

SUFFOLK REGIONAL OFF TRACK BETTING

Draft Environmental Impact Statement Scoping Session Comments and Responses March 5, 2020

A total of 17 members of the public spoke at the December 9, 2019 Draft Environmental Impact Statement (DEIS) scoping session. Two letters were entered into the record at the meeting. Two additional letters were received after the scoping meeting during the written comment period. Scoping is conducted pursuant to the State Environmental Quality Review Act, also known as “SEQRA,” under the rules and regulations that are contained in Part 617.8, “Scoping,” which requires Suffolk Regional Off Track Betting (SROTb or OTB) as the lead agency to provide opportunity for public input on the scope and content of the DEIS. In particular, the scoping process allows the public and interested parties to provide input on the necessary topics for evaluation of potential impacts and mitigation measures that should be considered in the DEIS. Coordination was conducted with involved agencies and required notices were filed. The Draft Scope was amended, and a Final Scope has been completed. The Final Scope provides a general outline of the scope and content of the DEIS. The responses to comments below are provided for general background information only. Detailed evaluation of potential significant environmental impacts of the project and identification of appropriate mitigation will be provided in the Draft Environmental Impact Statement as per 6 NYCRR Part 617 (SEQR). Once the DEIS is completed and accepted by SROTb as adequate in terms of its scope and content per the Final Scope and the standards and procedures outlined in SEQRA, a public hearing and written comment period will be provided to allow the public and involved and interested agencies an opportunity to enter substantive comments related to the DEIS into the record. Responses to questions and comments will be included in a Final EIS which will be followed by the preparation and adoption of a Findings Statement.

COMMENTS	RESPONSE
<i>Land Use and Zoning</i>	
OTB is not a permitted land use in the Commercial Recreation (CR) zone. There have been no zoning approvals for this.	SROTb is an indoor amusement establishment which is a permitted use in the CR zone. The project has been designed to comply with Town zoning. A site plan application has been submitted to the Town Planning Board for its review. Outreach has been conducted with various agencies that must provide permits or approvals.
The gaming portion of the use is not the principal use of the property, the offices and amenities are the principal uses.	The 123,790 SF of off track betting/gaming space is OTB’s principal use; not the 25,000 SF of office space or the 25,210 SF of amenity space to serve employees and patrons.
The offices are not incidental to the use. There will be two different types of offices.	The office space that is proposed is for the use and convenience of the SROTb. The use is “office” under the Town Code. The Code does not break the term office into offices for site operations and offices for general use by the building owner.

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<p>The gaming facility is not an indoor amusement establishment it is an off track betting parlor as defined by Town Code and therefore is only permitted in the J-5 zone. There is no definition of an indoor amusement establishment, but this is not an indoor amusement establishment. Casinos have gambling, indoor amusement establishments do not. Amusement is meant to be pinball and video games for amusement or that that test skills. OTBs were illegal when the code section was adopted. Limited slots are not permitted outside our Native-American reservations. What are the amusements and entertainment uses?</p>	<p>New York Race Law, §1003(2)(f), requires, within a feasibility study submitted to the New York State Gaming Commission, a statement of “[t]he location of the facility and a written confirmation from appropriate local officials that the location of such facility and the number of patrons expected to occupy such facility are in compliance with all applicable local ordinances.”</p> <p>The facility is proposed to be located within the Town of Brookhaven, which has provided the requisite confirmation to the Gaming Commission, with respect to location, that the facility site is zoned Commercial Recreation and that the proposed use is an Indoor Amusement Establishment, which is an approved use within that zone. The Town of Brookhaven has been directed to review the Site Plan through the Town Planning Board. The facility will have pari-mutuel off track betting, numerous video lottery terminals (“VLTs”), a 9,000 SF performance area, performance area, and facility amenities that will provide food and drink to customers.</p> <p>Compliance with the requirement concerning the number of patrons expected to occupy the facility is determined through the application and enforcement of the New York State Fire Protection and Building Code (the Uniform Code). The responsibility to administer and enforce the Uniform Code for governmental buildings and facilities is established though regulation promulgated by the Department of State pursuant to NYS Executive Law §379, in 19 NYCRR 1201.2. The applicable regulation governing the instant facility is contained in 19 NYCRR 1201.2(c), which provides that “A county or a city which participates in a regional off track betting corporation established pursuant to Article V of the Racing, Pari-Mutuel Wagering and Breeding Law shall be accountable for administration and enforcement of the Uniform Code with respect to buildings, premises and equipment in the custody of, or activities related thereto undertaken by, such corporation, whenever such buildings, premises, equipment or activities are located or occur within the boundaries of the respective county or city.” Pursuant to this regulation, the issuance of a building permit and certificate of occupancy will be required from the County of Suffolk.</p>

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<p>The predominant (operative) zoning at the site should be A-1 Residence (i.e., the most restrictive) rather than Commercial Recreation (CR) (the least restrictive) due to the Town’s split zoning (25%-75% rule).</p>	<p>The Town’s split zone rule is found in § 85-136 (7) of the Brookhaven Town Code which states: <i>Where property is located in more than one zone, it must meet the most restrictive zoning classification affecting the parcel unless more than 75% of the parcel is located within the less restrictive district. In such instances, all development must be situated within the less restrictive district, including access thereto, and all other zoning requirements of the less restrictive district must be met. In such instances, the more restrictive zone shall not be utilized for yield.</i> The CR portion of the site is over 75 percent of the lot area; therefore, the project is subject to CR zoning. We also note that the development is proposed on the CR portion of the site, while the existing forested A-1 portion of the property will not be developed or disturbed.</p> <p>(Calculations establishing the dominant CR zone on the site are provide below.)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Total Site Area:</td> <td style="padding: 2px;">30.08 acres</td> </tr> <tr> <td style="padding: 2px;">CR - 22.96 acres:</td> <td style="padding: 2px;">$22.96/30.08 \text{ acres} = 76.3\%$</td> </tr> <tr> <td style="padding: 2px;">A-1 - 7.12 acres:</td> <td style="padding: 2px;">$\frac{7.12/30.08 \text{ acres} = 23.7\%}{100.0\%}$</td> </tr> </table>	Total Site Area:	30.08 acres	CR - 22.96 acres:	$22.96/30.08 \text{ acres} = 76.3\%$	A-1 - 7.12 acres:	$\frac{7.12/30.08 \text{ acres} = 23.7\%}{100.0\%}$
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CR - 22.96 acres:	$22.96/30.08 \text{ acres} = 76.3\%$						
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<p>This is a spot zone. Absent a plan, a plot or spot of land cannot be changed in isolation to suit one applicant.</p>	<p>The Town is responsible for zoning and adoption of zoning laws, not OTB. The term spot zoning is typically applied to a relatively small isolated parcel. The property is 30.08 acres and is as large or larger than many zoning districts in the Town, including some districts in the immediate area. The use is consistent with the Commercial Recreational zoning of the site, subject to applicable special permit uses which are contemplated in the CR District.</p>						
<p>The restaurants are special permit uses. They are “major” restaurants (over 200 seats) and therefore must be reviewed by the Town Board, not the Planning Board. Special Permit approval is required from the Town Board.</p>	<p>The proposed project includes restaurant space that is expected to be used primarily by customers and employees of the facility. Four separate restaurant spaces will be provided on the 30.08 acre total site area. Each restaurant is expected to be operated by a separate owner/restaurant. None of the restaurants will be larger than 4,999 SF or contain more than 199 seats. Restaurants that do not exceed these thresholds are defined by §85-1 of the Town Code as a “restaurant,” rather than a “major restaurant.” According to §85-518 of the Town Code, “restaurants” are considered an accessory use to a permitted principal recreational use in the CR zone and require a Special Permit from the Town Planning Board. “Major restaurant” uses are those that exceed the above thresholds (>5,000 SF or more than 199 seats) and require a Town Board Special Permit. Therefore, the Special Permit is required from the Town Planning Board.</p>						
<p>The Scope (and DEIS) should indicate each of the proposed uses on-site by square foot.</p>	<p>The Draft Scope provided a detailed breakdown of specific uses in the building by square foot. The hearing officer at the scoping session provided a detailed description of the uses of the building and the number of square feet per use. The notices published by the NYSDEC and two newspapers also included this detailed description. The Final Scope and DEIS will also include this information.</p>						

