 up to eight to 10,000 people. I don't  
13 know where these people are going to  
14 park. Almost like being out here today.  
15 It's pretty scary.

16 The other thing, oh, is it possible  
17 for the public to be notified or can we  
18 get on a list to know when meetings are  
19 being proposed to which we could come?  
20 The website, the website would be a  
21 great place to put those types of things  
22 but the website hasn't been updated  
23 since I think 2008 or something. It's  
24 really pretty dismal.

25 I guess everything else was -- oh,

Wilson

the issue with animals, I'm very opposed to having the horses here for many reasons. The first is they propose a huge place to keep cars but they propose nothing at this point for keeping animals. Also we have to probably have special sewage for that. There's got to be oversight to see how animals are treated, veterinarian services, odor control, rejected animals. Right now the horse rescue people can't even keep up with the ones that they're having to take in from Vernon, it's just a nightmare there are just so many extra horses that nobody wants because they're not running fast enough and they end up going either for meat or for rehab.

The property taxes. I too am concerned that the property values will possibly lower, which may then make the local taxes lower, property taxes lower, yet more need will be -- there will be more of a need for those taxes to handle the extra situations that the Town and

1 Wilson

2 the Village, especially the Brewerton  
3 and Cicero Town will have to contend  
4 with. And I guess that's it, thank you.

5 MR. KLUCSIK: Thank you, Ms. Wilson.  
6 I think I can speak to your question on  
7 notice of future meetings. The Town  
8 Board meetings are noticed and I believe  
9 agendas are available ahead of time. So  
10 that if this Project is on the agenda  
11 you would have notice through the normal  
12 means that the Town uses to provide its  
13 citizens with notice of what the Town  
14 Board is doing.

15 Specific to this Project and the  
16 environmental review process the next  
17 step will be the Project sponsors  
18 development of a Draft Environmental  
19 Impact Statement. That will be  
20 submitted for review by the Town. And  
21 if and when the Town decides that  
22 Environmental Impact Statement is  
23 adequate for public review the Town will  
24 determine that it is complete and there  
25 will be public notice of that

Corrigan

determination published in local newspapers and in the Department of Environmental Conservation's Environmental Notice Bulletin.

LESLIE CORRIGAN: (County Route 37).

You answered the question without answering the question. I don't mean to call you on that but you said we post the meetings in our normal ways and means but you didn't actually say how you did that. And how does it get out there for the general public? I lived in this community now for a long time, I don't even know how you post your meetings.

Technology, everything is done through the website, so if you want to reach your community it needs to be up to par with the technology. And you actually have the technology but you don't utilize it. I guess that's the question in the community is, if you have the technology why don't you utilize it?

1 Klucsik/Bombardo

2 MR. RIVIZIGNO: Currently we publish  
3 the notices in the local newspapers. We  
4 have not, to my knowledge ever used --

5 MS. CORRIGAN: What is the reading  
6 population of that newspaper?

7 MARK BOMBARDO: Excuse me for a  
8 second, Mark Bombardo, I'm the Code  
9 Enforcement Officer for the Town of  
10 Hastings, Director of Community Planning  
11 and Development. How we publish things  
12 is something that probably is a  
13 different issue that you need to discuss  
14 with the Town Board. These gentlemen  
15 are here to gather information specific  
16 to this Project. So if there is  
17 additional requests or information or  
18 something that you want to ask I think  
19 that would be a Town Board meeting and  
20 discuss that.

21 MR. KLUCSIK: Let me just make one  
22 additional comment to yours on use of  
23 technology, and that is when the DEIS is  
24 determined to be complete it is required  
25 under state DEC regulations to be posted

1

Hamon

2

on a publicly available website. And I

3

would imagine when we reach that point

4

the town will make those arrangements

5

either with the Project sponsor or the

6

Town's own website.

7

UNIDENTIFIED MALE: I didn't fill

8

out a card but can I speak?

9

MR. KLUCSIK: I've got one more

10

speaker on the list then I'll go to

11

those who have not submitted a card.

12

Pat Hamon, H-A-M-O-N. Please, ma'am.

