

STATE OF NEW YORK : TOWN OF HASTINGS
COUNTY OF OSWEGO

In the Matter of a
Scoping Meeting
in re: CNY RACEWAY PARK, INC.

Second PUBLIC HEARING in the above matter, conducted
at the Town of Hastings Town Office, 1134 Route
11, Central Square, New York before, JOHN F. DRURY,
CSR, RPR, Notary Public in and for the State of
New York, on January 30, 2013 at 7:00 pm.

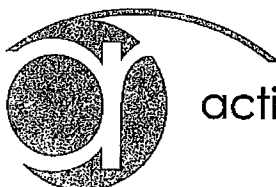
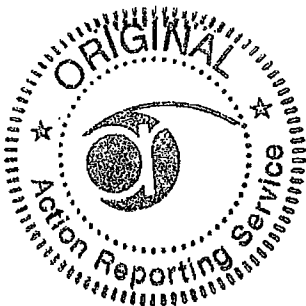
BEFORE: JOHN KLUCSIK, ESQ.
Attorney at Law from
Gilberti, Stinziano, Heintz & Smith, PC
555 East Genesee Street
Syracuse, New York 13202
(315) 442-0100

ALSO PRESENT:

JOHN TRASHER, Clough Harbour Associates
WALTER KALINA, Clough Harbour Associates

MARC BOMBARDO, Town Codes Officer

SCOTT CHATFIELD, ESQ., Legal Counsel
GORDON STANSBURY, Traffic Consultant



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1 Klucsik

2 MR. KLUCSIK: Ladies and gentlemen,
3 I would ask you to do two things for me.
4 The first is to sign in on the large
5 sign up sheets if you haven't already to
6 register your presence here.

7 The second thing I would like you to
8 do is if you know you want to speak
9 tonight about what the Environmental
10 Impact Statement should contain I would
11 ask you to fill out a card with your
12 name and your address and to pass that
13 card forward to me. If you would do
14 those two things for me I think the
15 meeting would go much more smoothly,
16 thank you.

17 Ladies and gentlemen, good evening,
18 welcome to the Town of Hastings
19 Environmental Scoping Meeting for the
20 Central New York Raceway Park Project.
21 My name is John Klucsik, I'm an attorney
22 with the law firm of Gilberti, Stinziano,
23 Heintz and Smith, PC of Syracuse. We
24 serve as legal counsel to the town.

25 The Town Board of the Town of

Klucsik

Hastings has received from Central New York Raceway Park, Inc., an application for a Special Use Permit to construct a motor sports and harness racing complex on approximately 150 acres of land located between US Route 11 and Interstate Route 81, adjacent to the existing Brewerton Speedway and the Central Square Middle School.

Under the State Environmental Quality Review Act or SEQRA, agencies that undertake, fund or approve an action must evaluate the action's potential impact 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

Klucsik

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

The first step in this optional 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

1 Klucsik

2 Sponsor's proposed scope were mailed to
3 the involved agencies along with notice
4 of today's scoping meetings. And I
5 would note that this morning at 11:00
6 a.m. we convened another scoping meeting
7 and I would guess that approximately 60
8 people attended that meeting this
9 morning.

10 Copies of the scoping document are
11 available to you at the side table or at
12 least they should have been earlier
13 tonight. Any left, Mark?

14 MR. BOMBARDO: Yes.

15 MR. KLUCSIK: And from Mark Bombardo,
16 the Town's Code Officer. I encourage
17 you to take a moment to review the
18 proposed scope. Public notice of
19 today's scoping meeting was provided by
20 publication in the Syracuse Post
21 Standard newspaper on January 25th and
22 in the OC Weeklies, specifically the
23 January 25th edition of the Citizen
24 Outlet.

25 We will begin this evening's scoping

Klucsik

meeting 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 are with us, they will make the presentation.

Following Mr. Trasher's presentation I'll read some comments already received by the Town from the New York State Department of Transportation and the New York State Department of Environmental Conservation. I will then ask for additional comments from those and other involved agencies. Following any agency comments we'll hear from the public. If you know now that you want to speak please fill out a card at the side table and pass it forward so I can call on you to speak.

Comments will be reported by our court reporter and so I'll ask you to speak slowly and clearly and begin by giving your name and address. Many people are nervous when speaking before

Klucsik

others, so if you forget to give your name and address I'll remind you. Please be brief and focused on our purpose, that is to identify those topics or potential impacts that should be addressed or evaluated in the Draft Environmental Statement.

This is not the place nor the time to quiz or criticize the Project Sponsor or his consultants. Nor is it time to voice your support or opposition to the project. Our purpose tonight is to define what the DEIS should cover and in what degree of detail. If your comments stray from that purpose I will likely remind you of it and ask that you take no offense.

Once the scoping process is complete the Project Sponsor will prepare a Draft Environmental Impact Statement. The Town Board will determine whether the DEIS is complete and adequate for public review. When it is, public notice of its completion will be published and

1 Kulcsik - Drabot

2 there will be a public comment period on
3 the DEIS of not less than thirty days.

