

Village of Cayuga Heights Planning Board  
Meeting #66  
Monday, September 26, 2016  
Village Hall – 7:00 pm  
Minutes

Present: Planning Board Members Chair F. Cowett, G. Gillespie, J. Leijonhufvud, J. Milder, R. Segelken.

Code Enforcement Officer B. Cross, Deputy Clerk A. Podufalski, Attorney R. Marcus, Trustee J. Marshall

K. Michaels, Trowbridge Wolf Michaels Landscape Architects (TWLA)

T. Covell, HOLT Architects

P. Levesque, HOLT Architects

T. Votaw, Cayuga Medical Associates

T. Ciaschi, Corners Community Shopping Center

A. Dake, SRF Associates

T. Faulkner, Fisher Associates

Members of the Public

Item 1 – Meeting called to order

- Chair F. Cowett opened the meeting at 7:01 pm.
- Chair F. Cowett noted that M. McMurry resigned from the Board and thanked her for her service. He welcomed J. Milder as a full member of the Planning Board.

Item 2 – August 22, 2016 Minutes

- The Board reviewed the minutes of the August 22, 2016 meeting.

Motion: R. Segelken

Second: J. Leijonhufvud

**RESOLUTION No. 198**  
**APPROVING MINUTES OF AUGUST 22, 2016**

**RESOLVED**, that the written, reviewed and revised minutes of the August 22, 2016 meeting are hereby approved.

**Aye votes** – Chair F. Cowett, G. Gillespie, J. Leijonhufvud, R. Segelken

**Abstained**- J. Milder

**Opposed**- None

Item 3 – August 30, 2016 Minutes

- The Board reviewed the minutes of the August 30, 2016 special meeting.

Motion: R. Segelken

Second: J. Leijonhufvud

**RESOLUTION No. 199**  
**APPROVING MINUTES OF AUGUST 30, 2016**

**RESOLVED**, that the written, reviewed and revised minutes of the August 30, 2016 special meeting are hereby approved.

**Aye votes** – Chair F. Cowett, J. Leijonhufvud, R. Segelken

**Abstained**- G. Gillespie, J. Milder

**Opposed**- None

Item 4 – Public Comment

- No members of the public wished to comment.

Item 5 –Site Plan Review – Corners Community Shopping Center Medical Office Building Project (CCMOB)

- G. Gillespie recused himself from review of the project as he is an employee of HOLT Architects.
- Chair F. Cowett stated the schedule for the meeting; T. Faulkner, Fisher Associates, will report to the Board the findings from his review of the SRF Associates traffic study report; continuation of the public hearing from the August 22, 2016 will follow; members of the public with questions for T. Faulkner are requested to ask those questions during the public hearing; the project design team can then make a presentation if they wish to do so; when members of the public have finished making comments and asking questions, the Board will close the public hearing and ask questions of T. Faulkner and the project design team; the Board then intends to commence a SEQRA review of the project; if the Board makes a negative SEQRA declaration, the project will be submitted to the Village’s Zoning Board of Appeals to consider at the ZBA’s October 19, 2016 meeting the two area variances requested by the applicant for the project; if the Zoning Board of Appeals approves the variances, the project will return to the Planning Board at its October 24, 2016 meeting for consideration of site plan approval.
- T. Faulkner, Fisher Associates, introduced himself to the Board and members of the public; he has reviewed the traffic counts in the SRF traffic study and considers them

accurate; the traffic counts represent traffic volume for the peak hour at each intersection and therefore signify a worst case condition which is a conservative methodology; SRF used background growth rates of 0.25%; he would have used a background growth rate of 1% based on longitudinal traffic data from streets adjacent to the shopping center, but using a 1% growth rate would not change analysis results; estimates of vehicle trips to be generated by the project are accurately based on the ITE methodology; there are some minor inconsistencies in volumes, but these do not affect conclusions; some intersections adjacent to the shopping center operate poorly; some communities accept F rated intersections because they do not want higher traffic speeds nor wish to change the character of the community; he worries that an increase in intersection waiting time may aggravate driver impatience and lead to an increase in accidents although there is no certainty that this would happen at these intersections; the ULI shared parking analysis used by SRF was an appropriate methodology; he would have liked to have seen SRF collect existing parking count data for comparison with ULI modeled estimates; Chair F. Cowett provided him with some observed parking data he had collected which showed an average of 140 cars parked at the shopping center during the course of a week; based on this data, SRF overestimated existing parking demand and parking capacity should not be an issue for the project; in his opinion, the shopping center's Pleasant Grove Road driveway is too close to the Hanshaw/Pleasant Grove intersection and he would recommend moving the driveway further away from the intersection if possible; he would also recommend eliminating four or five spaces from the southern row of parking adjacent to E. Upland Road and replacing these spaces with green space to improve visibility and safety; the current site plan curtails ordinary vehicle access between the shopping center and Carriage House Apartments; it is generally considered good engineering practice to provide as much inter-parcel connectivity as possible to reduce traffic on adjacent roads; while SEQRA recommends a 100 vehicle per hour threshold for a significant increase in traffic, in his opinion significance is in the eyes of the beholder; adding forty or fifty cars to an intersection can bump up delays, but this increase must be considered on a case by case basis and what the community is willing to accept.

- J. Leijonhufvud asked about the project curtailing access between the shopping center and Pleasant Grove Road.
- T. Faulkner replied that ideally he would like to see the roadway reestablished so as to provide more of an outlet to Pleasant Grove Road; he would also recommend limiting cars exiting onto Pleasant Grove Road to a right hand turn only.
- J. Leijonhufvud asked if Chemung Bank parking and other parking adjacent to Pleasant Grove Road should be considered separately from the rest of the shopping center.
- T. Faulkner replied that all parking areas should be considered together as part of a shared parking lot.
- Chair F. Cowett thanked T. Faulkner for his review of the SRF traffic study.

