

The Planning Board of the Town of Cicero held a meeting on **Monday, September 23, 2013 at 7:00 p.m.** in the Town Hall at 8236 Brewerton Road, Cicero, New York 13039.

Agenda:

- Pledge of Allegiance
- Approval of Minutes from the September 9, 2013 Meeting (**approved**)
- Notes from the Chairman
- Zone Change Recommendation, Schedule Public Hearing, Carmen J. Cesta, 6256 & 6262 State Route 31, Agricultural to General Commercial (**Public Hearing Scheduled for October 7, 2013**)
- Zone Change Recommendation, Schedule Public Hearing, Theresa McDermott, 5860 South Bay Road, Neighborhood Commercial to Agricultural (**Public Hearing Scheduled for October 7, 2013**)
- Minor Subdivision Preliminary and Final Plan, Schedule Public Hearing, McDermott Subdivision, 5860 South Bay Road, 2 Lots (**Public Hearing Scheduled for October 7, 2013**)
- Site Plan, Cantech Automotive (6267 East Taft Road, LLC), 6267 East Taft Road, Proposed Addition (**to return**)
- Site Plan, South Shore Veterinary Hospital, 6992 State Route 31, Proposed Veterinary Hospital (**approved**)
- Site Plan, 7561 East Taft Road LLC, 7561 East Taft Road, Proposed Pole Barn (**approved**)
- Site Plan Modification, Rafferty Construction, Inc. 5785 East Circle Drive, Proposed Jimmy John's Restaurant (**to return**)
- Major Subdivision Preliminary Plan/Sketch Plan, Schedule Public Hearing, Lakeshore Woods, Lakeshore Road (tax map # 089.-01-12.1), 9 Lots (**Public Hearing Scheduled for October 7, 2013**)
- Site Plan/Sketch Plan, Riccelli Enterprises, LLC, Northern Blvd, Proposed Ready Mix Facility (**to return**)

Board Members Present: Bob Smith (Chairman), Joe Ruscitto, Chuck Abbey, Pat Honors and Mark Marzullo

Others Present: Neil Germain (Esquire, Germain & Germain), Mark Parrish (P.E., O'Brien & Gere), Steve Procopio (Code Enforcement Officer), Douglas Wickman (P.E., C&S), Jessica Zambrano (Town Board Member) and Tonia Mosley (Planning Board Clerk)

Chairman Smith opened the meeting by noting the locations of the emergency exits in the room. He asked that cell phones be silenced.

Mr. Abbey led the Pledge of Allegiance.

NOTES FROM THE CHAIRMAN

Chairman Smith asked Mr. Germain, Mr. Parrish and Mr. Procopio to do a 10-15 minute continuing education training session at the next Board meeting covering Agricultural issues. He asked for clarification on Agricultural Zoning, a use, Agricultural Exempt and Agricultural Districts. He noted they were confusing topics that Board members should be aware of.

Mr. Germain suggested that the training occur at the end of the meeting.

APPROVAL OF MINUTES FROM THE SEPTEMBER 9, 2013 PLANNING BOARD MEETING

Mr. Marzullo made a motion to approve the Planning Board meeting minutes from September 9, 2013.

Mr. Ruscitto seconded the motion. Chairman Smith called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

**ZONE CHANGE RECOMMENDATION, SCHEDULE PUBLIC HEARING
CARMEN J. CESTA, 6256 & 6262 STATE ROUTE 31
AGRICULTURAL TO GENERAL COMMERCIAL**

Representative: Carmen J. Cesta

Chairman Smith: Normally you would make your presentation. I know that Hal Romans did some sketches for you. But, I have been looking at this and I have talked to the Town Board and their representative. I think that we are going to look to set a public hearing. It is not the way we normally do things, but given your circumstances we would set a public hearing for two weeks from now. Your neighbors would be notified. You would do a full presentation and then we would open up the floor for comments for and against. After that the Board would discuss your application and make a recommendation to the Town Board.

Mr. Germain: Correct. The Board is going to request a public hearing at which time you would do your presentation. Then who ever shows up would be welcome to comment on the application giving the Board the input of surrounding neighbors as well as your own, before making a decision.

Mr. Smith: It is near a residential community. Often times no body comes but at least we will have provided the venue for input. Sometimes people come in to speak for a project.

