

The Town of Cicero Planning Board held a meeting on **Wednesday, February 4, 2009** at **7:00 p.m.**, in the Town Hall at 8236 South Main Street, Cicero, New York 13039.

Agenda:

- Approval of the Planning Board minutes from January 21, 2009 (**approved with corrections**)
- Discussion, South Bay Fire Department Site Plan, 8819 Cicero Center Road, Proposed building modifications
- Site Plan, Airport Business Park, 5801 East Taft Road, Proposed single office complex, Benderson Development (**to return**)
- Site Plan, Germania Property Group/Pathfinder Bank, 6194 Route 31, Proposed bank and drive through window, Dunn & Sgromo Engineers, PLLC (**cancelled, to appear on a later date**)

BOARD MEMBERS PRESENT: Patrick Leone (Chairman), Richard Cushman, William Purdy, Sharon May, Jason Mott, and Robert Smith

BOARD MEMBERS ABSENT: Christopher Rowe, Scott Harris (Ad Hoc Member)

OTHERS PRESENT: Heather Cole, Esquire, Wladis Law Firm, Wayne Dean, Director of Planning and Development, Mark Parrish, P.E., O'Brien & Gere, Tonia Mosley, Clerk

The meeting was opened with the Pledge of Allegiance.

Mr. Leone noted the locations of the three fire exits and that there were no formal public hearings tonight. This Board acknowledges the importance of public input and encourages those who would like to speak about a formal agenda item to do so by raising your hand and being recognized by the Chairman. Please use the microphone in the front of the room. It is also this Board's intent to be heard. If you can not hear us please let us know.

**APPROVAL OF THE PLANNING BOARD MINUTES
FROM JANUARY 21, 2009**

Ms. Cole noted on page 8 in paragraph 4 that starts with the words Dr. Carroll's application the word adoptive should be changed to adaptive. Also in the phrase must less restrictive remove the word must. Mr. Leone requested that the letters for reappointment from the attorney and the engineer be included in the minutes. **Mr. Smith made a motion** to approve the Planning Board minutes from January 21, 2009 with the corrections/additions noted above. **Mr. Cushman seconded the motion.** The motion was **approved** with the following vote:

Mr. Cushman:	Yes
Mr. Purdy:	Yes
Mrs. May:	Yes
Mr. Mott:	Yes
Mr. Smith:	Yes
Mr. Leone:	Yes

**DISCUSSION, SOUTH BAY FIRE DEPARTMENT SITE PLAN
8819 CICERO CENTER ROAD, PROPOSED MODIFICATIONS
TO EXISTING BUILDING**

Mr. Leone explained that at the January 21, 2009 Planning Board meeting Ms. Cole discussed a potential conflict of interest because the Wladis Law Firm has represented the South Bay Fire Department in the past. We gave them a formal nod. I have received a letter, I believe the rest of the Board received a copy also, requesting my signature and would like the Board's approval to sign it. **(SEE ATTACHMENT A: WLADIS LETTER DATED 1/22/09)**. **Mr. Smith made a motion** to authorize the Chairman to endorse the acknowledgement and wavier of conflict letter. **Mrs. May seconded the motion.** The motion was **approved** with the following vote:

Mr. Cushman:	Yes
Mr. Purdy:	Yes
Mrs. May:	Yes
Mr. Mott:	Yes
Mr. Smith:	Yes
Mr. Leone:	Yes

Ms. Cole thanked the Board.

**SITE PLAN, AIRPORT BUSINESS PARK
5801 EAST TAFT ROAD, PROPOSED SINGLE STORY
OFFICE COMPLEX, BENDERSON DEVELOPMENT
(SEE ATTACHMENT B: O'BRIEN & GERE LETTER DATED 2.2.09)**

Representatives: Paul Curtin, Esquire and Matthew Oates, Civil Engineer, Benderson Dev.

Mr. Curtin introduced himself as the representative for Benderson Development. The plans that you see are in response to comments that we received from this Board and O'Brien & Gere.