- Resumption of the public hearing which was adjourned at the August 22, 2016 Planning Board meeting commenced at 7:24 pm.
- M. Midlin, 112 Midway Road, asked who makes the final decision for this project and whether the Board of Trustees is involved in that decision.
- Code Enforcement Officer B. Cross replied that the Zoning Board of Appeals makes decisions on any variances sought by the project and the Planning Board makes the final decision about the project in site plan review; the Board of Trustees is not involved in these decisions.
- M. Mindlin asked about the philosophy or basis for accepting the project for consideration and potentially approving the project.
- Code Enforcement Officer B. Cross replied that, when he receives an application for a project of this kind, he looks to see if the proposed project is an allowable use under current zoning; the project as proposed is an allowable use under current zoning.
- Chair F. Cowett replied that, in considering a project for site plan approval, the Planning Board follows Article IX, Section 24, III, 1 of current Village law pertaining to site plan review in the Village's multiple housing and commercial zoning districts; this section instructs the Planning Board to consider the following factors in site plan review:
  - a. The location and site of the use;
  - b. The nature and intensity of the operation involved;
  - c. The size and topography of the site in relation to it;
  - d. The location of the site in respect to the roads giving access to it;
  - e. The provisions for parking;
  - f. The relation of the size of the building and lot to the parking area;
  - g. Traffic and noise generated by the proposed use;
  - h. Landscaping;
  - i. Architectural features;
  - j. Location and dimension of buildings;
  - k. Impact of the proposed use on adjacent land uses;
  - l. Effect on the environment;
  - m. Effect on infrastructure and existing Village services, including sewer, water, drainage and solid waste;
  - n. Any other reasonable factors that will promote the safety of the proposed use and the orderly development of the Multiple Housing or Commercial District;
  - o. Effect on population density, if any;
  - p. Any other factors reasonably related to the health, safety and general welfare of the community.
- Chair F. Cowett added that, when conducting site plan review in 2015 for a sorority proposed for Wyckoff Road, the Planning Board discussed consistency with the goals,

objectives, and recommendations contained in the Village's comprehensive plan when considering factor (p) above.

- M. Mindlin asked how many parking spaces the Village requires to be provided by the project.
- Code Enforcement Officer B. Cross replied that Village code does not specify a certain number of parking spaces to be provided.
- Attorney R. Marcus read from Article IX, Section XIV of current Village law: "Every non-residential structure, commercial, or otherwise, shall provide off-street garage or parking space sufficient to accommodate the cars of employees and the number of cars anticipated to be attracted by the facilities of such structure at any time."
- Code Enforcement Officer B. Cross added that, when the Chemung Bank project was approved, the bank agreed to provide a specific number of parking spaces.
- M. Mindlin asked whether the proposed two story building is too much of a break with the existing one story buildings in the shopping center.
- Code Enforcement Officer B. Cross replied that many of the buildings in the shopping center, if not a majority of the buildings, are already two story buildings.
- M. Mindlin asked about increased road costs to the Village associated with the project.
- Code Enforcement Officer B. Cross replied that there are no road costs to the Village directly associated with the project; however, irrespective of this project, the Board of Trustees may wish to consider making capital improvements to adjacent intersections and roads given existing conditions documented in the traffic study report.
- M. Mindlin asked about requirements for provision of green space.
- Code Enforcement Officer B. Cross replied that there are no specific requirements for provision of green space and that green space is not defined in current Village code; there are, however, limitations on lot coverage percentage.
- Chair F. Cowett asked M. Mindlin if, when referencing green space, she was thinking about lawn or about green space that functions as more than just lawn.
- M. Mindlin replied that, when referencing green space, she was thinking more along the lines of a public park.
- R. Bors, 121 Texas Lane, read the following statement:

My name is Ronald Bors. I am a former Trustee and former member of the Planning Board of this village. My wife and I have lived at 121 Texas Lane for 41 years, and thus are very familiar with the traffic density in and around Community Corners.

My primary concern continues to be the large increase in traffic density that will occur as a result of this proposal as currently designed. The traffic engineers hired by the project developers, focused only on the peak hour impact of this project. That is only part of the problem. For the many of us that travel through the Community Corners area during non-peak hours, it is very important to know how much more than usual, we will be inconvenienced during other times.

In order to gain this information, I asked several questions, and provided them to you in writing, at the August 22<sup>nd</sup> meeting. To date, I have not received all of the answers. It seems imperative that both the Planning Board and the public have the answers to those questions.

- E. Lambiase, 406 E. Upland Road, stated that the project involves a large building with a big footprint; she suggested to the Board that, instead of relying on parking demand estimates for employees and patients, it should examine parking conditions and count cars at the Guthrie facility at 1780 Hanshaw Road; it is sometimes difficult to find parking there.
- B. Eden, 147 N. Sunset Drive, Tompkins County Environmental Management Council, stated that the proposed medical office building is a classic infill project and a remedy for urban sprawl; questions were asked at the August Planning Board hearing about why this project is not being built near other medical office buildings located on Warren Road; the Warren Road site is occupied by wetlands and is close to Cornell's Lab of Ornithology whereas the Corners Community shopping center is already a disturbed site; existing facilities close to population centers should be utilized as a way to reduce vehicle miles travelled; greenhouse gas emissions associated with the proposed new building should be calculated and negative environmental impacts reduced; has CMA considered non-fossil fuel energy generation and reducing the building's climate footprint?
- Code Enforcement Officer B. Cross replied that he does not know specific plans to generate non-fossil fuel energy at the proposed building, but a new New York State building code will come into effect in October 2016; this new code will be a significant improvement in reducing reliance on fossil fuels and must be implemented in the construction of any new building.
- M. Mindlin asked B. Eden if he is concerned about the generation of medical waste at the proposed new building.

- B. Eden replied that he is not concerned as medical waste is well-regulated.
- M. Mindlin asked B. Eden if fewer vehicle miles are travelled by providing destinations closer to where people live.
- B. Eden replied that this is so.
- J. O’Leary, HPM Tech Services, 903 Hanshaw Road, asked if the prospect of increased municipal tax revenues associated with a project is a factor in considering whether to approve a project?
- Code Enforcement Officer B. Cross replied that the prospect of increased municipal tax revenues has never been a factor in considering a project for approval in the Village of Cayuga Heights.
- Attorney R. Marcus agreed with Code Enforcement Officer B. Cross; some communities consider tax revenues when considering a project for approval, but most do not.
- C. Hernandez, 15 Spruce Lane, stated his concern about the project creating increased traffic on N. Triphammer Road and especially the percentage increase of that traffic; he already experiences difficulty getting in or out of Spruce Lane due to traffic on N. Triphammer Road and also experiences traffic backups on Pleasant Grove Road at the intersection with Hanshaw Road.
- A. Watkins, 11 Lowell Place, stated that the project is inconsistent with the Village’s comprehensive plan; the plan advocates building a sense of community in the Community Corners area and the project does not do this.
- D. Nash, Flower Fashions, 903 Hanshaw Road, stated that he and most other business in the shopping center support the project; he has seen a decline in the number of people walking into his store; there needs to be more going on at Community Corners to attract people there; he has spoken to many shopping center business owners who believe that the project would improve their businesses; he asked that consideration be given to the contribution these businesses make to the community.
- M. Mindlin stated that inadequate public notice about this project has been provided to Village residents and many residents are unaware of it.
- Chair F. Cowett replied that the project has been under consideration since March 2016; the Planning Board has tried very hard to facilitate public awareness about the project and to keep the public informed; it has posted all documentation related to the project on the Planning Board’s webpage; the Village has sent out eNewsBlasts about the project; the project design team conducted two public outreach meetings at the shopping center; the Ithaca Journal published an article in July 2016 about the project; he asked M. Mindlin what more she believes should have been done.
- M. Mindlin replied that the Village could have sent out a mailing about the project to all Village residents.
- Code Enforcement Officer B. Cross stated that if the Village was to send out a mailing about this project to all Village residents, it would be required to send mailings for all projects to all Village residents.