4 The Town Board will decide whether to
5 hold public hearings to receive
6 additional comment on the DEIS. Once
7 that public comment period closes the
8 Project Sponsor will address involved
9 agency and public comment on a Final
10 Environmental Impact Statement. The
11 Town Board will consider the FEIS
12 together with the DEIS before it makes
13 any decision on the application for
14 Special Use Permit.

15 Are there any questions regarding
16 how we will proceed with this meeting
17 this evening? Yes, sir?

18 ROB DRABOT: I live in Central
19 Square, Route 49. Is there any
20 estimated timeline for when the Draft
21 EIS will be completed?

22 MR. KLUCSIK: No, that will depend
23 in part on how quickly the Project
24 Sponsor responds to the comments
25 provided today in are providing a Final

1 Kulcsik - Drabot

2 Scoping Document. How long it takes us
3 to evaluate that Final Scoping Document
4 and provide some additional guidance to
5 the Sponsor in the preparation of the
6 DEIS, and most importantly how long it's
7 going to take the Project Sponsor to
8 develop that DEIS to cover --

9 ROB DRABOT: Generally there is an
10 estimated timeline on, you know, issues
11 based on professional estimates on how
12 long generally those take. Are we
13 talking about possibly in the spring, in
14 the summer, next year?

15 MR. KLUCSIK: It's not an easy
16 process.

17 ROB DRABOT: I know that.

18 MR. KLUCSIK: I can't give you an
19 estimate. There are too many things
20 that are out of the Town's control in
21 terms of timing that are dependent on
22 the Project Sponsor that I can't give
23 you an estimate that would hold up to
24 any degree of scrutiny. I'd be guessing
25 and I don't think that would be helpful

1 Trasher

2 to anyone.

3 ROB DRABOT: I'm not holding anybody
4 to anything, I'm just.

5 MR. KLUCSIK: Sorry, I can't give
6 you an answer to that question. Anything
7 else on how we will proceed tonight?
8 With that, Mr. Trasher, would you please
9 present the project.

10 JAMES TRASHER: Good Evening, James
11 Trasher, Clough Harbour & Associates,
12 441 South Salina Street, Syracuse, New
13 York. With me tonight is Walt Kalina
14 from our office who is a planner; legal
15 counsel for the project Scott Chatfield
16 in the back of the room; Gordon
17 Stansbury from GTS is the traffic
18 consultant.

19 I will give a brief overview. When
20 we submit the Draft Environmental Impact
21 Statement, and a typical Draft
22 Environmental Impact Statement is rather
23 sizeable in size, reviewing a lot of the
24 impacts, so this is going to be a brief
25 overview of where the project is and

Trasher

what our plans are.

To the west of the Project Site is US Route 11. To the east US Route 81. To the north the existing school. To the south the existing racetrack. We're on approximately 140 acres of multiple parcels that have been combined. The intent of this project is to construct a multi-use racing facility, which on the plans that are on both sides of the room, this track here is a paved road course, similar in type of design as what you would get at a Watkins Glen. What it would be used for is clubs such as the Corvette club, the Ferrari club, the Audi club, where they would rent out the track and use it during the week for different club events.

Internal track here, synthetic dirt, dust free, which would be used for dirt track racing or horse racing. Here in this area multi-use restaurant, grandstand and stands that would be used for the different events. Different

Trasher

facilities that would support the different events from maintenance facilities to garages to barns.

Associated parking for the facility, pit areas for the road course, storage for the potential horse areas or the dirt track.

In terms of access to the project we propose to access points off of US Route 11, and other conversations that have been in front of the Town Board. There also has been discussions of a potential future connection to 81, which is out there a ways, but that is shown on the plan and in your packet as well. Sewers would be connected to municipal sewers.

As part of the process, when we go through this, we submitted a long form Part 2 is completed which has led to this. There is 20 questions that have to be answered, that's why we're here tonight. Of those 20 questions probably 18 of them were answered that there is potential environmental impacts that

Trasher

need to be looked at, studied and then we hope to mitigate through the development of this project. And those impacts go from wetlands to stormwater to traffic to noise to air quality, lighting, financial, health and safety, rescue, community resources, tack space. So a lot of the comments that we will probably hear tonight as part of this Draft Scoping Document if you read through it, these are studies that we know we have to undertake and we will undertake and they're part of the Environmental Impact Statement that will be prepared.

So based on this, the time that it takes is how quickly we can put all the reports together to submit. Our hope and intent is once we hear all the comments we will finalize the Scoping Document with the Town Board, that will be agreed upon. We will go back to the table, prepare all the studies and submit a Draft Environmental Impact

1 Klucsik (Reading DOT)

2 Statement as soon as possible.

3 So we can't give you an official
4 date or time either but it's in our best
5 interests and the group's interest to do
6 this as expeditiously as possible. So
7 that is all I have, and we look forward
8 to everyone's comments.