We have dealt with the flow of traffic within the plaza and parking. If the Board feels that we have adequately revised these issues, we would ask that the Board approve the site plan and then move on to the subdivision. Mr. Oates is prepared to go through the application.

Mr. Leone asked for clarification. We are looking at the parking field and not necessarily the building's footprint?

Mr. Curtin responded you are not looking at a building's footprint.

Mr. Leone: We are looking at the parking field's improvements. Have these improvements been sent to the County for a referral? I don't want to jump too far ahead without making sure what we have the authority to do tonight.

Ms. Cole noted the County's response was dated December 16, 2008. The County had a couple of modifications stating that the final plan must show the proposed driveway on Kreisler Road as a restricted right-in, right-out only per OCDOT's request to maximize the safety of the new signal light's intersection of Kreisler and East Taft Roads. The applicant must provide some previously submitted traffic studies, must show storm water mitigation, a lighting plan, etc.

Mr. Leone asked if the applicant had the referral letter from the County and if they had responded.

Mr. Oates noted they did get a copy and that they have responded to part of the letter. For the proposed right-in, right-out driveway we initially believed from OCDOT that the driveway was not a part of their plan. So we eliminated any proposals.

Mr. Leone asked which driveway that was noting that there are two driveways which lead out to Kreisler.

Mr. Oates: We requested plans from the OCDOT for the roadway improvements there. That right-in, right-out is not shown on their plans. We provided those plans to FRA Engineering. FRA submitted a letter to the Town stating the elimination of that right-in, right-out would not adversely affect the overall traffic flow. So, we are not pursuing a right-in, right-out driveway at that location.

Mr. Smith asked if it would be closed.

Mr. Oates: Yes, it would be closed.

Mr. Leone asked Mr. Parrish for his response. Did someone want to restrict truck turns on Kreisler?

Mr. Parrish: That was a different issue. The right-in, right-out for what I think is actually Bellevue Drive is the one that comes out onto Kreisler closer to the intersection of Taft Road. I have not been able to complete my correspondence with Jim Stelter from the OCDOT. There is a little confusion. As Mr. Oates indicated, the County's plans for the improvements on East Taft Road currently do not show this as a right-in, right-out entrance. I have had a couple of email correspondences from Mr. Stelter about that because I was under the understanding that it would be reflected. He responded that their plans do not show that but asked if we could get the applicant to do it. I don't know if that is proper. If something happens now it is likely to get changed when the County comes through with their project. I have not been able to resolve that issue.

More discussion occurred regarding which Kreisler to determine which entrance was discussed in the County's resolution.

Mr. Leone: This is the driveway they were referring to as a right-in, right-out driveway. They seem to be concerned about a stacking problem.

Mr. Cushman agreed noting the new light that would be located at Kreisler and Taft.

Mr. Leone: They have apparently disagreed with keeping the traffic light on Taft Road as well. We have a main access point being limited to a right-in, right-out and removing a traffic light at a section where we wanted it.

Mr. Parrish: I think that there is a reason for having that as a right-in, right-out. But, these plans do not show it. I don't know what the applicant's thoughts are relative to providing it.

Mr. Oates: We can examine that as a right-in, right-out. We had previously provided a traffic study. If the Board agrees we would like to look at that suggestion as part of the development located at the upper right and have FRA examine that option as part of that traffic study. We are not saying that we are not going to do it but we would like to...

Mr. Leone: Not a problem. As long as we are talking about that intersection, someone suggested no truck traffic.

Mr. Parrish: That was my suggestion relative to the turning templates they provided. When they provided the truck turning templates and the movements that they show---they have improved the intersection significantly by removing quite a bit of pavement in the area where it comes into the main plaza---but the truck turning movements they show, particularly for vehicles that enter and are making a right or vehicles coming from the WYNIT building and making a left, have very awkward movements. My comment to the applicant was do you really expect truck traffic to access that drive. They should show the truck movements that they expect to occur on the site, and recently did that.

More discussion occurred.

Mr. Parrish: They could continue down to Church Street. They improved that. They also have the access point further up Church Street which goes behind the building.