- Attorney R. Marcus stated that there is no legal mechanism for singling out one project from all others with respect to public notice and treating it any differently than the rest.
- M. Mindlin stated that other neighboring municipalities do a better job of keeping their residents informed.
- Attorney R. Marcus replied that his firm represents nearly all of the Villages in Tompkins County; he is therefore very familiar with these municipalities and strongly disagrees that any of these municipalities does a better job of keeping its residents informed than does Cayuga Heights.
- Chair F. Cowett invited any members of the project design team who wished to speak to do so.
- K. Michaels, Trowbridge Wolf Michaels Landscape Architects, stated that shopping center business owners provide services to Village residents including residents who choose to walk there, but many businesses are struggling; the business owners believe the proposed medical office building will make a big difference in their businesses as an anchor tenant in the shopping center.
- T. Ciaschi, Corners Community Shopping Center owner, stated that shopping center rent rolls are flat; he believes the shopping center is dying and referenced the letter from George Frantz in support of the project which was read into the record at the Planning Board's August 22, 2016 meeting; he presented signed petitions in support of the project collected from several locations in the shopping center and also from Island Health & Fitness in the City of Ithaca.



Date: August 30, 2016

To: All Visitors, Residents and Business Owners

The Ciaschi family would like to enhance and promote the Heights area by constructing a new medical office building. The proposal will reenergize the area with new customers to create a much needed central core to the village. From water retention to walkable sidewalks, the back half of Community Corners will be transformed into a great communal area.

Please sign our petition if you are in favor of the project.

Chris Lar  
Barbara Lyon  
Keith H. Holthaus  
Felip Ramat  
MIRIAM BISK  
Leonard Bisk  
John  
William  
Charlotte M. Lile  
Gene Doney  
Keith Miller  
Lisa  
Gary Ortol  
Howard  
Rosalind Feinstein  
J. Wehr

Pat Brens  
Susan H. Cleverly  
Larkin Spencer  
Cathy  
Mary Crowley  
Janice Brady  
James Bradley  
Peter Brunner  
Joseph  
Joseph  
Matt  
Frank Dingley  
Joe



Where is the plan for parking for gym?

Ditto

Will it be solar? LEED cert building (green)?

Date: August 30, 2016

To: All Visitors, Residents and Business Owners

Will Holt like LOCAL-?  
yes want fair. Guaranteed → UNION ???!

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Please sign our petition if you are in favor of the project.

Will there be a couple of casual, reasonably priced restaurants?

Kasey Seamans  
Douglas Clark  
~~John Smith~~  
~~John Smith~~  
Mary Jane  
Anne Little  
Cami Reed  
Kate White  
Bob Reynolds  
Mike Shaden  
Gayle Daily  
Cindy Gray  
Judy Jones  
Karen Miller  
Chonda Bullock  
Zig King  
Bonnie Gird

J. Gumpsta  
Peggy Adams  
John Jones  
John Jones  
Kristen Venable  
John Jones  
Cheryl  
Diane T. Ciaschi  
Sharon T. Ciaschi  
Janae Ramage  
Jessica Hankins  
Marie Hankins  
Kelly Chase  
Julia O'Brien

Much needed?

I agree with the ↑  
Business owners responsible  
local union (2016)



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Please sign our petition if you are in favor of the project.

  
\_\_\_\_\_  
\_\_\_\_\_  
Mr. Arshun  
B & B  
Lory Jan  
C. Walker  
April S.M. Walker  
C. Walker  
Pat Mubala  
Andreas Ciaschi  
Dug & Lisa - Sciarabba Walker  
Patty Ciaschi  
\_\_\_\_\_  
\_\_\_\_\_  
S. Rossi  
Albue

Glenn B. Long  
Step B. Munnis  
Linda M. Hinson  
Rosa Macchione  
Linda Galley  
Lynne M. Munnis  
J. P. Koel

Date: August 30, 2016

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The Ciaschi family would like to enhance and promote the Heights area by constructing a new medical office building. The proposal will reenergize the area with new customers to create a much needed central core to the village. From water retention to walkable sidewalks, the back half of Community Corners will be transformed into a great communal area.

Please sign our petition if you are in favor of the project.

GREAT IDEA! But, what if you do w/ the two maples + birch on the south side of the site? Any way to preserve?

Chester Andrews \_\_\_\_\_  
Mellie McFall \_\_\_\_\_  
Mark Agnew \_\_\_\_\_  
Kristy Child \_\_\_\_\_  
Laura Linke \_\_\_\_\_  
Burkhard \_\_\_\_\_  
Betsy Miller \_\_\_\_\_  
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Date: August 30, 2016

To: All Visitors, Residents and Business Owners

The Ciaschi family would like to enhance and promote the Heights area by constructing a new medical office building. The proposal will reenergize the area with new customers to create a much needed central core to the village. From water retention to walkable sidewalks, the back half of Community Corners will be transformed into a great communal area.

Please sign our petition if you are in favor of the project.

Mark Babbage  
Mike Crenn  
Mary Foley  
Susan M. Lunde  
Bob Deeley  
James Stolt  
Dee Berninger  
M. M. M. M.  
Carolyn O'Brien  
Gary Marsden  
Gosso Tsegaye  
James Flucta  
Rick Bryant  
Jeffrey Lunde  
Wendy J. Miller  
m. Beal  
Wendy Fournier

Julie Garcia  
~~John Garcia~~  
R. U. U.  
Rick Leonardo  
John Garcia  
G. P. P. P.  
James R. Conley  
Russell Johnson  
John Garcia  
Mike Garcia  
John Garcia  
Chad Rencus  
Edward Churay  
W. B. J. J.  
Mike Garcia  
John Garcia