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<p>This type of use is not consistent with the Medford land use plan which recommended that the property be used for low density office use or multifamily residential housing.</p> <p>A casino is not a movie theater. The movie theater was a good neighbor. This use will not be a good neighbor.</p>	<p>The site zoning is for Commercial Recreation and the use is permitted. The CR zone allows such uses as indoor amusement establishments. Accessory restaurant uses are permitted by special permit in this district and OTB has and will provide information that the proposed project meets the required Special Permit standards. Offices are a permitted accessory use in the CR zone and are included with this project. The property where OTB proposes to build is not zoned for residential or MF use and therefore multifamily housing is not permitted on the site. The project also complies with all dimensional zoning requirements of the CR zone. The property's location along a major highway, railroad, industrially zoned land, and intensive industrial uses makes it less suited for residential uses. The Town Code indicates that CR zones are specifically supposed to be located along a major road or highway such as the LIE, presumably for easy access and/or visibility. The theater was demolished around 2006 and the site has been fallow with a large former parking area since that time. A theater is not proposed. OTB will meet applicable zoning and land use requirements, and will assess potential impacts of the project through a DEIS.</p>
<p>Is the proposed building one-story or two-stories?</p>	<p>The proposed building is one-story with a 31,816 SF mezzanine. The maximum building height is 45 feet which complies with the height requirements of the CR zone. There is no standard for the number of stories in the CR zone; therefore, building height controls this aspect of building design.</p>
<p>OTB should donate its land for parkland or open space (or sell it for this purpose). The site should be used for something like a minor league hockey rink which was considered years ago that children or teenagers can use.</p>	<p>The property is zoned for CR uses which is one of the reasons SROTBC owns it. The property is located on a major highway (LIE) and has been significantly disturbed by past development i.e., the movie theater. It is adjacent to industrially zoned land and is not located in the Central Pine Barrens. The 2010 Medford Vision Plan also stated that "[u]se of the residential zoned portion of the parcel for a park is unlikely as it is isolated from the major residential areas of Medford and the cost to the Town to purchase it would be high." This does not include the cost of purchasing the remaining 23 acres of CR-zoned property. OTB seeks to use the land in conformance with zoning and applicable special permits and is not seeking to donate this land.</p>
<p>Incorporation of Medford's Brookhaven 2020 comments would be most welcome.</p>	<p>Comments provided in connection with the Scoping Session are responded to herein.</p>

COMMENTS	RESPONSE
Traffic, Access, Circulation, and Parking	
<p>There are (general) concerns about traffic and parking. The previous 2015 traffic study said that there are numerous pinch points of traffic along SR 112 and those concerns were based on a smaller project. SR 112 and Horseblock Road cannot handle the traffic. The Horseblock Road bridge is closed and there is construction along this road. We already have 20 minute waits. We need a good traffic study. The 2015 traffic study was inadequate. There is a need to study the intersections of SR 112 & LI Ave. and SR 112 and the South Service Road, as well as the Medford Hamlet Business District.</p>	<p>The Traffic Impact Study will assess traffic related impacts of the proposed project and include assessments of three key intersections along SR 112, to assess potential impacts on SR 112, as well others not located along SR 112. Intersections to be considered are SR 112 & LI Avenue, SR112 & the South Service Road, and SR 112 & the North Service Road. NSR & Horseblock, SSR & Horseblock, and LI Avenue and Horseblock Road will also be studied (same 6 studied in 2015). It is anticipated that improvements to Horseblock Road will be completed by the time OTB is constructed and operating, and the widened bridge and other associated improvements will facilitate more efficient traffic flow. The project provides 361 more spaces than required so a parking shortage is not anticipated. All parking will be on-site and will be designed in accordance with Town design/dimensional requirements. The project will comply with requirements of the Americans with Disabilities Act (ADA) and Town loading space standards. Nearly 60 percent of the parking spaces will be subsurface.</p>
<p>Will there be a connection (bus/shuttle, etc.) to the Medford train station?</p>	<p>The Medford train station is less than a mile from the site and does present an opportunity for a train/bus connection. Suffolk transit currently operates three routes in the area: bus route 61 (SR 112 from Patchogue to Port Jefferson); bus route 71 (Horseblock Road, Shirley to Stony Brook); and bus route 7B (Horseblock Road, Patchogue-Medford/Bellport). Currently, there is no bus route between the train station and subject property, but one could be established in the future depending on need and train/cab service is expected to occur. A bus drop-off area will be provided on-site at the rear entrance. Charging stations for electric vehicles will be provided on the site.</p>
<p>The EAF is incorrect because it says that there is existing parking on-site because there is currently no parking on-site and access is closed to the site (EAF states there are 1,400 spaces).</p>	<p>The site contains an existing parking lot that covers most of the development site and was used for parking for the previous use. The parking lot has an estimated capacity of 1,400 spaces.</p>
<p>Will OTB be open to free local area parking by non-patrons? Will junk vehicles, auction vehicles or other vehicles be parked on-site? Will it be covenanted that car storage such as junk, new, and cars to be auctioned will not be stored on-site? Will there be land-banked parking on-site?</p>	<p>The site will be used as an indoor amusement establishment (gaming facility with VLTs) and will include office and amenity space; the site will not be used to park junk cars, vehicles for auction, or parking for other land uses as the spaces will be needed for the OTB use and such vehicle storage would not be permitted by the Town or OTB. During construction some construction vehicles, equipment and employee vehicles will be parked on-site but this will be a relatively small number of vehicles and will be temporary. Parking these vehicles on-site reduces the need for unnecessary heavy equipment traffic. Landbanked spaces are not proposed given the anticipated volume of use of the site and requisite demand for on-site parking.</p>

