

Attachment A to Short Environmental Assessment Form Part 3, Determination of Significance

4 Cricket Lane Automotive Repair Facility

The proposed action is an automotive repair facility at 4 Cricket Lane, a 2.66acre parcel, tax parcel 28.-1-19.123. The property contains a single-family residence, out building(s) and a 900 square foot garage. The garage will be used for the repair facility. No new buildings are proposed. If the project is approved, an area for parking may need to be improved and/or expanded.

Cricket Lane is a dead-end road, just north of the Village of Freeville, off of Route 38 (Groton Road). The property is situated in a Rural Residential Zoning District. Adjacent and surrounding properties contain single-family homes.

The Town Board is considering granting Site Plan Approval and issuing a Special Use Permit in order for the applicants to move forward with their project.

For the purpose of the State Environmental Quality Review (SEQR), this is an Unlisted Action.

Each of the eleven questions in Part 2 elicited 'No, or small impact may occur' responses. The responses to questions 1, 2, 3, and 5 warrant explanations.

Question 1 asks if the proposed action will create a material conflict with a land use plan or zoning regulation. Because automotive repair facilities are permitted by Special Permit in Rural Residential zones, question 1 was checked 'No, or small impact'. However, the proposed use is somewhat inconsistent with the Comprehensive Plan's goal of directing commercial development to exiting villages, hamlets and nodes. The law takes precedence over the plan.

Question 2 asks if a change in the use or intensity of the use will occur as a result of the proposed action. Although the applicant indicates that auto repair has been ongoing on the property and that there will 'likely' be no more than two additional vehicles in the parking area at any one time, commercial activity is a more intense use of the land than single-family residential use. If the commercial operation is truly limited to the scale the applicants suggest and appropriate conditions of approval are set, the impact will be small or only slightly greater than the current impact.

Question 3 asks if the character or quality of the existing community will be impaired. Question 6 in Part 1, which asks if the proposed action is consistent with the character of the predominant character of the existing built or natural landscape, was checked 'Yes'. The proposed use is not consistent with the predominant landscape. Cricket Lane is abutted by eight single-family residences; it more resembles the 'Neighborhood Residential' zone envisioned in the Zoning Law or the 'suburban residential zone' envisioned in the Comprehensive Plan, than it does a 'Rural Residential' zone. Cricket Lane residents have expressed concern about traffic, parking, safety, noise and property values. A small increase in traffic on Cricket Lane could impact the neighborhood. However, very few changes to the site are proposed (clearing for parking only), the proposed scale of the operation is small, and the use is already occurring on the property. Through landscape buffering and strict conditions of approval, visual and noise impairment to the neighborhood may be negligible. Limiting the number of vehicles allowed on the lot as a condition of approval will reduce the impact. Prohibiting the parking of customer vehicles on the roadway and in the driveway, including vehicles being worked on for free, can also reduce the impact to the neighborhood.

Question 5 asks if the proposed action will result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway. The applicants responded 'No' to question 8 in Part 1, which asks if the proposed action will result in a substantial increase in traffic above present levels. They will have no employees and anticipate no more than two customer vehicles will be parked on their property at any given time. Because Cricket Lane is a dead-end road with single-family homes, any increase in traffic could be perceived as a large impact by those residents. Department of Environmental Protection (DEC) guidelines regarding

completing the Short EAF suggests that the appropriate response to question 5 is 'No or small impact. Conditions of approval, limiting the number of vehicles on the lot and requiring those vehicles to be in an approved parking space can help limit the amount of traffic.