- C. Scheele, 117 Randolph Road, stated that she has seen many changes in the Village during the years she has lived there; most of these changes have been good, but she is worried about the project and parking at the shopping center; she does not want the shopping center parking lot to resemble the Island Health & Fitness parking lot downtown; she is also worried about the scope of the traffic increase and whether this will worsen exiting Winthrop Drive onto N. Triphammer Road; she does not believe that Gadabout is a realistic option for patients visiting a medical office building.
- D. Nash stated that he does not currently see parking problems at the shopping center, although the lot outside his store sometimes gets rather full when meetings take place at the Ithaca Board of Realtors office.
- A. Dake, SRF Associates, addressed parking at the shopping center; estimated existing parking demand is 171 spaces and 179 spaces if bank parking is included; the average existing parking demand based on data collected by Chair F. Cowett is 141 spaces; shared parking looks to provide a 10 to 15% buffer; estimated peak parking demand (December) is estimated to be 93% of proposed parking capacity.
- Chair F. Cowett stated reservations about using average parking demand to estimate needed parking capacity since average parking demand does not account for ranges or peaks in parking demand.
- T. Faulkner replied that traffic engineers do not design for peak conditions which may only occur four or five times a year; designing for peak conditions would create excess capacity for the rest of the year when peak conditions do not exist.
- J. Leijonhufvud referenced the comment made by B. Eden about greenhouse gas emissions associated with the new building and asked if the project design team has addressed reductions in the building's carbon footprint.
- K. Michaels replied that the design team has not gotten into this yet, but has been focused instead on site plan review.
- P. Levesque, HOLT Architects, replied that CMA projects generally go green, but no decision has yet been made to seek LEED certification nor has the building's carbon footprint been calculated.
- T. Ciaschi noted that solar panels on the shopping center's Island Health & Fitness facility generate 58 kilowatts, making it one of the larger local installations of its kind.
- Chair F. Cowett entered into the record seven emails and one letter he has received since the Board's August 22, 2016 meeting pertaining to this project.

August 23, 2016

Fred Cowett, Planning Board Chair,  
Jack Young, Zoning Board of Appeals Chair,  
Planning Board and Zoning Board of Appeals Members  
Village of Cayuga Heights  
Marcham Hall  
836 Hanshaw Road  
Ithaca, NY 14850

Fred, Jack, and members of the Planning Board and Zoning Board of Appeals:

I attended the public meeting on Monday, August 22 related to the proposed new medical office building at Community Corners. I appreciate the Planning Board's and Zoning Board's efforts to carefully evaluate the proposal. I applaud the care that the owner and design team put into analyzing aesthetic, traffic, parking, pedestrian/bike access, and other concerns related to the new construction. It has been most helpful to have the full proposal, including the traffic study, available for the public to view online, and I thank the mayor, board members, and village staff for making these documents so accessible.

I am a village resident and support the idea of revitalizing Community Corners, especially as laid out in the village's comprehensive plan "as a dynamic mixed-use commercial and cultural center for the Village, and a continued defining element for the community."

The addition of Island Fitness, Lona Cakes bakery, and Hope's Events and Catering has provided much-appreciated new service and dining options that are within walking distance of village homes. They also convey the additional benefit of building community ties by creating more social spaces to regularly interact with neighbors. (I take special delight in running into my former next-door neighbor, who recently moved into Kendal, at her regular Wednesday coffee spot at JJ's, or, as we know it, the "cookie shop.")

I am a patient of Cayuga Medical Associates and can also see the benefit of a community-based medical office that's within walking distance of village homes.

After careful evaluation of the proposal, however, I have concerns about the scale of the project and its impact on an already strained neighborhood traffic network.

The large footprint of the proposed single-use medical building, whose construction would exceed the maximum lot coverage as stated in current village zoning laws, is out of proportion to the site and would significantly limit the shopping center's potential for "mixed" future growth. Having such a large building whose users would dominate traffic flow and parking in Community Corners would seriously limit the addition of services for village residents that are currently in low supply: e.g. a small grocery store and more family-friendly (preferably healthy and local!) casual dining options in the evenings.

The community and its surroundings have changed dramatically since the Atwaters Grocery Store anchored Community Corners in the 1950s, with more retail and dining options now available nearby in the village of Lansing. However, with the environmental costs of suburban sprawl and big-box stores clearer to consumers, folks are looking to reduce their daily environmental footprint by decreasing trip miles for shopping and by seeking out local sources for produce and other goods. By providing a greater variety of retail choices, Community Corners could provide a walkable, bikeable, and

thus more environmentally-friendly and convenient source of high-demand groceries and other consumables for residents of the Village of Cayuga Heights.

The project's traffic study revealed what village residents experience daily: the amount of commuter traffic along Hanshaw Road near Community Corners is ALREADY high, with a documented extremely poor level of service (LOS) at the junction of East Upland, Triphammer, and Hanshaw roads. Adding additional vehicular traffic into and out of Community Corners to an already stressed network only increases the chances of vehicular, pedestrian, and bicycle accidents, especially at peak times.

While the SRF study concluded that the impact of the increased traffic into and out of the medical building at Community Corners may not reach the actionable levels set by state and national transportation officials, the SRF representative noted that he was not familiar with the village's comprehensive plan and how the additional traffic fit into the character of our community. That more subjective evaluation is up to residents to express and the planning and zoning boards to determine. It is my sincere hope that village officials use the goals set out in the comprehensive plan to further limit the scale of the proposed medical building at Community Corners to allow for a more vibrant, mixed-use, and pedestrian/bike-friendly development of the village's core commercial area.

Sincerely,

Patricia Longoria

109 W. Upland Road

Ithaca, NY 14850

607-351-5240

Dear Fred,

Thank you for the opportunity to attend yesterday's public hearing regarding the proposed CMA facility at the Community Corners plaza. I came to the meeting believing that this facility would probably not be a good idea. I came away from it very much strengthened in this view, in fact now absolutely convinced that it would be a very bad idea that would harm our Village in a variety of tangible and intangible ways.

My overwhelming impression from the meeting was that the applicants (i.e. developer, architect, CMA as tenant et al) were striving very hard, through their hired mouthpiece the traffic consultant, to convince the Planning Board (and the attending audience) that any increase in the volume of activity at the plaza that would result from the building, e.g. in traffic, parking etc., would be statistically insignificant as an addition to existing levels, i.e. no big deal and nothing to worry about. The strenuousness of their effort is in itself most telling, with a strong odor of a maneuver intended to obfuscate the true state of affairs. And indeed, even a cursory glance at their own figures belies their argument. For example, in the matter of parking during weekday business hours, how can an estimated additional 85 cars per hour (35 patients on average per hour plus 50 or so doctors and their support staff) be accommodated by the proposed net addition of only 12 parking spaces without creating unacceptably congested conditions? The obvious logical answer is that they cannot. The projections that they can be accommodated are just that, theoretical projections extrapolated by general algorithm from a few snapshot counts, without detailed consideration of the actual reality on the ground day in and day out over extended periods of time. Such statistical sampling should not be accepted as a credible basis on which to make a major planning decision with long term implications for our community's future.