13

PAT HAMON: My concern is also as

14

far as the school goes, and the quality

15

of education that is going to be

16

affected by having this facility right

17

next to the Middle School. The teachers

18

have their jobs cut out for them just

19

teaching the kids. If they've got all

20

this noise going on next door that they

21

have to compete with while the school

22

day is in session, and this isn't just

23

during construction, it's when there is

24

races going on or whatever, they don't

25

just go on on weekends, they have stuff



Hamon

going on through the week also. That would be interrupting the school day.

And as far as the weekend things go and the traffic, there is a lot of events that take place in the school district on the weekends, football games and they have all sorts of competitions and that. And if they have something going on down there at the same time, the traffic for getting in and out of these events is going to be a nightmare. And also it's just the traffic situation with school buses on a daily basis if there is extra traffic.

But my concern mostly is the quality of education that's going to be affected in that Middle School by all the noise that's going to go on in that racetrack. I have a friend that lives in Summer Hill, and they hear the races down in Brewerton on Saturday night as it is. And if they've got bigger cars and everything at this Racetrack the noise in that Middle School is going to be

1 Hanner

2 terrible. So in all your things here,  
3 the environmental things and the  
4 drainage and all this kind of stuff, the  
5 school has got to be a priority and the  
6 impact on that and the safety and the  
7 quality of education of the kids.

8 MR. KLUCSIK: Thank you, ma'am.  
9 We've exhausted our list of cards for  
10 those who knew they wanted to speak  
11 right from the outset. I'll invite  
12 additional speakers to identify  
13 themselves. Sir, in the back.

14 RON HANNER: Ron Hanner, 218 US  
15 Route 11.

16 MR. KLUCSIK: Your comments.

17 RON HANNER: Yes, the Project is  
18 taking right off my back yard, I live  
19 right next to where I bought the house.  
20 My concern too they're talking about a  
21 wall to go up along for the sound. But  
22 also for people that that's right out  
23 their backyard, a wall from there to  
24 Brewerton for the sound. And it will be  
25 just a chain link fence, I'll just be

And another one is any time 81 shuts down the traffic on Route 11 is unbelievable, and if that ever happens during race time the traffic won't even be able to get out. And 81 does shut down many a times. That's it.

LESLIE CORRIGAN: Leslie Corrigan,  
nty Route 37, Hastings, Central  
are. I guess Conrad Hilton said it  
t, location, location, location. I  
nk that this is a wonderful  
portunity that has come to us for  
ego County, I do. But is it really  
right location and has the Town of  
ings, the Village of Central Square,  
Donnelly, truly exhausted all  
ations in proximity to Route 81 into  
ings, Oswego County that this  
etrack can be placed?

I looked, that they want to develop  
the area more and bring business into

Corrigan

this area, Oswego County, an opportunity.

I see that if the racetrack is there that it brings business into Oswego County but it brings business into the racetrack, but does it ultimately bring business into Oswego County or does it just filter back into Onondaga County, which is already developed?

I think we already know the noise factor, I think it's a given. Traffic is a given. We know that it's an impact on traffic. But does it really create in the end an impact, financially, and a positive one to Oswego County and Hastings the way we hope that it does?

And I think location, location, location is really the key thing. And everyone else has asked the question today that I had on my list. My other concern again was property values. I just recently built my own home here and for the long term I hope. But I look to see somebody that's looking at that map say in New Jersey, and they hope to come

1 Martel

2 to this community and look within this  
3 community, they don't even need to come  
4 here. And when they see two large  
5 tracks within a half a mile of one  
6 another and they say, I'm not interested  
7 in either building or buying a home  
8 within a four mile radius of these two  
9 tracks because I don't need to be a  
10 rocket scientist to know that noise and  
11 traffic within that community is going  
12 to be an issue. So that would affect  
13 the value of my home and many others.  
14 That is a great concern for me. Thank  
15 you.