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I would like to know what the size of the egress is to the parking lot. I need to see some kind of a layout of that. I have concerns about firefighters going into the subsurface parking area. What is the size of the opening?	A site plan was filed with the scoping document and was available for review online, at the SROTBC's offices and at the Patchogue-Medford Library. A site plan has also been submitted to the Town Planning Board. A set of plans will be filed with the DEIS when it is completed. The plans were prepared by NYS licensed design professionals and the Town Engineer, Planning Department, and Planning Board will review the plans to make sure among other things that access points meet Town Code specifications and site plan review requirements. Correspondence was sent to the Medford Fire Department regarding the project. There are two accesses/egresses along Expressway Drive South: one at the west end of the CR zoned portion of the site and one on the east end of the CR zoned portion of the site. An emergency access/egress is also provided along Long Island Avenue near the east end of the property. The ramps to the subsurface garage were designed to be 14 feet wide (12 feet for the valet ramp.) The garage entry height is 10.5 feet and the site plan and structure are designed to meet and conform with all applicable building and fire codes.
Pervious pavement should be considered.	The DEIS will assess potential impacts and seek to identify appropriate mitigation. Currently, much of the parking will be below ground and does not create additional pervious coverage as it is part of the building. Surface parking is proposed to be paved for necessary use and maintenance, and recharge has been designed to properly manage stormwater. Approximately 7.12 acres of the site consisting of a pitch pine-oak forest will not be disturbed and will therefore be pervious to stormwater infiltration. An additional 8.1± acres will be pervious vegetated landscaping, bioswale and bioretention areas. Combining the area to remain natural and landscaped and bioswale and retention systems indicates that more than half of the lot area will have a pervious surface.
Groundwater/Drinking Water	
There was a water advisory by SCDHS in the area to the south that needs to be addressed/studied. Wells to the south were closed. The junkyard in the area impacted groundwater. Groundwater in the area has been impacted. Wells to the south have been shut down. We don't need additional contamination.	A groundwater resource assessment and review of drinking water quality, demand, available capacity, delivery, impacts and mitigation will be provided in the DEIS. The project site is served by public water not an on-site well and the water that will be conveyed to the facility is monitored by the purveyor. The focus of the environmental assessment will be to ensure that the project itself does not contribute to or adversely impact water quality concerns and that any potential impacts are mitigated to the maximum extent practicable as required by SEQRA. Parties responsible for existing contamination and/or applicable regulatory agencies having oversight are responsible for monitoring and cleanup of existing contamination that is unrelated to SROTBC operations. The results of SROTBC's outreach to the SCWA and SCDHS will be included in the DEIS. See below.

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<p>The site is close to the pine barrens. It is in Hydrogeologic Zone III and is in a deep recharge area and the Town's Hydrogeologically Sensitive Zone. What is the impact on groundwater?</p>	<p>Impacts to groundwater will be thoroughly examined in the DEIS and impact avoidance and mitigation will be identified as necessary. This will include an assessment of wastewater treatment and disposal, limits on fertilizer-dependent landscaping, retention of 7.12 acres of natural woodlands, potential nitrogen loading and concentration using the SONIR mass balance model, an assessment of the potential impacts from pharmaceuticals, proper handling of stormwater and stormwater pollutants, and other potential contaminants. The site is not in the Central Pine Barrens and is not within any Special Groundwater Protection Area which are Critical Environmental Areas. It should be noted that Town standards for the Hydrogeologic Sensitive Zone (Article XXII, §§ 85-567 and 85-569) apply only to the Town's L-1 industrial zoning district. The subject property falls within the A-1 Residential zoning district, which is forest and will not be disturbed as part of this project, and the developed portion of the site is zoned Commercial Recreation. Nevertheless, efforts will be taken to prevent or suitably mitigate any potential groundwater impacts. Coordination with SCDHS and SCWA has/will continue to occur. The land use is an indoor amusement establishment and is one that will have minimal impact on groundwater, especially compared to area industrial land uses, and various mitigations will be identified to reduce any potential impacts. With regard to the limited on-site fuel storage for emergency generators, any such installation will be designed in accordance with Article 12 of the Suffolk County Sanitary Code (SCSC). The proposed STP will provide a very high level of sewage treatment to ensure that discharge from the STP meets applicable discharge limitations. The STP will also be subject to State Pollution Discharge Elimination System (SPDES) permit requirements. The drainage system will include hard infrastructure as well as green infrastructure to provide a level of pretreatment.</p>
<p>The site may be near a SCWA wellfield and may be in a Water Supply Sensitive Area.</p>	<p>Potential impacts to groundwater and any areas of sensitivity will be assessed by the DEIS.</p>
<p>Issues were raised about a previous plan and limited depth to groundwater relating to sanitary systems on-site. We are concerned about removal of so much soil from the site and whether there is sufficient space between the bottom of the parking garage and the groundwater table. Will dewatering be necessary?</p>	<p>Twelve soil borings were drilled on-site. Depth to groundwater in Boring #9, which was measured in November of 2014, was measured at 45 feet below ground surface (bgs). The topographic elevation of the Subject Property ranges from 78± to 97± feet above msl; therefore, the depth to groundwater ranges from 33± to 52± feet below the ground surface based on 2014 grade. The greatest depth to groundwater on the site is in the area of the proposed building and its subsurface garage, where it is 50± feet below the surface. There is more than sufficient space above the water table to install the subsurface garage which will be 29.5± feet below ground. Dewatering will not be necessary. Soil will be reincorporated back into the site to the extent reasonable, but as stated in the EAF Part I some soil must be removed. Dump truck operators will be asked to use major roads and highways to avoid residential streets. Truck traffic and other construction activities will take place during approved hours of the day and days of the week per the Town's Noise ordinance. Three Environmental Site Assessments (assessments of potential on-site contamination) have been conducted and it has been determined that there are no recognized environmental conditions on the site. Any soil removed from the site will be beneficially reused and/or disposed at an approved or registered disposal facility. The existing on-site septic system will be abandoned pursuant to the requirements and oversight of SCDHS.</p>