Even if the statistical model were more closely attuned to the reality on the ground, AND even if the proposal were modified to address the obvious traffic and parking issues in a more satisfactory manner, I can think of at least three reasons why this facility, or any other of its type and size, would be detrimental to our Village and therefore objectionable and to be prevented.

1. Anything of this size and scope will be clearly out of place in our small village. It will unavoidably alter the character of the village, changing it from a basically low key, pleasant residential community with a small commercial plaza attached, into a suburban-type high volume commercial hub to which a few residential streets are attached. The spatial and activities center of gravity will shift, and with it the character of our community. It may not happen immediately, but I am absolutely convinced that it will happen inevitably sooner or later. The resulting village will then be very different from what we have had to date, and all village residents who cherish our quiet, uncongested and slower paced quality of life will be the worse for it. Significantly as well, the Village will be losing the very same character that its own official Comprehensive Plan clearly states it should strive to preserve as a matter of utmost priority. Surely the Board would not want to sanction something with a strong potential of running counter to a stated goal of the Comprehensive Plan?

2. The proposed CMA facility will be offering medical services aimed at least at a county-wide patient pool, perhaps even a regional one. It is NOT intended to serve specifically or even primarily patients residing in our village. The Community Corners plaza, by contrast, was established to offer commercial and other services aimed primarily at Village residents (although of course available to anyone else as well). Setting aside a significant slice of the space for something of no particular use specifically to the village residents – as opposed, for example, to a convenience grocery store or a pharmacy, both of which we have sorely missed for the past several years – would be an unfortunate misuse of the space.

3. The proposed CMA facility may result in increased assessed commercial property values, with attendant increased tax receipts. Also consider, though, the adverse effect on residential property values that may well occur over time when, as noted above, the character of the village changes and consequently becomes less attractive to potential home buyers. This may be more of a gradual and long term trend but not any less real for that.

For all of these reasons I urge the Planning Board to turn down the permit application for the CMA facility.

Sincerely,

Yoram Szekely  
104 Klinewoods Road.

Angela and the Board of Trustees,

My family and I have lived for 40+ years at 303 East Upland Rd - one of the quiet arteries that will be affected by the proposed medical office building at Community Corners. Looking back, I remember walking up to a hardware store, grocery, a lovely shoe store, and even a postal substation. However, given that the business get very little drive-by business, they they tend not to last. The Villagers who want CC to be "charming" should have followed up on the ice cream shop that has been talked about many times, and even a park instead of that unattractive parking lot.

But if we want businesses to be successful, then we need something that pulls traffic into that area benefitting the shops who can't just count on "cuteness" for survival. If it's to be a medical center, then people will buy flowers for their loved ones at Harings, frame a family photo at Ariel's, visit over coffee at one of the several new pastry shops, have lunch at JJs, etc. Because, once you are inside CC, then you will walk to and pass by all of these shops and services. But not if something doesn't pull you and your car in there in the first place.

elizabeth & tim mount

Dear Mr. Cowett,

I understand that there was a great deal of discussion about the proposed medical building at the Corners at the last planning commission meeting. I would like to add my concerns to those you heard at the meeting. If the scale of the new facility is not in line with other buildings at the Corners I would be very reluctant to move ahead with the proposal. I am particularly concerned about the parking plan, which looks completely inadequate. Not only does the proposal in effect plan to use 100% of the parking spaces at all times, it appears to omit reference to the number of spaces lost every winter when the snow plows go through. Frankly, I think it is sad that the only kind of proposal that has been made is not for shops that will serve village residents, but for office space which presumably could be added to any of the large medical complexes on North Triphammer or Warren Roads.

Thank you for considering these concerns.

With best regards,

Ralph Janis  
119 East Upland Road

Fred Cowett, Chair, Planning Board, Village of Cayuga Heights

I am writing to express my opposition to the proposal for a medical building at the Community Corners.

The traffic situation at the Corners and the scale of the building are my main concerns.

As a long time resident of Cayuga Heights and as a user of the medical services of Cayuga Medical Center I believe that the proposed offices would be more appropriately located at the medical campuses off North Triphammer and Warren Rd.

I appreciate your effort on behalf of the Village.

Charlotte A. Shull  
110 Highgate Place

We are writing to express our concerns about the proposed medical office building at the Community Corners. We believe this is an inappropriate plan that would negatively impact the character of the existing shopping center and would be of benefit solely to the developers, at the expense of Village residents. Please think about what this project will ultimately cost the Village, and if it will provide any benefits for us as residents.

The Corners was created for and has always existed for the needs and use of the residents, not the town at large, nor simply for private developers. This new medical building is not in keeping with the original concept of the Community Corners or the intentions of the 2014 Comprehensive Plan, which calls for a need to "develop and implement a plan in collaboration with property owners, businesses, and residents for redevelopment of the Community Corners area as a dynamic mixed-use commercial and cultural center for the Village, and a continued defining element for the community".

This project is out of scale with the rest of the Corners. Businesses and professional offices are acceptable, but something as sizable as this medical building will be an irreversible decision, and limit any other future growth at the Corners. Our zoning is meant to protect us. Variances should be a rare exception, not a common step in the approval process. Variances made now will set precedents for future applications in adjoining commercial areas. The current proposal is new construction and has the flexibility to be built according to existing zoning. We need to recognize that even without a variance, this project will most definitely have an impact on our Village.

If the project predicts 300 clients a day, and if over 50 staff will require parking spaces as well, the parking lots will be filled to capacity because of this one building. (Remember: Potential parking areas were lost when land was sold to Mr. Mecenas.) There will be little room for any new businesses or growth in the future and little likelihood of creating additional parking. This is an irrevocable commitment.

Having heard the hired traffic consultant's presentation, we are not particularly concerned about delays in driving time but are greatly concerned about the impact of this project on quality of life around the Corners.

We suggest that going forward, a theme for the shopping center be more clearly imagined so the Village can encourage appropriate, viable businesses to consider establishing themselves at the Corners.

Meanwhile, we encourage the Village to restrict the proposed medical office building to current zoning law.

Sincerely,

Carol and Ron Schmitt  
302 E. Upland Rd.

to fredcowett

To Cayuga Heights Planning Board

I have been a resident of Cayuga Heights since 1978. Our home is on Klinewoods Road, just one of many charming streets and roads in the Village of Cayuga Heights. For all those 38 years we have driven up to "the corners" via Klinewoods Rd to Triphammer Rd until it meets Hanshaw Rd where we turn either left or right. I rather like the ballet of cars taking turns and for the most part extending courtesy. (Newcomers do not always understand the patterns.) Presently it is an efficient way to handle the traffic at that 4 stop-sign corner.