Mr. Oates: We originally submitted the truck templates for all access points, basically showing that what we are proposing for all the different locations would work adequately for trucks. We expect trucks to access the site via Taft Road and pending the Church Street location---not really using Kreisler Road at all. We can limit truck traffic there because we do have adequate truck movement around the site everywhere without using Kreisler.

More discussion occurred regarding the potential movement of traffic, stacking and traffic conflicts.

Mr. Oates: We do have the width to make that two lanes coming out. There is 40' of pavement there. We can easily do a left hand turn lane, a right hand turn lane and an entrance lane as well.

Mr. Leone: You could have a right-in, right-out and left-out but there would not be a left-in.

Mr. Dean: The line of sight if you are there turning left and someone is coming around from Taft Road is not clear.

Mr. Leone: What is the distance from there to the corner for that driveway? Is it anything that needs a variance? It is non-conforming, existing now. For the record, its 150', correct?

Mr. Oates: Yes

Mr. Leone: Mr. Dean is concerned with the sight distance for the left-hand turn out. I can't answer that. 150' seems reasonable to me. I am asking the Board, if the applicant has the room for...

Mr. Smith:...for a left-hand lane, I think that it is something that we should look at. People are going to be in a hurry coming off Taft Road. There will not be much traffic looking to make a left turn on Kreisler. You could possibly cause a problem for a very few. I agree with what Mr. Parrish said.

Mr. Leone: Is the Board swaying towards a right-in, right-out?

Mr. Purdy: I don't think that it is the best way to go. You have people parked by that entrance. Now you are forcing them through the whole parking lot to get out the site. They all end up on the same road. You could have half of the people going out here and the other half going out this way instead of bottlenecking them here behind WYNIT. This is not an entrance for cars. The only ones that go here are people that live in the area and know that back way.

More discussion occurred.

Mr. Oates: I understand what the Board is thinking. I would only ask that we can have our traffic engineer review this.

Mr. Leone: You have a right-in, right-out suggestion from this Board. If you wanted to review a left out from there, fine. But, if you want to review a left-in from there I think that the consensus is that the left-in is no deal.

Mr. Oates: When we come back as part of the future development, I would like to have our updated traffic report for the additional road work, have our engineer re-look at that entrance way and re-present those findings to the Board.

Mr. Leone: You would need a super majority approval vote from this Board to override the County's right-in, right-out recommendation. You always have the right to amend a plan with the consensus of the Board. The County would again weigh in on an amendment. You may be able to give them some different tools of information to change their minds. I assume that they

had your traffic information when they made their decision. You did show where you improved the Church Street exit by straightening it out.

Mr. Oates: Yes, Church Street is coming out. We added additional landscaping islands as suggested. We did not add in additional signage for Taft Road to direct cars to the center drive. We felt that it was better to keep Taft Road Traffic to the two main drives. They separate the traffic flow.

Mr. Leone: Will you feel that way after you get your new building?

Mr. Oates: We can re-look at that when we get the new building. We are not opposed to signage, we just thought this was a better flow for traffic.

Mr. Leone: The other area that was straightened out a little was the entrance drive off Kreisler Road.

Mr. Oates: Yes. We added a large green space here with a little bit of green over here. We continued the striping along Taft Road. It is easier to find that and to find those entrances. Currently that is all wide open pavement. Now there will be a fully defined drive isle coming in to direct cars to line up with this parking isle.

Mr. Leone: Do we have the turning radii to get fire trucks into each of those areas?

Mr. Dean: I talked to Mark (North Syracuse Fire Chief) this morning. He said he reviewed it and was happy with it. He could not make it here tonight.

Mr. Purdy: Are you talking about Chief Hogan? Did everyone receive the thing from him which states that he would prefer stripes instead of granite curbing? Fire apparatus also go to the front of the building plus they get calls in the parking lot. If you have someone with a heart attack, or someone hit with a snowplow or a car catches fire, you have to be able to get trucks in and out, inside the parking lot. Granite curbing could hinder that.

Mr. Leone: The granite curbing is put in for a reason. If you have the turning radii within those areas...

Mrs. May: They will go over the granite curb.