Mr. Germain: **You would move** for the adoption of a resolution calling for a public hearing in the matter

of the zone change application known as Carmen J. Cesta, 6256 & 6262 State Route 31, Agricultural to General Commercial. This public hearing shall commence at 7:00 p.m. at the regular scheduled meeting of the Planning Board on October 7, 2013. **Mr. Smith made the motion** as stated by Mr. Germain above. **Mr. Abbey seconded the motion.** Chairman Smith called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

Mr. Smith: The motion passed unanimously. You should come in prepared to discuss all of the issues.

Mr. Germain: What it is you are trying to accomplish.

Mr. Cesta: Sounds good, thank you.

**ZONE CHANGE RECOMMENDATION, SCHEDULE PUBLIC HEARING
THERESA MCDERMOTT, 5860 SOUTH BAY ROAD
NEIGHBORHOOD COMMERCIAL TO AGRICULTURAL
AND
MINOR SUBDIVISION PRELIMINARY & FINAL PLAN, SCHEDULE PUBLIC HEARING
MCDERMOTT SUBDIVISION, 5860 SOUTH BAY ROAD, 2 LOTS**

Representative: Michael McDermott, Esquire

Chairman Smith: In our talks with the Town Board, they wanted us to have a public hearing--which we don't have to do, but will do. It is the same situation as the previous applicant. Again, it is my recommendation, that the Planning Board holds a public hearing.

Mr. McDermott: Would this be for the zone change and the subdivision?

Mr. Smith: Yes. Would you like to cover part of that tonight? We will hold a public hearing to let everyone give their comments. If residents do have concerns, we can speak to them. We will schedule that tonight.

Mr. McDermott: That's fine.

Mr. Germain: You would have two motions, one for each application. **You would move** for the adoption of a resolution calling for a public hearing in the matter of the zone change application known as Theresa McDermott, 5860 South Bay Road, Neighborhood Commercial to Agricultural. This public hearing shall commence at 7:05 p.m. or as nearly there after as the Planning Board's agenda permits at the regular meeting of the Planning Board on October 7, 2013. **Mr. Smith made the motion** as stated by

Mr. Germain above. **Mr. Ruscitto seconded the motion.** The Chairman called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously.**

Mr. Germain: **You would move** for the adoption of a resolution calling for a public hearing in the matter of the minor subdivision, preliminary and final plan application known as McDermott Subdivision, 5860 South Bay Road, 2 Lots. This public hearing shall commence at 7:15 p.m. or as nearly there after as the Planning Board's agenda permits at the regular scheduled meeting of the Planning Board on October 7, 2013. **Mr. Smith made a motion** as stated by Mr. Germain above. **Mr. Marzullo seconded the motion.** Chairman Smith called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

**SITE PLAN, CANTECH AUTOMOTIVE (6267 EAST TAFT ROAD, LLC)
6267 EAST TAFT ROAD, PROPOSED ADDITION
HARRINGTON & MOSHER ARCHITECTS, P.C.**

Representative: David Mosher, Vice-President, Harrington & Mosher Architects, P.C.

Mr. Smith: Do we have an existing site plan on this property?

Mr. Procopio: In 2005 they were in for an addition to the existing building, which was approved. I believe the original site plan is from 1993.

Mr. Mosher introduced himself. The owner intends to build a roughly 3600 square foot addition that would run along the existing east side of the building and the south side of the building. The addition would provide more service area and a pronounced entrance. A customer coming in would have a nice waiting area, along with better administrative offices. There would also be a small show room to display some used vehicles for sale. He has some Mini Coopers, etc that he would like to showcase.

The addition would also provide an expansion for service managers and NSL managers in the front for better customer interaction. It would provide a small, two bay, detail area in the back. That area is currently located in the back in the lift area and takes up repair space. The business is growing. He is busting at the seams.

Parking would remain as it is now. Once the addition is built, we would re-seal and relocate the parking spaces on the east side to maintain the Town's 20' requirement for a drive-by.

Mr. Smith: Is this the same owner as 6279 East Taft?

Mr. Mosher: Correct

Mr. Smith: He has a number of vehicles parked there and part of that is paved.

Mr. Mosher: Yes it is.

Mr. Smith: This is adjoining property. It's the same business. They use it for transportation through this site plan.

Mr. Germain: As the Board reviews the site plan; certainly you would consider what is happening next door. But, the site plan in front of you only covers what is happening on that site. So, if you grant approval it only covers that particular site plan. It does not allow the same use or the same plan on an adjacent property, unless it is part of this site plan.