My concern about adding a Medical facility to the Corners centers on traffic. I am skeptical about the need for moving all the Cayuga Medical Associates to the facility so they can be closer to Cayuga Heights and still have access to the Highway, as the "traffic expert" called Rt 13. Convenient Care and the many medical offices located on Warren Road are only 1.6 miles from Warren Real Estate. They are but .2 of a mile from Rt13! Most convenient. The farthest of the many doctors offices on N.Triphammer Rd are 1.7 miles. There we have new offices for Cardiology and Gastroenterology. Other practices are ENT, Podiatry, Dermatology, and many more. All Very convenient to the Highway mentioned in the last presentation. It does not seem to be necessary to add yet another grouping of medical offices in our village when there are so many practices nearby already. And, they are easier to access.

The impact of additional traffic at the corners intersection is bound to change the civility of how we now handle our comings and goings. Each day there will be 350 people using the building. Which means each day there will be cars both coming and leaving, adding the 700 additional vehicles on the roads to what we now have. How I would hate to see stop lights or worse fixes to manage the numbers posed by this new business. Stoplights would slow the flow making it longer to exit at the existing Stop Signs. Another problem may be people seek-out an easy route. I picture more traffic through our side streets. The problem seeps out into the whole community. Parking poses another huge problem. I have experienced the lack of parking at the Island Health Club downtown. It is totally inadequate. That is the reason that I canceled my membership. They have already made an impact at the corners. There are still so many questions to be answered.

Let us keep the Village a village as much and as long as possible. We like the slow, curvy traffic. So practical, so charming.

Respectfully,  
Mildred Staples

Holly R. Manuel-Nash  
Flower Fashions by Haring  
903 Hanshaw Road, Suite 26  
Ithaca, New York 14850

September 26,2016

To the Members of the Village of Cayuga Heights Board,

I am writing to you in case I do not get an opportunity to speak tonight. I was at the last meeting and out of respect for the community members, I did not want to speak and perhaps start a huge debate. I am not a resident of the Heights, so my opinion may not have as much importance as someone who lives here. The biggest issue mentioned at this meeting was the parking, of which I hope to enlighten you.

I am the current owner of Flower Fashions in Community Corners. I have been employed here since 1984. I have seen a lot of changes over the years, businesses come and go. Our business has been here since the opening of this convenient neighborhood center, and I believe we are the only business able to say this. In all of these years I have only had one customer complain that they could not park in front of our store, he had to park across the way at the Laundromat.... A 30- foot walk from our front door and not too surprising as it was Valentine's Day, our busiest day of the year.

I have taken many photos in the last few weeks from various angles to show you just how many spaces there are available on any given day. I have not loaded them on a disc for you yet, but will if you are interested, or you may view from my camera which I carry almost all the time. In the last 3 weeks there was only one day where most of the spaces in front of the Heights Café, and only in that specific area, were taken at lunch-time. I understand that once a month there is a lunch-meeting of one of the local businesses held there. The rest of the Corners parking lot was almost empty.

I feel that there is a place for the medical offices in this community. It may save people from the hassle of driving to the hospital or downtown. It may actually SAVE people being this close in an emergency. A customer of ours recently told me how hard in was to find handicapped parking at her cardiologists office downtown and I told her of the proposed offices here and she was thrilled.

All of the staff here are in favor of this new addition, as well as all of the area businesses that we have spoken to that share this space called Community Corners.

Thank you for your consideration.

Respectfully,



Holly R. Manuel-Nash

Holly R. Manuel-Nash

- No other members of the public wishing to speak, the Board considered a motion to close the public hearing.

Motion: J. Leijonhufvud

Second: R. Segelken

**RESOLUTION No. 200  
TO CLOSE THE PUBLIC HEARING**

**RESOLVED**, that the public hearing regarding the site plan review for the proposed Medical Office Building project at Corners Community Shopping Center be closed.

**Aye votes** – Chair F. Cowett, J. Leijonhufvud, J. Milder, R. Segelken

**Opposed-** None

- The public hearing was closed at 8:27 pm.
- Planning Board members proceeded to ask questions of T. Faulkner and the project design team.
- J. Leijonhufvud asked T. Faulkner whether, if his reservations were not addressed and his recommendations were not followed, he would have significant problems with the project.
- T. Faulkner replied that, in general, no, he would not have significant problems with the project; the project in its current form is not making anything significantly worse.
- J. Leijonhufvud asked T. Faulkner if his answer applied to traffic and parking.
- T. Faulkner replied that, as long as the Village can live with its F rated intersections, the project will not make conditions significantly worse.
- R. Segelken asked T. Faulkner for his opinion as to how the Planning Board should answer SEQRA Part 2 Question 5 concerning whether the traffic increase associated with the project will create a significantly adverse environmental impact.
- T. Faulkner replied that he cannot really say how the Planning Board should answer this SEQRA question; the Board should ask itself whether the Village can live with a possible increase in delay of 10 to 20 seconds at some of its intersections; 10 to 20 seconds would typically be regarded as a minor increase in delay; intersection ratings are not going from an A to a D; he recommends that the Board consider the actual change in time.
- R. Segelken asked T. Faulkner about the potential impact of an increased number of cars on N. Triphammer Road.
- T. Faulkner replied that limited data was provided on traffic queueing; however, traffic is variable and, if the increase is limited to one car every 10 minutes, it will probably not be noticed.

- R. Segelken asked T. Faulkner about his recommendation to restore ordinary vehicle connectivity between the shopping center and Carriage House Apartments.
- T. Faulkner replied that it is generally good engineering practice to provide vehicle cross access between parcels, but such access may depend on an agreement between the parcel owners.
- A. Dake disputed that there would be benefit to vehicle cross access between the shopping center and Carriage House Apartments; the current vehicular connection is frequently used by drivers to cut through the parcels to access Pleasant Grove Road, often at high speed, which poses a potential hazard to apartment residents.
- Code Enforcement Officer B. Cross stated that he has never heard any concerns from Carriage House Apartments about vehicles cutting through that parcel at high speed to access Pleasant Grove Road.
- A. Dake stated that it is not always good engineering practice to provide vehicle cross access between parcels, especially when one parcel is residential and another parcel is commercial.
- K. Michaels stated that vehicle cross access between the shopping center and Carriage House Apartments facilitates abuse of the shopping center's dumpsters by apartment residents, especially at the end of the academic year.
- R. Segelken agreed that vehicle cross access facilitates dumpster abuse, but stated his interest in reducing vehicular traffic passing through the Hanshaw/Pleasant Grove intersection; he asked if the Board would be able to impose restoration of vehicle cross access between the shopping center and Carriage House Apartments as a condition of site plan approval.
- Attorney R. Marcus replied that the Board cannot impose a condition outside the applicant's control.
- R. Segelken asked about the project's action plan to reduce vehicular use by medical building employees and whether this would also apply to patients.
- T. Votaw, Cayuga Medical Associates, replied that the action plan to reduce vehicular use would not necessarily apply to patients; his priority for patients is to get them to the building as safely as possible, but he is willing to encourage patients to use public transportation; he is unlikely to offer subsidies for building employees to use mass transit as he would then be obligated to offer subsidies to all CMA employees.
- R. Segelken asked T. Votaw if he will be discussing these matters with TCAT.
- T. Votaw replied that, yes, he would be.
- Planning Board members had no further questions for T. Faulkner or the project design team.
- SEQRA review for the project commenced at 8:50 pm.
- The applicant provided Part 1 of the Short Environmental Assessment Form.