Mr. Purdy: A granite curb will do a nice job on a truck. The Chief is talking about asphalt with yellow striping.

Mr. Leone: Asphalt curbing?

Mr. Dean: Just leave it paved and delineate the islands with paint. That works well except when you have snow.

Mrs. May: The Chief wants the curbing removed and to then to have just striping.

Mr. Leone: I think that you need the delineation for your drive areas. I think that the real question was should we have concrete or should we have granite. They proposed concrete but the entire site has been done with granite. In this area where we have salt, etc., concrete falls apart. It is a maintenance nightmare. Granite is more costly but in the long run that is the appropriate way to do it.

Mr. Oates: I understand. Typically for all of the work that we do, concrete is a more economical way to do construction. That is how we typically do it. We are simply making a request to the Board to allow us to do it in concrete and not granite.

Mr. Leone asked for Mr. Parrish's opinion.

Mr. Parrish responded I think that he has summarized it appropriately. In the long run the granite is certainly much better. In the short run it is more expensive. It definitely looks better. The rest of the curbing there is primarily granite but they are showing it hashed out with concrete. It is not consistent. We noted that.

Not each of the islands is curbed. Our suggestion was to have every other road or island be striped to give some definition to people traveling through there. We are not suggesting each one be granite as the plan shows. The exception would be where some of the intersections might have both. Those would be where the intersections are close to some of the buildings.

The Board agreed to granite curbing.

Mrs. May asked about lighting.

Mr. Leone: At this point they are only moving one light pole. The lighting plan is what it has been with no new lighting proposed at any of the entrance/exits.

Mr. Oates: There is a light pole that falls in the middle of this drive isle. We are proposing to slide it about 12' to the left to fall within that curb.

Mr. Leone: I do not see a problem with that. The real issue is spill/glare over towards the highway. We do not have that.

Mr. Parrish: It is not going to change significantly from what it is now.

Mr. Leone: We talked about making sure we have all of the necessary parking accounted for.

Mr. Parrish: The Board should have a plan similar to this. The applicant has delineated parking areas per the counts that were in the study.

Mr. Oates explained each tenant has a different color to show their parking fields. Tenants include the New York State Department of Motor Vehicles (including three striped spaces for trailers), the Best Buy, the SRC Tech facility, JP Morgan/Chase, and WYNIT. We will have enough parking for our new subdivision and we will maintain all of the required parking for the existing buildout. We will use the provided numbers from the study to calculate the parking needed for any new building.

The majority of the site is occupied. We are not in front of the Board for any future building because we do not have a proposed tenant. We are evaluating what the best layouts are. We are marketing it. Having the subdivision helps us as well. We understand that when we come back, we will have everything.

Mrs. May: How can you come to the conclusion as to how many parking spaces you will need if you do not have any ideas as to what type of business would go in there?

Mr. Oates: FRA Engineering prepared a parking demand study for us for the existing plaza, based upon the existing tenants and their uses. The total required parking spaces was 733. We included some additional spaces for a WYNIT expansion which brings it up to 813. There are 1150 existing, plus or minus spaces. For the subdivision we have we are showing that the parking field works.

Right now we do not have any tenants so we do not know the parking demand. In our study we show an office square footage and a warehouse square footage because those are the types of existing tenants that we have.

Mr. Leone: You will end up working backward. You will have to work your space around the available parking. This is not zoned Industrial. Those types of warehouses are not allowed.

Mr. Oates agreed. We will have to make sure that the parking works.

Mr. Leone: The Board will get a second bite at the apple. You will need to have enough parking for the space that you are requesting.

Mr. Oates: We would be back in front of the Board. Mark's letter has a couple of additional comments. We acknowledge those comments. When we come back in with a future development we will work to address those upfront. We will provide full elevations to the Board as well. We welcome your input. Anything we do will need to compliment the rest of the site.

Mr. Smith asked how many of the existing 1150 parking spaces are left.

Mr. Oates: After we put in the center drive isle, I believe the overall number of spaces left on the entire site is 1,093. Again with any future development we will be working backward with the parking that is available.