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Where are you going to get your water supply? Is there a main on the service road?	Water needed for site operations will be provide by the Suffolk County Water Authority. A 12-inch water main is available along the site’s frontage on Long Island Avenue. Preliminary coordination has been conducted with SCWA. The source of the water will be from various wells within SCWA’s Distribution Area #12. Correspondence was received from SCWA stating that “There is an existing water main adjacent to the above captioned property along Long Island Avenue and based upon the water requirements provided in your revised application dated 12/17/19, the Suffolk County Water Authority (SCWA) has sufficient capacity to this property.” “SCWA recommends the use of smart irrigation control systems and drought tolerant plantings to promote conservation and minimize the impact of peak pumpage so as to ensure compliance with the SCWA Water Conservation Plan. We strongly recommend you consider an alternate time of day outside of 1:00 a.m. to 7:00 a.m. to irrigate. Water supply will be discussed in the DEIS.” The SROTBC intends to follow the SCWA’s recommendations.
Which way does groundwater flow?	Groundwater flows in a southerly direction in the area. Groundwater flow will be discussed in the DEIS.
The STP and drainage on-site is going to cause the water table to rise.	An assessment of potential changes to water table elevation and any associated impacts will be provided in the DEIS. There is significant water storage space in the soil above the water table. Further filtration of the already highly treated effluent from the STP and runoff is expected, and discharge will be further dispersion and dilution of recharge is expected. Some of the stormwater recharge will be directed into green stormwater infrastructure (a vegetated swale leading to a bioretention area) which will provide a combination of pretreatment via filtration, vegetative uptake and evapotranspiration, and recharge.
Ecological Resources	
There would be more viable natural growth if OTB hadn’t deforested the area.	Nearly the entire development site was previously cleared and paved to serve the former movie theater before the SROTBC acquired the land. Some opportunistic, invasive, and successional vegetative species have become established on the perimeter of the site and formerly cleared parts of the previously development site. The stormwater recharge basins on site have not been maintained and have become overgrown. Some clearing will be necessary primarily at the rear (south side) of the site to install the vegetated swale and bioretention system but little compared to the existing cleared portion of the site. The project includes 7.12 acres (nearly a quarter of the site) of natural woodlands on the west side of the property in the A-1 zone which will not be disturbed by this project. The development site will also be landscaped and the bioretention area will include native species. The proposed landscape plans indicate that 1,413± trees and 727± shrubs and plants will be planted on-site to beautify the landscape, provide visual screening, and environmental and ecological benefits.

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There are bats in the area. There needs to be an investigation into the potential for threatened Northern long-eared bats on the site, any other rare species, as well as special concern species such as the box turtle several of which have been seen near Robinson Avenue. What about possible wetlands and rare salamanders?	A qualified ecologist will conduct a field investigation to inventory and document species that are or may be present on-site, including both common and rare species. The DEIS will include a thorough inventory and analysis of potential ecological issues and impacts, and mitigation will be identified as warranted. A total of 7.12 acres of natural woodlands on the west side of the site (the primary existing natural portion of the property) will not be disturbed by this project and significant landscaping, including native species will be planted (see above). Most of the development site was cleared and developed years ago leaving very limited habitat on the portion of the site that will be developed. There are no wetlands on-site, including in the man-made stormwater recharge basins, and no NYSDEC or NWI wetlands in close proximity to the property.
Community Character	
The proposed 100-foot pylon sign is out of character and will distract drivers on the Long Island Expressway. The project will be out of character in a residential neighborhood.	Impacts on community character will be analyzed in the DEIS. The proposed development is located in the CR zone, not a residential zone. The property is located adjacent to the LIE South Service Road and industrially zoned land. The residentially zoned portion of the site (7.12 acres of pitch pine-oak forest) will not be disturbed and a broad double row of evergreen screening will be provided along the east, west and south perimeters. The pylon and wall signs will conform to the Town's signage requirements and will be reviewed by the Town Planning Board during site plan review. OTB has sought to provide signage that serves its purpose, complies with the Town Code and is appropriately balanced for site visibility in consideration of the LIE and site location. .
Will the project be good for the community or will it be a detriment?	Benefits of the project will be included in the DEIS as required by SEQRA. The project will provide many benefits such as numerous and diverse jobs that will be targeted toward persons living in the Medford zip code. SROTBC jobs pay well and offer a variety of quality benefits. The potential for any significant impacts will be assessed. Impacts will be avoided or mitigated to the maximum extent practicable. Impacts on community character will be assessed in the DEIS, as will impacts on the environment, community services, traffic, community character, and various other related topics.
We do not want a development that is consistent with the existing industrial character.	Considerable effort has been made to ensure that the proposed building does not look like a warehouse or industrial building. Both the front and back of the building will have a high quality appearance. Landscaping plans were also designed to include street trees, provide substantial buffering and screening, and enhance the appearance of the site. Building plans, landscaping plans, and computer renderings will be included with the DEIS.
Jakes 58 is supposed close at 4:00 am like the proposed OTB facility but the parking lots still look jammed with early commuters.	Jakes 58 also includes a hotel which is why there are many cars there after 4:00 am and throughout the night. The proposed project does not include a hotel.
There are a number of historical resources in the area.	The DEIS will identify any State or National Register listed or eligible buildings, sites, or resources near the site that could be affected.

COMMENTS	RESPONSE
Community Services and Utilities	
How many schools will be affected?	No schools will be affected, as no school age children will be generated on the site. The project is located in the Patchogue-Medford School District. Unlike single-family and multi-family residential development, the proposed use will not generate additional school age children and therefore does not increase operational expenses. The project does not generate property taxes; however, 45% of facility revenues, which is estimated to be \$97.2 Million, go to the State Education Department. Activity at the site is expected to generate secondary economic benefits through the creation of many jobs for locals and increased local spending at area businesses from OTB patrons. OTB will provide on-site security and surveillance which will help to reduce the need for emergency services. Facility amenities (restaurants, etc.) will also generate sales taxes and host fees will be paid to the Town of Brookhaven. The vacant property has not generated any revenues in years.
The EAF and any supporting documentation should include a description and analysis of impacts of any necessary electric utility upgrades to support the project. Please contact PSEG to obtain a design for any necessary utility upgrades for this project.	The DEIS will include sections on community services and essential energy-related utilities. The project team's engineers and environmental planners have reached out to service and utility providers, including PSEG regarding service availability, environmental issues, and engineering requirements. OTB and its representatives will continue to work with these entities throughout the environmental and site plan review processes.
Once design is obtained, an evaluation of potential impacts associated with the [electrical] upgrades (if required) should be included. In particular, significant increases in pole heights which may result in visual impacts (i.e., pole height increases of more than ten feet), extent of ground disturbance and proximity to wetlands should be evaluated and analyzed.	The DEIS will include a thorough analysis of various related issues including community character and visual impacts, soil, slope and subsurface disturbances, impacts to any nearby wetlands or surface waters and other factors that may impact or be impacted by the installation of utilities. On-site utilities are expected to be underground. The project engineers are working with PSEG to address any issues. In general, significant effort has been taken through architectural design, landscaping, retention of existing woodlands, and vegetative screening to address visual impacts.