**Short Environmental Assessment Form**  
**Part 1 - Project Information**

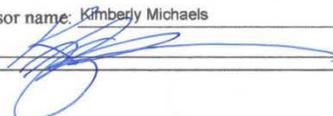
**Instructions for Completing**

**Part 1 - Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 - Project and Sponsor Information</b>				
Name of Action or Project: Corners Community Center, Inc. Medical Office Building				
Project Location (describe, and attach a location map): Corners Community Center, 903 Hanshaw Road, Village of Cayuga Heights, NY				
Brief Description of Proposed Action: The proposed project includes removal of two existing buildings, construction of a new building and sitework. The proposed 28,200 SF Medical Office Building is designed to fulfill the programmatic needs of Cayuga Medical Associates while maintaining visual continuity with the surrounding architecture. The proposed sitework is designed to provide universal access to the proposed building while also establishing a Main Street aesthetic in Corners Community Center.				
Name of Applicant or Sponsor: Kimberly Michaels, Trowbridge Wolf Michaels Landscape Architects LLP for Corners Community Center		Telephone: (607) 277-1400 E-Mail: kam@twm.la		
Address: 1001 West Seneca Street, Suite 201				
City/PO: Ithaca	State: NY	Zip Code: 14850		
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			<b>NO</b>	<b>YES</b>
			<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: Village of Cayuga Heights Site Plan Review; Zoning Variance; Village of Cayuga Heights Zoning Board of Appeals; NYSDEC SPDES GP-0-15-002 Stormwater Discharges from Construction Activity; New York State Department of Health (Certificate of Need)			<b>NO</b>	<b>YES</b>
			<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ 7.2 acres b. Total acreage to be physically disturbed? _____ 2.5 acres c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ 7.2 acres				
4. Check all land uses that occur on, adjoining and near the proposed action.				
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other (specify): Community Services <input type="checkbox"/> Parkland				
[i.e. VCH Village Hall categorized as Community Services by Tompkins Cty.]				

5. Is the proposed action, a. A permitted use under the zoning regulations?	NO	YES	N/A
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation service(s) available at or near the site of the proposed action?		<input checked="" type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?		<input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply?  If No, describe method for providing potable water: _____	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities?  If No, describe method for providing wastewater treatment: _____	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the proposed action located in an archeological sensitive area?		<input checked="" type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16. Is the project site located in the 100 year flood plain?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____ <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <i>Existing drainage swales on neighboring properties to the south and west of the parking lot will continue to be used to convey attenuated rates of runoff from the redeveloped site.</i>			

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____ Permanent stormwater management practices will include a Bioretention Filter and dry Detention Basin.	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b>		
Applicant/sponsor name: <u>Kimberly Michaels</u>	Date: <u>September 26, 2016</u>	
Signature: 		

- The Board reviewed the applicant’s responses to the questions in Part 1.
- Chair F. Cowett suggested to the Board that, with respect to Question 5b, Is the proposed action consistent with the adopted comprehensive plan, the Village’s comprehensive plan calls for the re-invigoration of the Corners Community area as the economic and social hub of the Village; although the plan also recommends encouraging provision of everyday neighborhood retail services and housing as part of mixed use development, a medical office building is a permitted use under current zoning and therefore, in his opinion, for the purposes of this SEQRA review, the project is on balance consistent with the Village’s comprehensive plan.
- Chair F. Cowett further advised the Board that, with respect to Question 8a, Will the proposed action result in a substantial increase in traffic above present levels, he has emailed with the NYS DEC about the meaning of “substantial” and been told by the DEC that, for a medical office building, a threshold of 100 peak hour vehicle trips per day for either the early morning or late afternoon peak hour determines whether an increase is substantial; since estimates for peak hour site generated vehicle trips by the applicant’s traffic study and confirmed by the Board’s traffic consultant are less than 100, in his opinion, this question can correctly be answered “NO.”
- The Board accepted the applicant’s responses to the questions in Part 1; it then began reviewing the questions contained in Part II of the Short Environmental Assessment Form.
- J. Milder asked Chair F. Cowett to discuss the implications of a finding of moderate to large adverse environmental impact for any questions in Part II.

- Chair F. Cowett replied that a finding of a moderate to large adverse environmental impact for one or more questions in Part II would trigger a Draft Environmental Impact Statement (DEIS) from the applicant unless the applicant has provided mitigation for those impacts; for example, in the Board's 2015 site plan review of a proposed sorority on Wyckoff Road, the Board found moderate to large adverse environmental impact for three Part II questions, but also found that mitigation measures proposed by the applicant were sufficient to reduce this impact to a small adverse environmental impact; as a result, the Board was able to make a negative declaration of significant adverse environmental impact for the project and a DEIS was not required from the applicant.
- Attorney R. Marcus confirmed that, were the Board to make a positive declaration of significant adverse environmental impact for the CCMOB project, this would trigger a DEIS from the applicant; because the traffic increase associated with this project would probably be the cause of a positive declaration, the scope of a DEIS would likely focus on providing additional information on traffic conditions and proposing alternatives; the applicant has already provided a traffic study, it is not clear what else a DEIS could provide, and any proposed alternatives would need to be reasonable and feasible.
- Code Enforcement Officer B. Cross stated that the Village is in the beginning stages of discussing a traffic improvement project in the Community Corners area, but did not know whether this should factor into the Board's answers for Part II.
- Chair F. Cowett replied that there is no certainty as to when or if any such traffic improvements will happen and so the Board should not consider them when answering the questions in Part II.
- The Board began its consideration of the questions in Part II by answering Question 5, Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?
- The Board agreed that the project would not adversely affect existing infrastructure for mass transit, biking or walkway.
- The Board then discussed the project's impact on the existing level of traffic and a vote was taken; Chair F. Cowett, J. Milder, and R. Segelken voted that the project's impact would be small; J. Leijonhufvud voted that the project's impact would be moderate.
- The Board proceeded to answer the remaining questions in Part II and agreed to include explanatory statements pertaining to Questions 1, 2, 3, and 5 in Part III of the SEQRA Short Environmental Assessment Form.