Mr. Oates clarified the numbers. Currently there is a total available space of 1,164 spaces. The addition of the center drive isle results in a loss of 50 spaces, plus or minus. So after all of the adjustments (additional landscaping, drive isle, etc.) we have 1,114 spaces for the overall development.

Mr. Leone: That would leave you with roughly 200 spaces. I don't know how many spaces are in this area.

More discussion occurred.

Mr. Leone: There are some issues with the under drain, the storm drain and the way that it operates or the way that it is maintained. I don't think that the Board expects you to tackle that issue during the parking changes and layout presented here. But, there maybe some requirement when it comes to the site plan for this building.

Mr. Oates: We fully acknowledge that. We will make sure that our engineer under goes a drainage study and evaluation on that.

Mr. Smith: You have parking spaces marked off on the upper part of the site.

Mr. Oates: Those are spaces that are not on our property. We are not including any of them in any of our evaluations.

Mr. Leone: Do you own the back WYNIT spaces?

Mr. Oates: Those spaces are proposed.

Mr. Leone: There is a lot of stuff back there for example generators.

Mr. Oates: As part of the subdivision we will be putting an REA together for both lots, to encumber both lots for cross access, parking, utilities and drainage. So, even though there will be two lots, it would still function as one lot. We would agree that for any future work, as part of the subdivision approval, any future work on this lot, the overall property itself will have to be looked at. It could not be looked at as an individual lot.

Ms. Cole: We would review that at that time.

Mr. Oates: I would ask that the Board would act on the subdivision portion if they are not ready to act upon the site plan portion.

Mr. Leone: Your subdivision application was accepted. It requires a public hearing. We could set a date for that. Action on the subdivision will include getting it to the County for their response.

Mr. Curtin: You could set a public hearing date. This is a simple two lot subdivision.

Mr. Leone: Wayne has leeway on certain things but the commercial stuff typically comes before this Board.

Ms. Cole: How do you feel about that Wayne? Would you prefer that the Board look at this one?

Mr. Dean: I would prefer that the Board look at it, yes.

Mrs. May: Two meetings out?

Ms. Cole: Yes, I would say maybe two meetings out for a public hearing and then maybe tonight refer it to the County Planning Board?

Mr. Leone agreed.

Mrs. May: The public hearing would be March 4th.

Mr. Leone noted time would be needed for posting the notice. The subdivision plans should be on file for review.

Mr. Curtin: The original subdivision packet was accepted so those plans are here. It has not been modified. The Board did not want to take any further action on that until the interior issues were addressed.

Mr. Leone: It is my personal opinion this information, the way that the site plan shows up now, and now drawing a subdivision line as an overlay kind of thing, goes a long way from what you are trying to do. You have the potential for public comment to understand the entire plan. You have improved the site dramatically with these changes. Although they have not been accepted as yet, I am not sure why they can not be scheduled for the very next meeting to get that part done, running the subdivision application parallel to that. The public hearing for your subdivision would be March 4th.

Mr. Leone made a motion to send the subdivision application to the County for a County referral. **Mrs. May seconded the motion.** The motion was **approved** with the following vote:

Mr. Cushman: Yes

Mr. Purdy: Yes

Mrs. May: Yes
Mr. Mott: Yes
Mr. Smith: Yes
Mr. Leone: Yes

Mr. Smith made a motion to schedule a public hearing for the subdivision application on March 4, 2009. **Mrs. May seconded the motion.** The motion was **approved** with the following vote:

Mr. Cushman: Yes
Mr. Purdy: Yes
Mrs. May: Yes
Mr. Mott: Yes
Mr. Smith: Yes
Mr. Leone: Yes

Mr. Curtin: The plan before you does not indicate the right-in, right-out. Would you like to see a revision of that area? If you are going to consider it at your next meeting, it should be included.

Mrs. May noted that she would like to see it on the plan.

Mr. Leone: Based upon some of the minutes from this meeting, I would ask Wayne to generate a note for subdivision purposes and getting it in front of the County that the applicant has agreed to a right-in, right-out there. I think that would help you with the County's response on your subdivision.

Ms. Cole agreed.

Mr. Curtin noted that would be very helpful.