9 MR. KLUCSIK: Thank you, Mr. Trasher.
10 We've already received some substantive
11 comment from two of the involved
12 agencies. I'd like to read from those
13 comments to you so you get a feel for
14 what these two agencies have told us
15 already.

16 The first letter of comment is from
17 the State of New York Department of
18 Transportation. I'm just going to read
19 some excerpts that go to the substantive
20 comments in each of these letters. The
21 applicant will be required to obtain a
22 New York State DOT highway work permit
23 for the construction of the proposed US
24 11 entrances, and for any other work
25 that occurs in the State right-of-way.

1 Klucsik (Reading DOT)

2 To assist the region in the review
3 for the highway work permit and the
4 determination of possible highway
5 mitigation the following information is
6 required.

7 First, is a traffic study. Second,
8 a site drainage study. Third, a site
9 lighting plan, and fourth, a construction
10 plan.

11 Also DOT recommends that additional
12 material be provided. That having to do
13 with the site plan and the spectator
14 parking areas, which equate to around
15 1,000 spaces. DOT suggests a better
16 location or rather a better illustration
17 of where those parking spaces are
18 located and where the additional
19 proposed 1,500 paved spaces will be
20 located. They continue. Please locate
21 the 2,000 spaces of non-paved vehicle
22 parking lot.

23 Schematically the site drive
24 indicates dual existing lanes at US 11.
25 Regional standards preclude the use of

1 Klucsik (Reading DOT)

2 this feature except when combined with a
3 traffic signal. Inclusion of public
4 transit including Centro services for
5 the site should be explored.

6 The Town may wish to require a
7 traffic management plan to address the
8 different venues and events that are
9 proposed. From a site plan and traffic
10 circulation perspective the majority of
11 the spectator parking is centered on the
12 Southern Drive. If the parking is
13 centered between the entrances, internal
14 circulation may improve.

15 Finally, at the scale provided the
16 site plan does not indicate pedestrian
17 facilities. That in correspondence of
18 January 2nd, 2013 from the Department of
19 Transportation.

20 I also have a letter from the state
21 Department of Environmental Conservation
22 who make a number of recommendations
23 that I'll try to summarize. First:
24 Noise. The Town should consider use of
25 the Division of Environmental Permits

1 Klucsik (Reading DEC)
2 Program Policy called, Assessing and
3 Mitigating Noise Impacts to assist with
4 the evaluation of potential noise impact
5 analysis and mitigation.

6 Traffic. We recommend that you
7 coordinate with the local Town and
8 Village highway departments and the
9 County highway department and the State
10 Department of Transportation to identify
11 those traffic thresholds that would
12 impact level of service, traffic volumes
13 and traffic safety on the adjacent road
14 network, including any proposed
15 significant modifications to the local
16 traffic infrastructure.

17 Those discussions should identify
18 potential impacts and mitigation efforts
19 that would reduce impacts to the road,
20 infrastructure and traffic safety.

21 Third, cultural resources.
22 Coordination with the New York State
23 Office of Parks and Recreation and the
24 Oneida and Onondaga Indian Nations is
25 required. Additionally, if department

1 Klucsik (Reading DEC)

2 permits are required DEC will initiate
3 the consultation process with the Indian
4 Nations. DEC understands that the
5 Office of Parks and Recreation and
6 Historic Preservation has completed a
7 preliminary review of the proposal and
8 has requested that a Phase 1 Cultural
9 Resources Investigation be performed as
10 a first step in the Cultural Resources
11 Impact Analysis for this proposal.

12 Fourth item. Natural Resources and
13 Wetlands. DEC recommends that as part
14 of the coordinated project review we
15 engage the US Army Corps of Engineers
16 and recommend that a wetland delineation
17 and jurisdictional determination be
18 sought from the Corps of Engineers.

19 Next item, Stormwater. Stormwater
20 issues must be discussed in the DEIS.
21 And DEC recommends discussion of the
22 relatively new runoff reduction and
23 green infrastructure requirements of the
24 New York State Stormwater Design Manual
25 and suggests that a Department storm-

1 Klucsik (Reading DEC)
2 water permit for construction and
3 operation of the facility will be
4 needed.

5 Finally, Utility Corridors. The
6 development of utility corridors that
7 serve the facility and have the
8 potential for impact should also be
9 considered in the DEIS. Additionally,
10 an analysis of the ability of the site's
11 existing sewage treatment facility to
12 manage the wastewater shock loading that
13 this proposal may create must be
14 provided.

15 That by correspondence from DEC
16 Region 7 in Syracuse dated 14 January
17 2013. DEC had a representative at the
18 scoping meeting this morning, and he
19 provided some very brief comments. Most
20 of his commentary was captured in the
21 letter that I just read you.