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<p>This project is going to use a lot of electricity.</p>	<p>The project team is working closely with PSEG LI regarding design and delivery of electricity to the facility. The project will in fact use a lot of electricity some of which is due to the nature of the use and some due to the size of the site which allows for a large building regardless of use. Even though there will always be a presence at the facility, its primary operating hours will be 8:00 am to 4:00 am, Monday through Sunday. This limits the time that high electrical loads are necessary. Photovoltaic panels are proposed on the roof. Daylighting will be provided via a large rooftop skylight. The project will comply with state/county building and energy codes. Outdoor lighting will ensure enough illumination to provide a safe and secure environment, but various efforts will be made to eliminate any unnecessary or excessive illumination. The lighting plan will use LED lighting, fixtures will direct lighting downward, unnecessary light trespass will be avoided as indicated by photometric data, and the project will seek to comply with the Town's Dark Skies initiative.</p>
<p>OTB won't generate property tax revenues, therefore, it will adversely affect community services such as the fire department and our EMS.</p>	<p>Correspondence has been sent to area emergency service providers (Suffolk County Police Department, Medford Fire Department, and Medford Ambulance Corps). OTB will provide its own onsite surveillance and security staff. Emergency service providers are welcome to submit comments or attend the public hearing and it is expected that they will be contacted by the Town during site plan review, as well. The building will be constructed in accordance with state/county building and fire codes. Four fire hydrants will be installed onsite and sprinklers, smoke/fire and carbon monoxide detectors will be installed in the building. An emergency (only) access will be provided off of Long Island Avenue. It is noted that the project will provide significant revenues to the New York State Department of Education and amenity uses will generate sales tax revenues. Host fees are expected to be negotiated and made available to the Town of Brookhaven.</p>
<p>Is the building going to have sprinklers, fire alarms? What other fire protection requirements will you have?</p>	<p>See response above. Final building plans will comply with State/county building and fire codes. It is anticipated that sprinklers, carbon monoxide detectors, and alarms will be installed in the building. Four (4) fire hydrants will be installed onsite. The hydrants are designed to provide 1,500 gpm flow at not less than 20 psi residual pressure (individually, not simultaneously). The subsurface garage will be ventilated. An emergency (only) access/egress will be provided off Long Island Avenue. The building will be no more than 45 feet in height and therefore easily accessible by Medford Fire Department's ladder trucks. Correspondence was sent to Medford Fire Department. No response has been received to date. The Town Engineer, Planning Department and Planning Board will review the design in terms of access, and it is expected that the Planning Board will also reach out to the fire department. The building inspector will review the final plans before issuing a permit and Certificate of Occupancy.</p>

COMMENTS	RESPONSE
Sewage Collection, Treatment, and Disposal	
Where is this sewage treatment plant going to be located?	The location of the proposed 4,800 SF STP is shown on the site plan. It will be located on-site on the southwest side of the property, south of the parking lot. The STP will be 210± feet from Long Island Avenue and will be contained within the structure. Effluent that has undergone advanced treatment will be discharged to subsurface leaching pools. The STP will be fenced and a staggered double row of evergreens will be planted along the west side of the building and along the southerly property line to screen the STP from view. Odor control technology will be installed.
I would like to see sewer calculations.	Detailed calculations and other information are provided on the Utility Plans (Sheets C5.0, C5.1, and C5.2) to be provided along with the DEIS. Total projected flow of the STP is 37,605 gpd and the design capacity is 45,000 gpd. There is a discussion in the Scope on the STP and this issue will be assessed further in the DEIS including projected flow, the type of treatment technologies to be employed, potential impacts, and any necessary mitigations. The issue will also be further reviewed with other involved agencies such as the SCDHS and NYSDEC, as applicable as part of required permits and approvals. A SPDES permit will be required. The STP operation will be overseen by a trained professional pursuant to SCDHS requirements.
The STP will create odors.	The STP will be enclosed within a masonry control building and will be equipped with an odor control system. Treated effluent will be discharged to subsurface leaching pools once the effluent is treated. Soil conditions and depth to groundwater will also be considered.
The STP will exacerbate groundwater quality issues that have already been compromised south of the site. Is the proposed STP the best technology for treating sanitary wastes?	Potential groundwater impacts from the proposed STP, fuel storage for emergency generators, and other potential project components and activities as applicable will be assessed in the DEIS. Coordination will be conducted with the SCWA and SCDHS. The STP will utilize a technology that the SCDHS has identified as being acceptable. The SCDHS will be required to review the project and give its approval based on the specific system, flow and other factors. The STP will provide a high level of treatment including denitrification. Wastewater discharges are subject to routine monitoring under the standards and requirements of a SPDES permit to ensure that effluent meets the required parameters. Monitoring and maintenance are conducted by a trained professional(s). Parties responsible for the referenced contamination in the area should be required to clean up the contamination in accordance with applicable requirements under the supervision of applicable agencies.
The STP is designed for 45,000 gpd. What is the amount of flow and how much excess capacity is there? What is the percentage of capacity to be used and percentage of excess capacity?	The design flow for the STP is 45,000 gpd. The conservative (high-end) projected flow for the facility is 37,605 gpd which is 83.6 percent of total capacity of the plant. The excess capacity of the STP is 7,395 gpd which is 16.4 percent of total capacity.
Grease traps are needed and grease from grease traps can cause environmental issues.	Grease traps will be necessary due to proposed amenity uses (restaurants). Grease traps do not result in environmental or infrastructure impacts if properly maintained. It is in SROTBC's best interests to ensure that grease traps are maintained. Grease trap calculations will be provided on the Utility Plan which will accompany the DEIS.

COMMENTS	RESPONSE
Public Safety, Fire Prevention & Police Protection, Social Impacts	
<p>Crime, drinking, public safety and mental health impacts are issues. Also concerned about social and economic issues; quality of life will suffer; what about impacts on children? There has never been a gambling facility in the heart of a residential neighborhood and within walking distance to a children's amusement park. What about impacts on communities from other similar facilities? Project should be consistent with Suffolk County public safety guidelines.</p>	<p>SROTBC will be implementing its own indoor and outdoor surveillance and security plan and will have security personnel on-site. The SCPD also patrols the area and will be called if ever needed. The project will comply with Town zoning and the County's public safety guidelines can be reviewed. The project is not within the heart of a residential neighborhood. It is in a CR zone, the residentially zoned land on-site is not proposed for development, and there is a significant (500+foot) wooded buffer between the development and the closest home. Intensive land uses and industrial zoning are present in the immediate area. There are currently no sidewalks leading from the site to the children's amusement park which is approximately 1,440 feet from the site. It is assumed that adults accompany small children to the park and that the amusement park has staff that oversee its operations. Despite these restrictions, SROTBC has conducted a fiscal/economic analysis, has a site surveillance and security plan, and coordinated with community services providers, including emergency responders. The proposed special permit use will be reviewed against the Town's Special Permit standards to determine consistency. The facility will be constructed in accordance with applicable health and safety requirements.</p>
<p>The site and subsurface parking area need to be accessible for firefighting purposes.</p>	<p>The proposed building and subsurface parking areas has been designed by professional engineers and will be designed in accordance with state/county building codes. Outreach has and will be conducted with the local fire department. It is expected that the Town will also reach out to the fire department during site plan review. The project will be constructed in accordance with state/county building and fire codes, the building will be sprinklered, hydrants will be provided, and the site will be fully accessible including an emergency access on to Long Island Avenue, if necessary.</p>
<p>What will the demographic be of the patrons?</p>	<p>The facility will have adult patronage. The demographic will be persons over the age of 18.</p>
Generators and Fuel Storage	
<p>Aren't there two generators rather than one (one for the building and one for the STP?). The EAF states that there will be no fuel storage. Is there more diesel storage than indicated to serve the STP or is that volume (2,128 gallons) that is provided for everything?</p>	<p>Above-ground diesel storage tanks will be installed on-site to provide fuel for generators for the main building in the rare event of a power outage. The storage tanks will have a combined total storage capacity of 2,128 gallons. The storage of fuel for backup generators will be discussed further in the DEIS, including compliance with applicable requirements and tank registration and/or permits as necessary. On-site diesel storage for backup generators will be subject to applicable bulk petroleum storage registration and adherence to the standards outlined in Article 12 of the SCSC, including but not necessarily be limited to secondary tank containment, enclosure by a dike around the tank, overfill prevention, etc. The STP will feature a natural gas emergency standby generator to power the facility in the event of a power outage.</p>