Mr. Leone: And if you get back a drawing that shows that tomorrow...

Ms. Cole: Maybe something we can supplement this with?

Mr. Leone: An application that is proposed.

Mr. Oates thanked the Board.

Mr. Smith made a motion to adjourn. **Mrs. May seconded the motion.** The motion was **approved** unanimously.

IN AS MUCH AS THERE WAS NO FURTHER BUSINESS BEFORE THE BOARD, THE MEETING WAS ADJOURNED AT 8:00 P.M.

Dated: February 14, 2009

Tonia Mosley, Clerk



January 22, 2009

Patrick Leone, Chairman
Town of Cicero Planning Board
8236 S. Main Street
PO Box 1517
Cicero, NY 13039

RECEIVED

FEB 4 - 2009

TOWN OF CICERO
ZONING/PLANNING

Re: South Bay Fire Department Site Plan Application

Dear Pat:

This letter is to inform you of a potential conflict of interest in our representation of the Town of Cicero Planning Board (the "Planning Board") in connection with the Site Plan Application filed on January 20, 2009 by the South Bay Fire Department (the "Fire Department"). A potential conflict exists because The Wladis Law Firm, P.C. (the "Firm") represents the Planning Board, but also has represented the Fire Department. The Firm's representation of the Fire Department has been in connection with economic development opportunities for the Fire Department. The Firm does not intend to represent the Fire Department in connection with the Site Plan Application currently pending before the Planning Board.

A potential conflict exists because The Wladis Law Firm, P.C. (the "Firm") is counsel to the Planning Board and has acted as counsel to the Fire Department. The Firm represents that it will act as counsel to the Planning Board only in connection with the Fire Department's Site Plan Application. If the Fire Department requires counsel to represent it with regard to the Site Plan, this Firm cannot and will not act as that counsel. At the January 21, 2009 Planning Board meeting, the Planning Board generally agreed to waive any potential conflict that may be present under these particular facts and circumstances. Under these circumstances, we believe that we can represent the interests of the Planning Board only with no undue influence as a result of the Firm's representation of the Fire Department on unrelated issues.

The Disciplinary Rules for attorneys require that we disclose this potential conflict to the Planning Board and the Fire Department. By signature on this letter the Planning Board acknowledges that we have disclosed the nature of the potential conflict, and that the Planning Board consents to our representation of the Planning Board only in this matter.

Should the facts and circumstances change such that a different potential conflict of interest exists, we will disclose the nature of the potential conflict to the Planning Board and the Fire Department, and, if necessary and appropriate, recommend that either or both parties obtain alternate representation.

RECEIVED

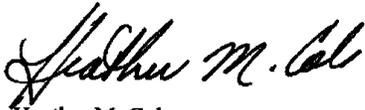
FEB 4 - 2009

TOWN OF CICERO
ZONING/PLANNING

Should you have any questions or comments, please do not hesitate to contact me.

Respectfully,

THE WLADIS LAW FIRM, P.C.



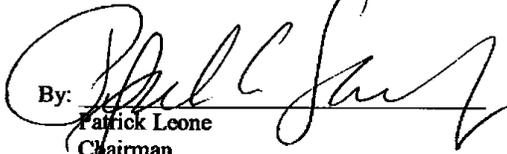
Heather M. Cole

HMC/cs

cc: Cicero Planning Board

Agreed to and accepted this 4th day of Feb, 2009.

TOWN OF CICERO PLANNING BOARD

By: 
Patrick Leone
Chairman

By vote mtg - Feb 4th 2009



February 2, 2009

Planning Board
Town of Cicero
P.O. Box 1517
Cicero, New York 13039-1517

Attention: Patrick Leone, Chairman

Re: Airport Business Park (Benderson) Parking
Lot Improvements Site Plan Review

File: 0101/25439.350

Dear Board Members:

We have reviewed the following materials in regard to the above referenced project for compliance with Town Code requirements relative to Site Plans and effect on Town utilities and roads:

1. Site Plan dated January 2009 revised January 29, 2009
 2. Site Details dated January 2008
 3. Parking Demand Study dated August 29, 2008 revised November 13, 2008
- FRA prepared the above items.