22 I'll ask at this point if there are
23 representatives from any other involved
24 agency present with comments to offer?
25 It would appear that no other involved

1 Klucsik (Reading DEC)
2 agency is present, which brings us to
3 the public comment portion of the
4 meeting. What I'll do is to go through
5 the speaker cards and call on those who
6 have indicated an interest in speaking.
7 After those folks have provided their
8 comments I'll call on people from the
9 floor if you've decided in the meantime
10 that you want, that you have something
11 to say about what the DEIS should
12 address.

13 Our first speaker is a name I
14 recognize from this morning, Leslie
15 Corrigan.

16 MS. CORRIGAN: Did you have to say
17 that?

18 MR. KLUCSIK: Only by way of
19 introduction because I'm going to ask
20 you if you have anything to say that has
21 not been said in the morning. And in
22 any event given the number of people
23 here and the number of cards I have, ask
24 you to be brief.

25 MS. CORRIGAN: I will be brief. My

Corrigan

name is Leslie Corrigan, County Route 37, Central Square, Hastings. I just ask that the Review Board look at, review the public address system. A properly designed system, managed system for music and announcements that should not be audible to the surrounding communities. They look into a high-tech system for loudspeakers mounted at lower heights that are kept within the complex. That's my first request.

It looks like that the SEQR process looked to real estate agents outside this area, to Limerock, Watkins Glen or other areas where live racetracks exist and look at the property values prior to those real estate -- prior to those racetracks coming in, and currently to see if property values have stayed the same, gone up or gone down since the racetrack has gone into those areas.

I ask if the SEQR process or the Planning Board look into commercial growth since the real estate -- since

Corrigan

the racetracks have gone in in other racetrack sites, within a 5 to 10 mile radius of the racetrack with significant commercial growth since the race track has been built. Not this racetrack, but other racetracks like Watkins Glen and Limerock and other racetracks. Around those racetracks since the racetrack went in, what commercial growth has gone on because of that racetrack?

And again, which I think everyone is aware of is noise. Looking to the other facilities, what is the impact on the residents in those other facilities of those other racetracks? We all look to say it's a guessing game here. We know what the impact of Brewerton Speedway is here on the community. Now we're compounding that by two. And what is the impact of residents at other large racetrack facilities, and are they in residential areas? This really is, even though it's commercial property, it's located near two residential areas.

Urbaniaak

So I'm asking them to look out at other racetrack facilities and see what the impact there is.

MR. KLUCSIK: Thank you for your comments. Our next speaker is John Urbaniak. Is that right?

MR. URBANIAK: Urbaniak. 135 North-
land drive. May lose my voice halfway
through this, I'll make it short and
brief. I just want to draw attention to
the Village of Central Square, we have a
serious issue of 11 and 49. Traffic
studies, I've got a complete report in
my hand here, I just want to draw the
attention to the DOT to make sure they
don't overlook that.

It was completed in 2010. It identified 49 and 11 as a primary choke point in the village. I think the folks that live in the area can attest to that. The problem we're having right now is that the state doesn't have the finances, and they agree that there is a problem there. Don't have the finances

1 Drabot

2 at this point to help us rectify that
3 problem. We've had two public hearings
4 on it, held up at the school. The
5 projects were kicked out to at least two
6 to three years. And I just want to
7 bring that to your attention. I had
8 some other issues but I think they will
9 be addressed tonight. Thank you.

10 MR. KLUCSIK: Thank you, sir.

11 Noreen Drabot.

12 MS. DRABOT: Noreen Drabot, I live
13 in the Village of Central Square on 49,
14 3277 Fulton Avenue. My question is just
15 how are you going to let the public know
16 what's going on with the progression of
17 this project? Are the Town Board
18 meeting minutes published somewhere?
19 How are we supposed to know what's going
20 on?

21 MR. KLUCSIK: If I can find Mark,
22 I'm going to let Mark respond to how the
23 Board minutes are published. The short
24 answer to your question is, just as this
25 meeting was published in the newspaper

1 Drabot

2 and in the Environmental Notice
3 Bulletin, which is a DEC publication,
4 other points in the process of
5 environmental review are required to be
6 published, and the Town Board will
7 follow those requirements, principally
8 by newspaper publication. Mark, on the
9 Town Board schedule? Meeting minutes
10 being open or available?

11 MR. BOMBARDO: Well, I mean that is
12 actually, we're here to discuss what
13 type of impacts to look at. As far as
14 how they're going to be published and
15 get the information out, the Town Board
16 wants this to be an open and transparent
17 process hand-in-hand with the public.
18 Okay, and we're going to take whatever
19 steps necessary that we can to make sure
20 that everybody knows.

21 MS. DRABOT: All these people here,
22 can't you just tell us how you're going
23 to let us know? Are they published on
24 the website, are they published in a
25 publication?

1 Stevener

2 MR. BOMBARDINO: I'll be more than
3 happy to talk to you after the meeting
4 but we have to focus on what this
5 meeting is about.