COMMENTS	RESPONSE
Air Quality/Air Permits and Registrations/Greenhouse Gasses	
Air quality is a concern. Suffolk County has the worst air quality in the State with the exception of Cattaraugus County. What about the cumulative effects of other nearby sources of emissions such as Caithness?	An air resource analysis will be conducted. Impacts from existing sources of air emissions are part of existing air quality conditions. A determination of required permits and/or registrations will be provided.
The backup generators will release emissions and air impacts from them should be assessed. Due to the amount of energy needed, backup generators will require NYS air registration, air facility permit, or federal CAA Title IV or Title V permits. The site is in a nonattainment area. The STP will emit methane gas, what impact will this have. Also, any use of natural gas will emit methane. Are there green alternatives that can be used?	Generators are for use during a power outage and are therefore expected to be used rarely except for any periodic startups or test operations that may be necessary to ensure the generators are functioning properly. The draft and final scopes indicate that an air resource analysis will be included in the DEIS. The air assessment will discuss existing ambient air quality conditions, assess any potential air quality impacts, identify necessary mitigation as needed, and will identify permits and/or registrations that may be required. SROTBC coordinated with NYSDEC as an involved agency and will continue to seek input during the remainder of the review and approval processes, if and as warranted. Photovoltaic panels are proposed on the roof. These are not specifically designed for emergency power generation but will help to provide a green sustainable alternative power source to reduce total nonrenewable energy demand.
Energy used will result in significant greenhouse gas emissions.	Greenhouse gas emissions will be addressed in the DEIS. An assessment of potential impacts from greenhouse gas emissions will be conducted. Photovoltaic panels are proposed to offset nonrenewable energy demands. A bus drop-off area will be provided behind/south side of the proposed building. Electric vehicle charging stations are contemplated for electric vehicles. The building will be daylit by a large rooftop skylight. LED lighting will be provided, and exterior lighting will comply with Town Dark Skies requirements. Nonessential lighting can be shut down or dimmed during off hours.
What about air quality in the parking garage?	Air quality in subsurface parking areas will be considered. Parking ventilation systems will be designed by qualified engineers and will be installed. Carbon monoxide detectors are expected to be installed in the building and the project must meet required building codes.

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COMMENTS	RESPONSE
Noise	
<p>Noise readings were taken in the past, but they were taken at the wrong locations. They should be taken where the noise will be generated, removal of trees will affect noise levels, can hear activities that occur on-site now. What about vibrations?</p>	<p>Potential noise issues and any necessary mitigation will be addressed in the DEIS. Noise readings will be taken along the highway and site perimeter to determine conditions and impacts at these locations. It is noted that one of the most effective ways to mitigate noise is to provide as much separation as possible between the source of the noise and noise receptors. As far as the removal of vegetation, development will be focused in the area of the site that was already cleared. Some clearing will occur on the south side of the property to create the bioswale and bioretention areas. There are no residential uses within several hundred feet of the proposed facility and although vegetation is generally not considered an effective noise attenuator, there is several hundred feet of woodlands between any on-site noise generators and noise receptors, and a double row of evergreens will be planted along the south, east, and western perimeters of the site. OTB activities will be contained inside the building. During operations the main noise generator outside would be vehicle activity, HVAC system, and generators during rare instances of a power outage or test runs. Construction activities will take place during permissible hours and days of the week per Chapter 50 of the Town Code (“Noise Control”). There is considerable ambient background noise in the area from the highway, railroad, and industrial activities on nearby industrial sites. Construction activities will comply with the Town Code which prohibits work during certain hours and on certain days. Regarding vibrations, significant impacts are not expected based on the fact that there is no bedrock near the surface on Long Island, there is no need for blasting, there is considerable space and buffers between the project site and sensitive receptors.</p>
Fiscal/Economic Issues/Community Services	
<p>There will be an impact on community services and SROTBC is tax exempt. All proceeds from OTB are supposed to go toward education but what about other services? The public will end up paying for this. What about garbage? Fires? vehicle fluids/stormwater; human health issues?</p>	<p>A fiscal and economic analysis will be prepared. The analysis, findings and conclusions will be summarized in the DEIS and the full analysis will be included as an appendix in the DEIS. Community services impacts will be assessed and any environmental issues including those listed in the comment will be discussed. Community service and utility outreach has been conducted.</p>
<p>There is no discussion of dollars.</p>	<p>See comment and response above. A fiscal/economic report will be provided in the appendix of the DEIS and will be discussed in the body of the document.</p>