The 20.5-acre site is located on the north side of East Taft Road and east side of Church Street. The site has two buildings with a total area of approximately 211,000 square feet containing the New York State Department of Motor Vehicles and other office/warehouse uses along with associated parking, utilities, lighting, landscaping and other site improvements. It is proposed to make modifications to the parking area to improve site circulation. The site is zoned Regional Commercial. Our comments are as follows:

1. The site has access to East Taft Road and Church Street, which are County highways and Kreisler Road, which is a Town highway. Improvements to East Taft Road are to be completed by the Onondaga County Department of Transportation (OCDOT). The proposed improvements will result in the removal of the light at the East Taft Road entrance. The Developer and Planning Board have expressed a desire for the light to remain in service but the OCDOT has indicated the intersection does not meet the warrants for a traffic light. However, the OCDOT has indicated it will consider installation of a light should future development make this necessary.

The Parking Demand Study provides a summary of the required and provided parking for the site. In general the Study indicates that sufficient parking is available on the site and also can accommodate some additional development. The project will not result in additional traffic generation but it will be necessary to study traffic impacts for future development that may occur on the site. The following are additional comments on the Parking Demand Study and associated information:

- a. A plan based upon the proposed Site Plan should be prepared that delineates the areas where the required parking spaces are provided for each of Total Reserved Spaces noted in the table on Page

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4 of the Parking Demand Study. The intent of this plan is not to provide tenant specific spaces but to provide a clear way for the Board to see what areas could be encumbered based upon full utilization noted in the Study.

- b. The estimate for the NYSDMV provides for 35 customer parking spaces and 21 employee spaces. It should be confirmed with the Planning Board that this is adequate.

The Study and Site Plan address modifications to the parking area to improve site circulation. The modifications generally consist of the following:

- a. An east/west center drive has been added through the main parking field. The Developer has indicated the main intent of the center drive aisle is to provide access to the parking field for traffic entering from the Church Street entrance.
- b. Modifications to the entrance drive from Church Street have been made to improve better traffic flow at the intersection northeast of the Wunit building.
- c. A curbed and landscaped area and striped pedestrian areas are proposed on the west side of the Wunit building to improve vehicle and pedestrian movements in this area.
- d. The entrance from Kreischer Road has been modified to remove excess pavement to better delineate and control traffic in this area.
- e. The area along the south side of the site is to be striped and signed to discourage parking by vehicles from the adjacent apartments.

In general the improvements will improve site circulation subject to the following comments:

- a. The Truck Turning paths that are provided for review appear to be random. It is recommended the paths shown be based upon the path that vehicles are expected to follow to access the loading areas to and from the site entrance(s). The Board may wish to consider if truck access to the entrance onto Kreischer Road should be restricted as the turning movements at this intersection are awkward.
 - b. The material of the proposed curbing is concrete while the existing curbing is granite. This acceptability of this should be reviewed with the Developer.
2. As the project disturbs less than 1-acre of land a NYSDEC SPDES Permit for Stormwater Discharges from Construction Activities is not required for the project. The project will not significantly impact stormwater runoff patterns. However, during review of the Furniture Row project on the adjacent site it was noted that the storm sewer system that drains the majority of the parking area is in poor condition and is in need of maintenance. Our office is not aware of any current issues associated with this but this will need to be addressed during preparation of plans for future development.
 3. The project will not result in any modifications to the utilities on the site. However, a light pole will need to be relocated to accommodate the parking layout modifications. The location of the relocated light should be shown on the Plan.

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If you have any questions or comments, please do not hesitate to contact us.

Very truly yours,

O'BRIEN & GERE ENGINEERS, INC.



Mark C. Parrish, P.E.
Managing Engineer

cc: Town Board – Town of Cicero
Wayne Dean, Director of Planning and Development - Town of Cicero
Toni Mosley, Code Enforcement Office - Town of Cicero
Matthew J. Oates – Benderson Development Company, LLC
Gary D. Cannerelli, P.E. – O'Brien & Gere