6 MR. KLUCSIK: Do you have any
7 recommendations for the DEIS content,
8 ma'am?

9 MS. DRABOT: No.

10 MR. KLUCSIK: Thank you. Mr. or
11 Mrs. Stevens, S-T-E-V-E-N-E-S?

12 MR. STEVENER: Gene Stevener?

13 MR. KLUCSIK: That could be.

14 MR. STEVENER: That could be me.

15 MR. KLUCSIK: Tell us what's on your
16 mind, sir.

17 MR. STEVENER: You talk about the
18 impacts in the community.

19 MR. KLUCSIK: If you would before
20 you get rolling, your address for the
21 court reporter.

22 MR. STEVENER: 113 Hungary Lane,
23 Central Square. You talk about the
24 impact, and one of the things that I
25 have a great deal of concern about is

1 Hanner

2 the number of people that will be
3 employed here, and what that's going to
4 do for our employment situation in
5 Oswego County. I think it's a great
6 opportunity here for a good number of
7 people to work. That's its.

8 MR. KLUCSIK: I'm going to translate
9 your comment to say the DEIS should
10 speak to the impact on employment.
11 Would that be fair?

12 MR. STEVENER: That sounds good to
13 me. I got a lot more to say but it's
14 not the time.

15 MR. KLUCSIK: Our next speaker is
16 Mary Hanner.

17 MS. HANNER: Mary Hanner, 218 US
18 Route 11. I'm just concerned about the,
19 you see a lot of garbage and stuff on
20 our property, and we're concern about
21 vandalism because of the increased
22 activity in the area. I just wanted to
23 make sure that our property is
24 protected.

25 MR. KLUCSIK: That's it?

1 J. Kimball

2 MARY HANNER: Yes, that's it.

3 MR. KLUCSIK: Thank you very much.

4 John and Susan Kimball please.

5 JOHN KIMBALL: Hi, John and Susan
6 Kimball, we live at 919 County Route 37,
7 which is directly behind the south side
8 of this project. And we're concerned,
9 we read this and we're concerned about
10 the water situation, because we are
11 currently experiencing lots of problems
12 with this thing already. We never had
13 flooding issues. We're being flooded
14 out the last two seasons in a row.
15 Right now you can go up our yard, it's
16 another lake. Lots of water is coming
17 now, what's it going to be like when
18 that's built, you know? And what can we
19 do about the water issue now that we
20 never had?

21 We walked back there into the woods,
22 over there, and the water is just where
23 they've dug it up and whatever, it's
24 just free flowing right at us. I've
25 spoke to people down here and I spoke to

1 Smolnik

2 the DEC. Nobody seems to care. You
3 know \$15,000 worth of damage to my
4 building. Oh well. That's all I've got
5 to tell you.

6 MR. KLUCSIK: Thank you. Ma'am,
7 anything to add?

8 SUSAN KIMBALL: No, he's got it.

9 MR. KLUCSIK: Thank you very much.
10 I'm going to butcher another name, I
11 apologize, Andy Smolnik?

12 ANDY SMOLNIK: Mr. Klucsik thank
13 you, good evening everybody, I'd like to
14 voice a few concerns about my wife and I
15 both have. I live at 161 Thelma Road in
16 Central Square. One of the concerns we
17 have, anybody who comes up through
18 Brewerton and a Friday night, okay, you
19 know what the traffic situation is like.
20 It's basically a parking lot, okay?

21 One of our concerns is the fact have
22 traffic studies been performed, prior to
23 tonight? Will traffic studies be
24 performed, okay? And I'm curious to
25 find out what they're going to tell us.

Smolnik

A two lane road leading into the race-track is not going to cut it. I don't care how many access streets you have coming off the two lane road. You need more than two lanes, okay, coming into that racetrack. That bottleneck on Friday night is going to become a nightmare or whatever the race night is going to be.

Another concern we have is the noise. I mean we live in Central Square, but if the wind is correct, okay I mean it's a noisy evening. It sounds like the racetrack is in our backyard.

SUSAN KIMBALL: It is in ours.

ANDY SMOLNIK: We're really concerned about the noise situation. Something that hasn't been mentioned here tonight is the proximity to the school. The school is in session during the day, you know, racing will probably be at night. But there are things that happen during the day. There are deliveries made during the day, okay?

1 Smolnik

2 There are people in the racetrack during
3 the day. Our children are in that
4 school. Not saying anything is going to
5 happen, but it's a concern that we have.
6 The close proximity to the school okay
7 we think is an issue. Evening activities
8 also.

9 Another concern we have, and I was
10 trying to keep this brief and this is my
11 last comment, okay. How are these
12 services going to be paid for? Who's
13 going to be a paying for the additional
14 services? We're going to need police
15 protection, we're going to need
16 ambulances available to track. Who's
17 going to be paying for this, okay? Are
18 these going to be our tax dollars paying
19 for this, dollars out of our pockets?
20 And again that's a great concern that we
21 have. Thank you very much.