Mr. Smith: The applicant should be concerned with the Town's Code which requires site plan for a parcel where cars are sold. It is not a grey area. At some point soon, they will have to come in for 6279 East Taft Road also. It might be more economical, to move it all in and have us consider the entire parcel. That of course is your decision. The Code is explicit. If you sell more than two cars you need site plan approval. As far as I know, there isn't a site plan for 6279.

Mr. Mosher: I will mention that to him. I don't see why we would not wrap it all in together. Would that require a subdivision?

Mr. Germain: My advice would be to roll it all into one and do it all at once. Other than that a subdivision is something that you would consider in the process. For two separate lots you would not have to, but it seems like it would be something that you might want to entertain.

If a part of the site that you are using is on a separate lot, you would have to show your right to use that lot on your site plan. Right now I don't see your right to have parking there, if the parking is on a separate lot. It's not part of your site plan.

Mr. Mosher: I would say that I am 99% sure that's what will happen.

Mr. Honors: The new parking area splits the property line down the center?

Mr. Smith: Yes. This is all paved. There are parking lot lights up already. And there is a number of very beautiful automobiles right here. It's not striped, but it is paved.

Mr. Germain: The subdivision could be done administratively because you are not creating a new lot.

Mr. Smith: What is the zoning for this area?

Mr. Procopio: Regional Commercial. The application says General Commercial but the zoning map indicates that it is Regional Commercial.

Mr. Smith: You could apply for a variance because the set back for Regional Commercial is 75 feet. There is no way this Planning Board can approve something unless it is properly zoned. You could go for a variance or the more logical procedure would be applying for a zone change to General Commercial or General Commercial Plus. That is up to you and your attorney, but one of the two has to occur before this Board can approve something.

Mr. Marzullo: How large a parcel is this?

Mr. Smith: It looks like 140 on this one and 200—so even if you combine them you need 400 across the front and 500 deep.

Mr. Marzullo: It is kind of small for a zone change, unless there is similar stuff around it.

Mr. Smith: It is not usable for its' current zoning. We ran into this with Chase Bank. At the time, they probably did a blanket zone change, changing the whole area. They actually created parcels that don't work.

Do we have anything that delineates out the wetlands?

Mr. Mosher: Nothing that I have on me.

Mr. Smith: We should have that. That area has been sensitive to some wetland issues. I'll ask our professionals and then Board members for comments.

Mr. Parrish: I have nothing at this time. I think that you have addressed the big issue which is the set back and the zoning. We will provide a few comments to them in the near future.

Mr. Smith: We also need elevations showing details and signage. It is the decision of this Board and under our Code what we consider appropriate for signage so ask for what you consider appropriate. But we need details as to how it is going to be—internally lit, externally lit. We also need to know about lighting.

Mr. Mosher: All he was going to do is re-locate the same sign.

Mr. Smith: You should be aware that site plan enforcement in the Town has changed. Whatever is on the site plan is exactly what you will be allowed. We try to get as much as we can on the site plan and into the resolution to protect the applicant and the Town. If there was a change of use or something, the Town would be protected. Although we won't be here forever, future owners will know the Board's intention with this approval.

So, get as much as you can on the site plan. Purpose what you are using it for, for example auto sales, so that there is no question what would be approved.

The architectural stuff looks very nice, but we will want to see what your color scheme would be and the type of materials that would be on the exterior. All of those things are included in site plan review, and are part of the approval process.

Mr. Mosher: Do you want samples as well or just color swatches?

Mr. Honors: If it would be similar to what is there now, no.

Mr. Smith: If you are going to dress it up, it would be nice to see something besides the metal building. We have tried to move beyond that.

Mr. Mosher: As an architect I agree. Going back to signage, his intent is to re-locate the main sign. The new elevation does not provide space for the AC Delco or the Bosch Service signs. It would really be word of mouth that they are those things.

Mr. Germain: You should clearly delineate the use of the entire parcel under site plan review so that there is no question about what the actual use of the property is. I'm assuming that would be both parcels combined. Clearly note what you intend to have out there---auto sales, auto service, etc so that in the future there is no misunderstanding about what you intend to have and what you actually end up with.

Mr. Abbey: If you do include the second lot on your site plan, be sure to include the number of cars and their placement in that display area. Is there a dumpster?

Mr. Mosher: I did not indicate it on the site plan, but there is one. We will definitely show that.

Mr. Smith: Currently, tractor trailers are being used for storage out there.

Mr. Mosher: I did ask the owner about that. He said that they have been there for 18-19 years.