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COMMENTS	RESPONSE
The site is a commercial property. There are various heavy commercial and industrial uses nearby. OTB is in bankruptcy because it put all its eggs in one basket. They bought the land for under \$11 Million and anticipated a profit and to make payments and pay taxes and when it was turned down, they didn't generate anything. I think it is an asset and that the community could benefit from the income generated.	OTB has invested a considerable amount into the property and the project. The project would provide very large payments to the State Education Department. Amenities would generate sales tax revenues and it is expected that SROTBC will pay host fees to the Town of Brookhaven through further negotiations. As a public benefit corporation, SROTBC does not pay property taxes. The project will involve considerable investment in the community, will convert a vacant property into an indoor amusement establishment, and will create numerous good paying jobs with benefits.
Who is paying for this? How much are the consultants making?	This is a matter between SROTBC and its consulting team.
Will the jobs be civil service? Will OTB hire outside people? What about pension costs?	There will be no civil service jobs. SROTBC workers are represented by a union under a collective bargaining agreement. Construction workers work pursuant to a construction project agreement. The DEIS, as well as a fiscal and economic summary will address job creation and related issues. The project will generate a significant number of jobs including temporary construction work for building and parking and infrastructure construction, as well as "permanent" full-time well-paying gaming, office, security and maintenance work opportunities that provide excellent benefits. OTB will administer a hiring policy that gives preference to persons living in the Medford zip code area. Jobs will also be provided by the proposed restaurant space and other amenities at facility.
Cumulative Impacts	
This will be a project of local and regional significance. Need to look at cumulative impacts such as junkyards, sandpits, odors, and air quality.	SEQRA requires that all EISs include a section on potential cumulative environmental impacts as well as various other requirements to assess potential impacts on the environment at and near the site. An evaluation of cumulative impacts will be included in the DEIS. The traffic study will also consider growth factors as well as other planned developments in the area. The Town will consider cumulative impacts during site plan and DEIS review. The DEIS will assess issues of potential significance based on the EAF, Positive Declaration, and issues of potential significant environmental impact that were raised that are with the scope of a SEQRA.
Project Alternatives	
Major alternatives under existing zoning and proposed zoning should be included, including preservation of the property as parkland.	The DEIS will include an investigation into the required No Action Alternative which assesses conditions if the site remains in its current condition, as well an Alternative that assesses another use/project under existing zoning. It should be noted that SEQRA requires that reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor be considered. SROTBC is a public n agency that was specifically created to operate and oversee OTB facilities. Parkland is not considered a reasonable alternative to the action that is feasible, considering the objectives and capabilities of the project sponsor. It is noted that the issue of tax generation has been raised by the public and that open space and parkland do not generate taxes either.

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COMMENTS	RESPONSE
Process and Procedures	
Who decided to conduct this study? Who reviews and monitors the SROTBC?	The project sponsor is Suffolk Regional Off Track Betting Corporation. The environmental review was required by SROTBC based on their review and conclusions after reviewing the EAF Parts 1, 2 and 3 for the project, and applicable rules and regulations. There are various agencies that are involved and must provide oversight and/or give approvals. The scope provides a list of involved agencies, permits and approvals. Agencies that were contacted and will provide oversight, permits or approvals include: SROTBC, New York State Gaming Commission, New York State Department of Transportation, Suffolk County Department of Public Works, Suffolk County Department of Health Services, Suffolk County Planning Commission, and Town of Brookhaven Planning Board. Correspondence and requests for input were also sent to key community service providers and energy utilities including PSEG Long Island, National Grid, Suffolk County Water Authority, Suffolk County Police Department, Medford Fire Department, Medford Ambulance Corps, the Medford-Patchogue School District, and Town of Brookhaven Waste Management Division. The public plays a key role by providing input and comments during scoping, SEQRA public hearing, and during the site plan review process. The Suffolk County DPW will ultimately be responsible for issuing a building permit and certificate of occupancy.
The project should be classified as a Type I action under SEQRA due to adjacent open space and the number of parking spaces. Impacts on open space need to be evaluated.	The proposed action was classified as a Type I action, Long EAF Parts 1, 2 and 3 with attachment were prepared; lead agency coordination was conducted; a Positive Declaration was adopted; the SROTBC requested that an EIS be prepared; a NYSDEC Environmental Notice Bulletin notice was submitted and posted online; referrals were made to involved and interested agencies; documents were made available at the local library, SROTB's offices, and were posted online; a draft scope was prepared and a scoping session and written comment period were duly advertised and held. Comments relating to the scope were considered and incorporated accordingly leading to a Final Scope. Impacts on the Town owned land, the adjacent A-1 woodlands, wildlife and numerous other aspects of the environment are and will be looked at. The process has been consistent with the specific requirements set forth for Type I actions and DEISs and the required notifications have been made to this point.
Did lead agency coordination occur? The Brookhaven Town Board should be the lead agency, not SROTBC. Why is SROTBC lead agency?	See above. The Town Board is not an involved agency. The Town Planning Board, and many other agencies were sent lead agency coordination letters. None of the agencies responded within the 30-day time period and those that replied after the 30 days had no objection. After 30 days, the SROTBC assumed this role in accordance with the procedures outlined in the SEQRA regulations.
When you do a draft scope as a public agency or town agency or developer you need to have the requisite approvals to build what you're proposing. You don't have that.	SEQRA must be completed before approvals are provided. Once a Positive Declaration is issued, a Draft Scope is required for all EISs (except supplementals). The Final Scope guides the scope and content of the DEIS.

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COMMENTS	RESPONSE
SEORA documents are not posted on the OTB website. There are no minutes online since August of 2019.	Documents are available for review at http://www.suffolkotb.com/ . On the menu, click “About Suffolk OTB,” then “Board Meetings.” Documents are provided under “Public Information.” The documents are also available for review at the Patchogue-Medford Library and at the SROTBC’s offices in Hauppauge.
There should have been outreach to NYSDEC before proceeding to the scoping stage. There has not been enough outreach. There are no OTB meeting minutes on the subject. The library can’t email documents.	Applicable procedures were followed. Scoping is the first step in the DEIS process. The OTB reached out to two local newspapers with notices, filed a notice with the NYSDEC Environmental Notice Bulletin, filed documents at its offices, online and at the Patchogue-Medford Library. A SROTBC project contact and contact email, fax and phone number were provided on all notices if there were any questions. No emails, faxes or phone calls were received by the project contact SROTBC. Lead Agency coordination was also conducted including coordination with the NYSDEC. SROTBC also coordinated with various involved agencies and conducted outreach with area utilities and community service providers. A public hearing will be held for the DEIS after acceptance of the DEIS by SROTBC as consistent with the Final Scope and adequate for public and agency review. At that time, the public and involved may provide additional verbal and written comments. Site plan/special permit review will be conducted by the Town Planning Board.
The written comment period for scoping should be extended.	SEORA does not prescribe comment period timeframes for scoping process comments. SROTBC accepted comments from the time notices were posted ENB (11/20/19), South Shore Press (11/20/19), and Long Island Advance (11/21/19) to December 9, 2019 (29 days) which was extended to January 10, 2020, for a total period of 51 days. This far exceeds the 30-day consideration period set forth by SEORA for DEIS review. Also, as previously indicated, a SROTBC project contact and contact email, fax and phone number were provided on all notices if there were any questions. No emails, faxes or phone calls were received by the project contact SROTBC.
The Metropolitan Transportation Authority (MTA) and Suffolk County Transit are involved agencies. Suffolk County Planning Commission should be considered an involved agency. There should have been coordination with the Patchogue-Medford Library.	SEORA defines involved agency as: an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an “involved agency” notwithstanding that it has not received an application for funding or approval at the time the SEQR process is commenced. The lead agency is also an “involved agency.” The MTA and Suffolk Transit are not involved agencies. The Suffolk County Planning Commission (“SCPC”) is typically considered to be advisory or interested and not an involved agency <i>per se</i> ; nevertheless, OTB has coordinated and will continue to coordinate with SCPC and will address comments received from that entity. It is expected that the Town will coordinate with SCPC at the site plan review stage. The Patchogue-Medford Library is not an involved agency. Essential documents were sent to the library for filing. The library may submit comments if they choose to do so. A community services letter was sent to the school district. Also, the OTB use, like parkland, does not generate new residents or school age children and will not generate new library patrons. A significant portion of the revenues to be generated at the OTB facility will go to the State Education Department.