22 MR. KLUCSIK: Thank you, sir.

23 Janice Wilson, please.

24 JANICE WILSON: I was here this
25 morning but there were a couple things I

Wilson

1 Wilson
2 didn't get to. And the two things I
3 have are interrelated. 1808 State Route
4 104 Parish. The people coming into
5 those jobs, it was stated in the paper I
6 think it was 340 jobs while construction
7 goes on. Many of those will not be
8 local people, they'll be the experts
9 from out of town as they have done in
10 other places. So there won't really be
11 160 local people being hired or 340
12 people being hired. So that needs to be
13 taken into consideration.

14 And the 160 permanent full time jobs
15 are jobs that are supposed to be
16 available, they sometimes offset jobs
17 from the community. People aren't going
18 to go to a diner, the diners, if they're
19 going to go to that restaurant. Or they
20 may go to different places. But we've
21 found that many of the smaller people
22 businesses don't make it through. And
23 then you start getting more of the big,
24 if you're lucky.

25 And the people that are going to be

1 Wilson

2 coming in for the construction, they're
3 going to be here for a year or more.
4 They would come in with their families.
5 Their kids are going to have to go to
6 school. The schools are probably big
7 enough to handle a lot more because
8 we're not as big as we used to be I
9 think. But will we need more teachers?
10 Will we have to pay for that or you have
11 to pay for that?

12 And just the last thing, a quick
13 comment, that most people have been
14 talking that this is a -- about the
15 noise and the pollution and that type of
16 thing, vandalism. This is not a weekend
17 one day a week operation. This would be
18 four or five, six days a week. So it
19 would be constant. Is there any way we
20 can find out what that schedule would
21 look like for this? I know they're
22 going to have in some car clubs, which
23 would probably be a smaller number for
24 many of them. But the big ones, big
25 events could be five, 6,000 or more

1 Perry

2 we've been told. That's all.

3 MR. KLUCSIK: Thanks very much. The
4 last speaker for whom I have a card is
5 Kim Perry.

6 KIM PERRY: Kim Perry, 205 Thelma
7 Road, Central Square. I do understand
8 why the town would be looking at this,
9 we live in the town, everyone in the
10 town knows that we struggle. We don't
11 really have a lot here. So I do
12 understand that. But in conversation a
13 few days ago I asked what we could
14 compare this project to. And Limerock,
15 Connecticut came up. So I compared the
16 two. Limerock, Connecticut is a one
17 and-a-half mile course.

18 MR. KLUCSIK: Ma'am, I'm going to
19 have to ask you if you have a
20 recommendation for what the DEIS should
21 cover.

22 KIM PERRY: Yes, I do. But it is
23 related to the size of this project.

24 MR. KLUCSIK: Please proceed.

25 KIM PERRY: Okay, thank you. Lime-

Perry

rock is not opened on Sundays. It's in a less populated area without dense concentrations. The total town population is 4,000. A race begins at 9:00 a.m. and ends at 5:00 p.m. with no evening races. This track has a two and-a-half mile road course plus a dirt oval. Racing is on Sunday from what I understand. 2,000 residents in the village of Central Square alone. Approximately four to 5,000 residents within a three mile area of this project.

Racing a large event only could span an entire weekend with practices and then finally the race. This packet that we received states that six to eight large events are predicted per season. And my question, one question is, what is a season? Is a season summer months when school is not in session? Because that would end up being a race, a good sized large event every other weekend. Which would consume the whole weekend.

The comment about mufflers, I don't

Perry

know how you guarantee the mufflers. I would take a close look at that. We know that Brewerton was required to have mufflers, then they're not required to have mufflers. So it's possible that this race track could also fall into what Brewerton is and no longer require mufflers.

The effect. Limerock this had devastated their property values considerably. If we're trying to stabilize our taxes, increase our revenue, isn't this counter-productive to the negative impact that the property values will have? And that would also include Brewerton, which is another township in another county. Where does it stop if we have two racetracks now? If there is an intention for a third race track or something else? What would actually, in the future what could be expected to be developed in that corridor?

And then lastly, emergency services.

Perry

How will this impact the fire, police, SAVAC. The residents of this area pay for those services. How will we pay for them afterwards? And that's all I have, thank you.

MR. KLUCSIK: Thank you, ma'am. Sir, you indicated you wanted another shot.

MR. STEVENER: The employment thing was brought up again, and the only thing I'd comment on emphasis that is the emphasis put on Oswego County and local people have consideration for the employment and local contractors if possible. Thank you.

MR. KLUCSIK: Thank you, sir. That exhausts my cards of speakers who knew they wanted to speak the moment they showed up. We'll now entertain any additional comments from those who have late arriving comments.

MS. CORRIGAN: Is that a dig against my home made card?

MR. KLUCSIK: Absolute not. I love home made cards.