Mr. Smith: He is welcome to put those on the site plan. If they are not, he would be required to move them. I'm not certain how the Board feels about having tractor trailers out back for storage, but we will find out. There is quite a bit of activity going on in the back of the lot.

Mr. Mosher: I did mention to the owner that it was best to have those removed.

Mr. Marzullo: It looks like the road front signage encroaches on the highway easement.

Mr. Mosher: Would you want that re-located?

Mr. Marzullo: I think that you would have to.

Mr. Smith: Talk to Mr. Procopio. We can't approve that.

Mr. Mosher: Even though it is an existing sign?

Mr. Marzullo: No, because we are doing site plan review now.

Mr. Smith: The Planning Board is all for improvements but we have to do it the right way.

Mr. Marzullo: It would be a non-compliant site plan. So, it is better to catch that now.

Mr. Smith: Do you have any questions for us?

Mr. Mosher: No, I think that you have covered the plan well. I will probably have some questions once I get further in the process.

Mr. Smith: How soon do you think that you would be ready to return?

Mr. Mosher: I was hoping for two weeks, but it will probably be another two weeks after that. He really wants to start construction.

Mr. Smith: He should also be aware that our site plans, under Code, expire if you don't pull building permits, etc. He should be aware that there would be a sunset provision.

Mr. Mosher: What is that time frame?

Mr. Procopio: One year. Keep in mind the County's referral when you are talking about the next meeting.

Mr. Germain: Also the timing needs for a zone change. But, you can move on two tracks at the same time.

Mr. Smith: If you have more questions, we will be holding a workshop meeting. We would be happy to put you on that agenda. Let Mr. Procopio know.

SITE PLAN, SOUTH SHORE VETERINARY HOSPITAL
6992 STATE ROUTE 31, PROPOSED VETERINARY HOSPITAL
J.S. HAGAN ARCHITECT P.C.
(SEE ATTACHMENT A: OBG SOUTH SHORE REVIEW LETTER DATED 9.16.23)

Representatives: Jim Hagan, Architect
Dr. Hammerschmidt, Applicant

Mr. Smith: We have had your detailed project overview so we don't have to start from square one. We would like to cover the changes and any questions that were of concern to the Board.

Mr. Hagan: As the Board knows, we submitted a revised package of site plans and supplementary documentation. We have added the setbacks required by the zoning. We have identified the proposed uses within the building. We have defined those uses and included their hours of operation. Uses include veterinary hospital, doggie daycare and boarding.

Mr. Smith: The uses are noted on the plan as we discussed?

Mr. Parrish: Yes

Mr. Hagan: We have also added a tabulation of the proposed parking which includes the number of vehicles that would be involved in the business, to justify the 28 parking spaces shown on the site plan.

Mr. Smith: Doctor as you can tell, with all of our stormwater concerns we don't want anymore parking than we absolutely have to have. I understand your tabulations but should you find that you don't need as much parking---that's a good thing too.

Mr. Hagan: This plan clearly defines the landscaping. We have revised site lighting. We now have four poles with single heads that point back into the site. Our photometric plan shows an even distribution

of lighting. We have cut sheets showing the LED lighting as well.

Mr. Parrish noted he had reviewed lighting.

Mr. Hagan: The floor plan delineates uses in the existing building as the hospital, and in the new building as all three uses. It is pretty clear what the Doctor intends to use the buildings for.

Siding would be a light green color with a crème colored trim. I have samples with me. We will have a darker stain on the timbers at the entrance way. The roof will have a black/grey shade to it. Windows would be done in a light tan. There will be stone at the entranceway columns, a dark stone along the bottom of the front of the building. All of these colors are noted on the site plan.

Mr. Smith: You do understand that these colors are locked in? Changes would require Town approval.

Mr. Hagan agreed adding the sign located on the corner will be a double faced sign box with internal illumination. Two signs would be on the building, one in the recessed entranceway and the other facing Route 31. Those are wall mounted signs. There would be two goose-necked light fixtures over the top of them shining back down on the face of each sign.

Mr. Smith: Was that included in the photometric?

Mr. Parrish: No, but they are noted on the plan and cut sheets were provided.

Mr. Hagan: We did receive an email from the Onondaga County Department of Transportation which granted approval for the two driveways onto Cicero Center Road. We received another email from them noting the review of our SWPPP and granting their approval.