**Short Environmental Assessment Form  
Part 2 - Impact Assessment**

**Part 2 is to be completed by the Lead Agency.**

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Short Environmental Assessment Form  
Part 3 Determination of Significance**

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

**Question 1**

*Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?*

Current land use is commercial, a medical office building is a permitted use under current zoning for the Village's commercial zoning district, and a use variance is not required. The project is compliant with current zoning requirements for building height and setbacks, but

does require two area variances, one for lot coverage and one for distance between buildings. Lot coverage would increase from 17.18% to 20.64%, which represents a 20.14% increase from current lot coverage as permitted by a variance previously granted by the Village's Zoning Board of Appeals, and a 37.60% increase from the 15% lot coverage permitted for the Village's commercial zoning district under current zoning. A reduction in building separation from 60 to 21 feet, a 65% decrease from current zoning, is also being proposed. These variances represent meaningful changes on a percentage basis and will be considered at a later date by the Village's Zoning Board of Appeals. The reduction in building separation is unlikely to have much environmental impact and stormwater features in the project design can be expected to mitigate the most likely source of any adverse environmental impact created by increased lot coverage. Therefore, the environmental impact of the project's conflict with existing zoning regulations would likely be small.

#### Question 2

*Will the proposed action result in a change in the use or intensity of use of land?*

Current land use is commercial, a medical office building is a permitted use under current zoning for the Village's commercial zoning district, and the location of the new medical office building is occupied by an office building. Thus, any change in the character of use would be small. The footprint of the proposed new building is a 200% increase from the footprint of both the one story office building and a one story bank to be demolished. In addition, the proposed new building is two stories versus the one story structures to be demolished and there will be increases in vehicle traffic, parking demand, and pedestrian activity on site. As a result, intensity of land use will increase. However, stormwater features in the project design can be expected to mitigate the most likely source of any adverse environmental impact created by increased land use intensity and the environmental impact from a change in land use intensity would likely be small.

#### Question 3

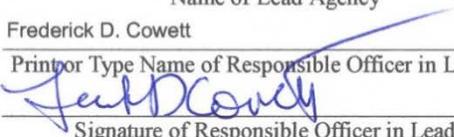
*Will the proposed action impair the character or quality of the existing community?*

The proposed new building's design is intended to reflect the design aesthetic of existing shopping center buildings. Its height meets current zoning requirements. Current land use is commercial, adjoining land uses are primarily commercial or residential, and a medical office building is a permitted use under current zoning for the Village's commercial zoning district. The proposed new building's weekday hours of operation, location in the shopping center's interior, and its use of dark sky compliant lighting are likely to reduce potential conflicts with adjacent residential properties. Based on these environmental criteria, the proposed action is unlikely to impair the character or quality of the existing community from an environmental standpoint and its environmental impact on the character and quality of the existing community is likely to be small.

#### Question 5

*Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?*

The project will not adversely impact existing infrastructure for mass transit, biking, or walkways. It will, however, increase vehicular traffic on site and in adjacent public streets. A traffic study commissioned by the project estimated the project would generate 53(26) vehicles entering the shopping center during the AM(PM) peak hours respectively and 14(67) vehicles exiting the shopping center during the AM(PM) peak hours which, following NYS DEC criteria, does not comprise a “substantial” increase in traffic. The traffic study also analyzed capacity levels of nearby intersections and gave several intersections failing grades, but concluded the project would not result in significantly adverse traffic impacts to these intersections. A peer review of the traffic study commissioned by the Planning Board found that “additional traffic due to the proposed development will further exacerbate already poor operating conditions” for the failing intersections. The NYS DEC advises that, even if an increase in traffic is not “substantial,” a moderate to large project impact may occur if, due to current conditions, the adjacent roads and intersections do not have the capacity to handle that increase. It is unclear to the Board whether adjacent roads and intersections, and especially intersections given failing or near failing grades by the project’s traffic study, have the capacity to handle the increased traffic generated by this project. The project’s traffic study indicates that they do and the peer review does not explicitly contradict this. The project has proposed some measures to reduce single occupancy vehicle use: provide bicycle racks on site for patients and employees; discuss the bus stops with TCAT to ensure the best service for patients; discuss the project with Gadabout to ensure the best service for patients; and encourage employees to use public transit, car pool and drop off. It is unclear what effect these measures will have or that there are additional reasonable, feasible alternatives available to the project to mitigate further the increased traffic impacts. In balance, it is fair to assume that a potential exists for some adverse environmental impact due to the increase in vehicle traffic generated by this project, but, based on the preponderance of evidence, the Board cannot confirm this impact rises to the level of a moderate to large adverse change over and beyond existing levels. Therefore, after considering criteria suggested by the NYS DEC for conducting SEQRA review, which are not the same criteria to be considered by the Planning Board under local law in conducting site plan review, the Board concludes that any adverse environmental impact created by the project’s increase in traffic would be small.

<input type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
<input checked="" type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.
Planning Board, Village of Cayuga Heights Name of Lead Agency	September 26, 2016 Date
Frederick D. Cowett Print or Type Name of Responsible Officer in Lead Agency	Chair, Planning Board Title of Responsible Officer
 Signature of Responsible Officer in Lead Agency	 Signature of Preparer (if different from Responsible Officer)

Motion: R. Segelken  
Second: J. Milder

**RESOLUTION No. 201  
TO DETERMINE PROPOSED ACTION WILL NOT RESULT IN AN ADVERSE  
ENVIRONMENTAL IMPACT.**

**RESOLVED**, that the Village of Cayuga Heights Planning Board has determined that the proposed Medical Office Building project at Corners Community Shopping Center will not result in any significant adverse environmental impacts under SEQRA.

**Aye votes** – Chair F. Cowett, J. Leijonhufvud, J. Milder, R. Segelken  
**Opposed**- None

- Code Enforcement Officer B. Cross asked whether the Board’s SEQRA determination obligated the Village’s Zoning Board of Appeals to take a specific course of action when considering the project’s request for two variances.
- Attorney R. Marcus replied that any action taken by the ZBA would be independent of the Planning Board’s SEQRA determination; SEQRA has a narrow environmental scope; the ZBA has a different narrow scope and considers different environmental criteria than those specified in SEQRA; the Planning Board has much wider latitude than the ZBA when considering a project for approval in site plan review.

Item 5 – Other Business

- The Board’s next meeting is scheduled for October 24, 2016.
- The Board discussed scheduling a public hearing for the proposed subdivision at 1010 Triphammer Road; it decided to schedule the public hearing for November 28, 2016.

Item 6 – Adjourn

- Meeting adjourned at 9:52 pm.