1 Sanford

2 UNIDENTIFIED MALE: Can I make a
3 couple statements based on what the
4 other people said?

5 MR. KLUCSIK: As long as they
6 represent a recommendation on what the
7 DEIS should cover.

8 UNIDENTIFIED MALE: I won't then.

9 MR. KLUCSIK: I'm going to turn to
10 the lady behind us and ask her for her
11 comment.

12 GINA SANFORD: Gina Sanford,
13 Pangborn Road. Okay, so I have
14 definitely a comment on the traffic.
15 That's an issue. And I still try to
16 arrange my hours because I work in
17 Syracuse. And there is always an issue
18 to try to get onto 81; and also due to
19 the school buses. We have three schools
20 are together, three main schools in the
21 area, but there is always, it's so many
22 school buses trying to pick up all the
23 kids around the same time in such a
24 small area, so that's a concern.

25 The noise level, I'm an engineer so

Sanford

I know that there is going to be studies that are going to be presented about noise levels being acceptable depending on decibels and readings and acceptable for this area, acceptable for a home. I don't want to see that. I want to see a comparison that shows it's acceptable for a school within the distance that this area is going to be. So I'm sure there is racetracks out there in other states, New Jersey, whatever it is, that there should be a study and something actual that pertains to a school and how that impacts the concentration of our students.

I read something briefly about motorcycles probably, maybe the motorcycle club. Sorry, I'm not a fan of motorcycles but I really don't want to see huge a gang of motorcycle runs at any time it feels like it, it's going to be very congested in the area.

I moved to -- I also want to see the town keep in mind what is the vision of

Sanford

1
2 this town? What do they see? I'm from
3 New Jersey and I lived here five years
4 now. This town was very much sold to me
5 by my husband who's from this area.
6 Quiet nice town. I don't have to deal
7 with noise, I don't have to deal with
8 traffic, that's why I moved here.
9 That's why I work, I'm willing to drive
10 30 minutes, 45 minutes to work so I can
11 come home and not see big lights
12 flashing like I passed by my friends
13 house by Drivers Village, okay. I want
14 to see the stars. I want to go outside
15 and not hear a thing. So the noise, I
16 want to make sure that that, I would
17 like a representation of the town sell
18 it to me how this racetrack is
19 benefitting our community as far as the
20 vision of our town.

21 I know Central Square is not
22 Manlius, but I like it, it's got its
23 thing, it's just different and we want
24 to, I think a lot of people want to keep
25 it that way.

1 Sanford

2 And as far as the employment, I read
3 that too and I said yeah, whatever. The
4 employment, I don't want to hear it's
5 going to create a thousand jobs. Yeah,
6 a thousand jobs? I probably won't
7 qualify for it. I want to see
8 specifically what kind of jobs would it
9 be. Is it specific grade level, if it's
10 union related or not. I mean I know if
11 you put a Wal-Mart there I know I can
12 walk in, I could lose my job and I could
13 still go to Wal-Mart and find one, right?
14 So specifically what kind of jobs and
15 how many for let's say maybe
16 non-technical, non-degree'd people.

17 Because I mean think about it, most
18 in our county don't have bachelor's
19 degrees. The ones, at least the majority
20 that are unemployed. We can see if
21 there is 5 percent unemployed in Oswego,
22 how many of those people have bachelor's
23 degree? And if they do, could they get
24 a job there or could they not get a job
25 there if they don't? All right, that's

1 R. Drabot

2 all.

3 MR. KLUCSIK: Thank you very much.

4 Other speakers.

5 ROB DRABOT: I know that the meeting
6 tonight was supposed to be for concerns
7 and everything, but you know for the
8 scope, we got the scope here as
9 everybody walked in. Is there going to
10 be another point where I don't know,
11 e-mail or phone calls, with other
12 letters, whatever with other concerns,
13 once we actually look at that and see if
14 there is anything else that comes up?

15 MR. KLUCSIK: The next opportunity
16 for public input will likely be comment
17 on the Draft Environmental Impact
18 Statement.

19 ROB DRABOT: So we had 30 seconds or
20 so to look at that, you know, kind of
21 draft scope thing to comment on it.

22 MR. KLUCSIK: I'm quite sure if you
23 were to send a letter of comment before
24 the final scope document is prepared it
25 would be considered.

Becraft

GARY BECRAFT: Gary Becraft, I live at 215 Northland Drive, Central Square. And I would wonder if this study will address a couple of questions. One is I look at this drawing and it looks to me like a Formula One track on here. Is this what's planned? Will the study take that into effect whether this is going to be a Formula One type track and there will be Formula One type racing there or will it be as you said before or someone said, I think it was Mr. Trasher, that it's going to be for like Corvette clubs, people like that who have race cars who want to come and race those tracks. Or is this going to be competitive type racing like the cars at Brewerton now? I'd like the study to address that question.