16 MR. KLUCSIK: Thank you ma'am. Sir?

17 RICK MARTEL: Rick Martel,  
18 Orangeport Road, Brewerton. Just to  
19 voice concern on the school. I know the  
20 school closes down for normal operations  
21 some time in May, is closed all of June,  
22 all of July, all of August and half of  
23 September. So I just really don't see  
24 that conflict for most of the race  
25 season.

1 Peterson

2 MR. KLUCSIK: Do you have a comment  
3 on what the DEIS should or should not  
4 involve?

5 RICK MARTEL: If they're going to  
6 have a buffer I think it should be  
7 turned over to an engineer that really  
8 knows what they're talking about other  
9 than just an 18 foot wall.

10 MR. KLUCSIK: Thank you, sir. Other  
11 comments? Ma'am?

12 CAROL PETERSON: My name is Carol  
13 Peterson, we live on Route 37, near a  
14 racetrack that already exists. And  
15 Ms. Wegerski eloquently expressed all my  
16 concerns. I have a question and a  
17 comment. We already on Friday nights  
18 when that existing racetrack, whatever  
19 race is there I don't really know, makes  
20 noise you really can't, you can't drive  
21 that way anyway the traffic is bad,  
22 there is no parking, not that we park on  
23 the road. And the noise is loud until I  
24 think they quit at 9 or 10 o'clock, I  
25 can't remember. But with this larger

1

Peterson

2

track it will be even more impossible to  
go anywhere north in that area.

4

Also I have a question. Do those of  
us who live in the area get any  
opportunity to vote on this?

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MR. KLUCSIK: I'll answer your last  
question to the extent that I can. And  
that is typically in these processes  
it's the Town Board that votes on  
whether the Special Use Permit is  
granted or not. That would be the end  
of this process is the Town Board's  
decision with respect to the approval  
that the Project requires to build in  
the town.

MS. PETERSON: Sir, when does that  
decision get made by the Town Board and  
how do we find out when that decision  
gets made and who the people are on the  
Town Board; I hate to admit I don't know.

MR. BOMBARDO: I'll be more than  
happy to talk to you about that.

MS. PETERSON: Afterward?

MR. BOMBARDO: Yes, I think we need

1 Crouse

2 to keep this focused on the DEIS.

3 MR. KLUCSIK: Ma'am?

4 ANGELA CROUSE: My name is Angela  
5 Crouse, I've been an Oswego County  
6 resident my whole life, I live on County  
7 Route 37 in the Town of West Monroe. I  
8 agree with Ms. Peterson that on Friday  
9 nights when the existing racetrack is  
10 running the noise level can be heard  
11 throughout the community.

12 And the additional noise from the  
13 track has been eloquently addressed by  
14 many people here today involving the  
15 school's concerns and the residents.

16 An additional question that I have  
17 to further touch on the publication and  
18 notice of future meetings for the public  
19 to address their concerns and vote. We  
20 residents that do get the newspaper in  
21 the area have recently been notified  
22 that the publication is dropping down  
23 significantly to only a couple times a  
24 week. You yourself said that notice was  
25 published on January 25th. That was



Crouse

1  
2 five days ago. That's not significant  
3 for this community to receive a notice  
4 and be able to leave work, make  
5 arrangements and attend a public hearing  
6 during the day. Are there going to be  
7 any meetings for the public to attend in  
8 the evening where more residents could  
9 attend that could not get time off from  
10 work? And as Mr. Bombardo said, needs  
11 to address publication through the town  
12 website at Town Board meetings, and I  
13 thank you for that.

14 Also as many residents here are very  
15 concerned about schooling and what is  
16 going on. Another issue that we're  
17 having right now here in our district is  
18 the concern about potential closure of  
19 the building. We need some firm solid  
20 answers on what is going to happen with  
21 the population in this community, to  
22 help our school board determine whether  
23 a building is going to be closed in this  
24 district and what's going to happen to  
25 the overflow of those children if a

Crouse

building is closed and then we get increased population as a result of this track?

Also a concern that I have is the parking situation that is planned for this facility. It's been mentioned that there is concern about the proposed parking spaces and the overflow. You have a school facility right next door with prime asphalt that many people would like to park at. What type of security is going to be required for the school district so that their properties are not abused? And led to vandalism? Who is going to pay for that? Is it going to be the district and in turn the residents through our taxes?