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COMMENTS	RESPONSE
Why can't the 7,272 CY of soil be tested, stored and remain for better percolation and groundwater protection. Much of the cleared landscape will be changed anyhow? Will the sand and soil be sold?	The total volume of soil to be shipped off site has been increased to 9,360 CY but it should be noted that most of the soil that will be excavated will be reincorporated back into the site as part of backfilling, finish grading, etc. The excess soil cannot be incorporated back into the site without unnecessarily raising the elevation of the site. Also, some of the material to be shipped off site will be the existing pavement. There have been three Phase I Environmental Site Assessments of the site and no recognized environmental conditions were identified, which is expected based on the previous land use. Based on 12 soil borings dug at the site, soil conditions are good for percolation and recharge and depth to groundwater is quite deep. The existing onsite septic system from the former theater use will be closed in accordance with and under the supervision of the SCDHS. Soil and pavement will be beneficially reused or disposed at a disposal facility having the requisite permits, approvals and/or registrations. Clean soil (no pavement or other debris) could conceivably be sold for reuse.
Suffolk County Planning Commission findings from 2015 have not been addressed. The project should address Suffolk County Planning Commission guidelines for public safety.	A referral was sent to Suffolk County's Department of Economic Development & Planning on October 19, 2019. SROTBC has not received any comments thus far from Suffolk County Planning Department or Planning Commission on this project but expects that it will at some point in the approval process. OTB will continue to make referrals during the environmental process to keep SCPD informed. If comments are received for the currently proposed project, the OTB will review them and address them accordingly. Typically, this includes requests that the County's guidelines are reviewed and considered as applicable.
How can the disabled access information? The library can't email documents.	As stated in the three published notices (ENB and two newspapers), documents are available online at SROTB's website; friends or family can assist disabled friends and relatives to get to the library or SROTBC's office or assist by providing copies. OTB seeks to be transparent and responsive and will respond to reasonable requests for information; OTB will comply with applicable regulations for SEQRA implementation. As indicated in the Draft Scope, the ENB notice, and the notices to the two newspapers of local circulation, materials may be reviewed in hard copy at the Patchogue-Medford Library, 54-60 East Main Street, Patchogue, NY and SROTBC's office, located at 425 Oser Avenue, Suite 2, Hauppauge, NY, or on the SROTB's official website at http://www.suffolkotb.com/ . Members of the community such as the local civic association may also be able to assist.
Please provide responses received from all agencies and identify those without a response, whether involved or interested.	Relevant correspondence that is sent and received from agencies, community service providers, and energy utilities are routinely included in a DEIS and will be included in an Appendix in the proposed DEIS.

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COMMENTS	RESPONSE
Environmental Assessment Form	
The EAF Part I should note open space to the west that is owned by Town and doesn't indicate that Medford Multicare is located within 1,400 feet of proposed facility. There is a church across the north side of the Expressway, medical facilities to the west and a senior citizens condominium complex there.	The DEIS will note the adjacent Town-owned open space and provide discussions about this project relative to this open space. Medford Multicare is located north of the subject property and is north of the LIE and Horseblock Road. The distance between the two properties is approximately 1,400 feet. The distance between the Multicare building and the proposed OTB building is approximately 1,700 feet. The Multicare facility and its location relative to the proposed use will be discussed in the DEIS. On-site, adjacent and nearby land uses and zoning will be discussed in the DEIS as well.
OTB (general)	
Why do we need another casino? OTB is only permitted to operate Jakes. What happens to the Islandia (Jakes 58) in Islandia and the deals and promises that OTB and Delaware North made to the community? What will happen to the playgrounds and ballfields and 20 years of money that the residents of that community thought they were going to get?	Suffolk Regional OTB is a public benefit corporation that seeks to operate on the subject site for the enjoyment of residents of Suffolk County and to the benefit of revenues to NYS Education and related jobs, revenue streams and other benefits. The Jakes 58 casino is not the subject of the current action and does not relate to the scope of work for an environmental review of the proposed project. SROTBC is subject to and will comply with applicable New York State laws.
OTB is bankrupt and has no right to create these plans and spend money? Where is the money coming from? OTB needs approvals to spend the money for this project. What is this going to cost?	These comments are not specifically related to the scope of a DEIS. Nevertheless, it should be noted that SROTBC has paid \$78± million over the last two years and the bankruptcy is expected to be discharged in 2020 with involvement of the bankruptcy judge and approval of the accreditors committee. No tax dollars will be used to finance this project. The money to finance the project comes from the operating revenues of this public benefit corporation. Cost of construction will be included in the DEIS as related to economic benefits of the project.
What is OTB's relationship with Delaware North? This should be discussed in the DEIS.	Delaware North is the landlord and management company that was selected to run the Jakes 58 Casino in Islandia.
The previously proposed OTB at the site was denied, why are you trying again?	The previously proposed OTB establishment was not denied. It was simply not acted on or carried through. The bankruptcy judge previously ruled that it was allowable.
OTB doesn't have the expertise to conduct the review.	SROTBC has assembled a team of professionals consisting of engineers, architects, community and environmental planners, and environmental scientists (geologists, hydrologists, ecologists, air quality specialists, noise specialists, etc.).

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COMMENTS	RESPONSE
OTB is not following the required process.	OTB has followed the required SEQRA process as set forth pursuant to its implementing regulations at 6 NYCRR Part 617 and will continue to follow this process to the completion of the environmental review. SROTBC is subject to State laws and has and will continue to abide by these laws. There are various permits and approvals that are required from a variety of agencies and offices.
There can only be one OTB in Suffolk and there can be no more than 1,000 VLTs and Jakes already has 1,000 VLTs. It has never been decided whether or not a full casino can operate downstate. Does OTB have the authority and approvals from the state to build this project? OTB needs to also receive host Town and community approvals. The Town Board took a vote to not endorse siting a casino in Brookhaven Town.	<p>Enabling legislation permits 1,000 VLTS. State approvals will be required to enable any additional VLTs. OTB is aware that only one facility will ultimately exist.</p> <p>OTB is going through the approval process now and has and will seek all required approvals from New York State.</p> <p>The project requires Site Plan and Special Permit approval from the Town Planning Board and must be granted approvals by several other agencies prior to construction.</p>