And if they address that question, are these, the second question I would like to have addressed, is are these tracks going to be licensed for that type of racing? And if so will we know

1 Becraft

2 now? And will the study say yes, they
3 have to be licensed for Formula One or
4 no, in the future five years down the
5 road they can change to Formula One or
6 they can change to modified cars like
7 racing at Brewerton now.

8 And my last question is just, this
9 has nothing to do with it, what happens
10 to the Brewerton racetrack? I don't see
11 anything on here. Does that go away?
12 So we're going to end up with two
13 racetracks?

14 MR. KLUCSIK: I'm going to interpret
15 your last question as a comment
16 suggesting that the DEIS speak to
17 competitive impacts.

18 GARY BECRAFT: The two racetracks.

19 MR. KLUCSIK: Thank you, sir.

20 GARY BECRAFT: And also competitive
21 racetrack horse racing with Vernon Downs.

22 MR. KLUCSIK: Thank you, sir.

23 DEBBIE BILELLO: Debbie Bilello,
24 B-I-L-E-L-L-O, 115 Webb Avenue in the
25 Village of Central Square. A lot of

Bilello

conversations in the village have revolved over the past few years around a comprehensive plan where many members of the community come together and look and envision to what we want our community to look like. Our comprehensive plan, to my knowledge, has never included a race track of this magnitude. So I would just request that we look at the local facilities, the local municipality's comprehensive plan to find out if your plan for this racetrack are consistent with the comprehensive plan of the type of community that we want to live in.

MR. KLUCSIK: Thank you, ma'am.

Other comments.

GARY BECRAFT: One thing, I don't want you to assume I'm against the race-track. Those aren't my designs.

MR. KLUCSIK: Thank you, I appreciate that and your focus on what the DEIS should speak to. Yes, sir?

ROB DRABOT: 3277 Fulton Avenue,

1 Drabot/Perry

2 Central Square. I was just looking
3 through this transportation section and
4 I know, I just wondering you've got two
5 railroad crossings, one on 37 and one on
6 49 up here. Are those going to be taken
7 into consideration with the traffic
8 stoppage on that?

9 I mean just the other night the
10 crossing was broken for three hours.
11 Traffic was backed up on 49, so. But
12 especially the one on 37 which is
13 proximal to the site. So I didn't see
14 it quite listed in here but it should be
15 taken into consideration.

16 MR. KLUCSIK: Thank you very much.
17 Any other comments?

18 ALLISON PERRY: Allison Perry, 148
19 Thelma Road. What about the air quality
20 with the increased traffic, motor
21 racing, whether it be snowmobiles, motor
22 bikes, cars, how is that going to be
23 studied? And monitored.

24 MR. KLUCSIK: Thank you. Other
25 comments? Recommendations? Ideas?

1 House

2 We're approaching last call, folks. One
3 more time.

4 LINDA HOUSE: Linda House, 260 US
5 Route 11. Other than the Hanners,
6 closest house to this project. I want
7 to thank everybody for coming in and
8 making their comments first of all. And
9 I know you're not supposed to be for or
10 against but I'm going to tell you I'm
11 absolutely 100 percent for it.

12 I would like one thing to be looked
13 at in the review. I would like to know
14 the positive impacts that this will have
15 on our community as far as tourism goes.
16 Right now we lost the Bass Tournament to
17 Oneida Shores, it should be in our town,
18 we should have it. There are a lot of
19 things I think that this will be able to
20 draw back to our community. And I would
21 like you to look at the positive impact
22 of tourism.

23 MR. KLUCSIK: Thank you very much.
24 Are there any other members of the
25 public who wish to speak or recommend

1 N. Drabot

2 coverage in the DEIS? Behind me, next
3 to me, in front of me, hiding under the
4 chair. I see a hand back there.

5 NATHAN DRABOT: Nathan Drabot, 3277
6 Fulton Avenue. I want to know how the
7 increase with sewage and water is going
8 to affect the services that we already
9 have. That's it.

10 MR. KLUCSIK: Thank you, sir, good
11 question. Are there any other members
12 of the public who wish to speak this
13 evening? In that case on behalf of the
14 Town Board I would like to thank you all
15 for your interest in this project. And
16 for sharing your thoughts on what should
17 be addressed in the Draft Environmental
18 Impact Statement. As we mentioned
19 before, if you have additional comments
20 and wish to provide them in writing I
21 would urge you to do so as quickly as
22 possible. And with that this meeting is
23 adjourned.

24 [Conclusion of Public Hearing].

25

* * * *

REPORTER'S CERTIFICATE

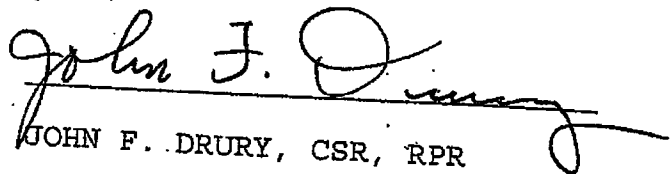
I, JOHN F. DRURY, Court Reporter and
Notary Public, certify:

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

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