Which brings another concern on the taxes. As I understand, there has been a resolution proposed that this facility would like exemptions from property taxes and sales and income taxes. We would like clarification on that in this community. Thank you.

O'Clare

MR. KLUCSIK: Thank you, ma'am.

MR. RIVIZIGNO: Let me just address your issue about daytime. There is a meeting also tonight at 7 o'clock. We tried to accommodate both people that could make it during the day and couldn't make it during the day. So we have another scoping session tonight as well.

MR. KLUCSIK: Sir, in the back row?

DAN O'CLARE: Dan O'Clare (phonetic) County Route 33, Pennellville, Central Square. I'm just curious, any big project like this usually brings in businesses. Is there any kind of study done or idea for curiosity sake down the road are we expecting a hotel to pop-up, more gas stations pop-up, those kind of things? Is there anything? I would like to find out if there is anything available in that way.

MR. KLUCSIK: I'm going to take your question as a comment and a recommendation that the DEIS speak to



In response to what Mr. Martell said, he doesn't understand the concern that the school --

JOHN WEGERSKI: With respect, with regard to the school uses during the summer if we can get a study done or at least the list of what programs are being used on a daily basis, or what sporting events the facility is used for during the summer. Pretty much anything that the school would be used for during the summer. Any testing that may be done there, Regents exams, anything of that nature that may be done at that facility during the summertime.

Also going back to the scoping document, something that I just looked over briefly. It was mentioned that

Wegerski

there was non-paved parking within the facility approximately 2,000 spots. With that non-paved parking what type of dust and debris will that cause. Are they going to use the same synthetic virtually dustless dirt on that parking lot as well?

Also any RV parking. If there is to be RV parking utility services, any pump out stations for those types of things that will be on this premises? Or people will be responsible for moving those types of things themselves?

And concern with the traffic. Going back to that, could you elaborate a little bit. The proposed 81, as you can see more of what the plans for the 81 exit from what we see on this diagram, which is very little. It looks, seems as though there is only an exit ramp from I believe the southbound side of 81. If there will be anything on the northbound side of 81 which will then have to cut into property on the other

MR. KLUCSIK: Thank you,

LESLIE CORRIGAN: Leslie Corrigan,

MR. KLUCSIK: I'm going to interpret

Any other questions? Thoughts,

ZITA BOOKMAN: Zita Bookman at

Central Square, New York. I read on the website that they also plan to use it

MR. KLUCSIK: Thank you, ma'am. Are  
re any other members of the public  
wish to be heard?

MR. KLUCSIK: Sure.

MR. KLUCSIK: On behalf of the Town  
and I would like to thank you all for  
your interest in this Project and for  
bringing your thoughts with us this  
morning on what should be addressed in  
the Draft Environmental Impact  
Statement. This meeting is adjourned



Corrigan

thank you very much, ladies and  
gentlemen.

[Conclusion of morning session].

\* \* \* \*

REPORTER'S CERTIFICATE

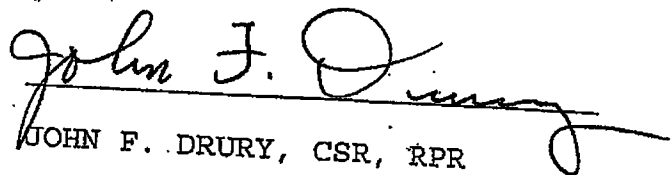
I, JOHN F. DRURY, Court Reporter and  
Notary Public, certify:

That the foregoing proceedings were taken  
before me at the time and place therein set forth, at  
which time the witness was put under oath by me;

That the testimony of the witness and all  
objections made at the time of the examination were  
recorded stenographically by me and were thereafter  
transcribed;

That the foregoing is a true and correct  
transcript of my shorthand notes so taken;

I further certify that I am not a relative or  
employee of any attorney or of any of the parties nor  
financially interested in the action.

  
JOHN F. DRURY, CSR, RPR

Notary Public

**WORD  
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[illegible]

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