A copy of our SWPPP, our site plan and the email correspondence regarding traffic counts went to the New York State Department of Transportation per their request as part of the County's referral. At this point we do not expect any action from them since we are not really putting any drainage out towards their facilities nor are we asking for access on Route 31.

Mr. Smith: I have spoken with their office. I was surprised by the traffic count thing. They indicated that they don't have any interest.

Mr. Hagan: Our engineers, Dunn & Sgromo, continued with the design work with the septic system. The septic tank is behind the building here, the pump station is here and this was the septic field---a 30 x

100 raised bed field. Dunn & Sgromo felt that it was necessary to slide this field about 60 feet further east. It would still remain on what we are defining as Parcel 1, and it would still meet all setback requirements to the internal lot line. It just moves it further away from Cicero Center Road. It is still the same size.

Mr. Smith: Do you see any engineering issues with that?

Mr. Parrish: No

Mr. Hagan: As a result of that move we have a 50' separation between the septic field and our storm drainage facility. The dry retention basin has now shifted slightly to the east. I have the revised plan with me showing that. I also have the proposed subdivision plan which we are going to submit for administrative review.

Mr. Smith: The subdivision issue will be handled by the Codes Office. Mr. Parrish have you seen this revised plan?

Mr. Parrish: No.

Mr. Hagan: You saw the plan for the septic system that was submitted to Jeff Till, correct?

Mr. Parrish: It was submitted. I did not review it in any sort of detail.

Mr. Hagan: That plan reflects what I just described to you. It was submitted about a week ago to the County Health Department. I have not had a response back yet. They have been on site. They know what the site conditions area, so we anticipate receiving our approvals.

Mr. Germain: Is the revised plan that you are speaking of included in your site plan dated September 17th?

Mr. Hagan: No, it is not. That is why I am pointing it out to you. Mr. Parrish, we have reviewed your letter and have addressed all of your comments. I believe that we have already addressed the various comments from the Onondaga County Planning Board.

Chairman Smith asked for comments.

Mr. Parrish: There were a couple of items that we suggested be clarified. Some of them may or may not have been taken care of with the septic plan. We asked that the plan clearly note the existing septic

tank that is going to be abandoned. The plan did show some trees in the location of the proposed septic field, with its movement that might not be applicable anymore. The last item was that the width of the drive isle and the parking spaces needed to be modified slightly so we have a 22' drive isle and parking spaces that are 18' long---to comply with Town Code requirements.

Mr. Hagan: I apologize; we did not follow through on that item.

Mr. Smith: We understand that. The space is there.

Mr. Hagan: The paving surface is there.

Mr. Germain: My question would be for clarification, making sure that the revision shows the new location of the septic field is part of the September 17th plan.

Mr. Hagan: All of the other drawings are dated the 12th of September, but the revised drawings 1 and 2 are dated the 17th of September to reflect the change in the septic field.

Mr. Ruscitto made a motion regarding SEQR. He read: Be it further resolved that the Planning Board of the Town of Cicero hereby determines that the proposed action will not have a significant effect on the environment and that this resolution shall constitute a negative declaration for the purposes of Article 8 of the Environmental Conservation Law of the State of New York. **Mr. Smith seconded the motion** and called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

Mr. Germain: You would **move for the adoption of a resolution** approving the site plan application known as South Shore Veterinary Hospital, 6992 State Route 31, last dated September 17, 2013. This approval is contingent on the following:

1. The building elevations, color schemes and materials as presented by the applicant to the Planning Board shall be incorporated by reference into the site plan and the Board's approval there of. Accordingly, the actual project must conform to these elevations as a condition of site plan approval.
2. The plan should be amended to clearly note the existing septic tank is to be abandoned and the trees in the area of the proposed septic field are to be removed.
3. The width of the drive isle as set forth on the plan should be increased to 22 feet and the length of the parking spots reduced to 18 feet to comply with Town Code requirements.

Mr. Smith made a motion as stated by Mr. Germain above. **Mr. Ruscitto seconded the motion.** The Chairman called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

**SITE PLAN, 7561 EAST TAFT ROAD, LLC
7561 EAST TAFT ROAD, PROPOSED POLE BARN
IANUZI & ROMANS**

(SEE ATTACHMENT B: OBG 7561 EAST TAFT ROAD REVIEW LETTER DATED 9.19.23)

Representative: Hal Romans, Ianuzi & Romans

Mr. Smith: This has already been presented. We asked for some changes and there have been changes made. Could you start with just covering the changes?

Mr. Romans: Yes. We added a note that says the proposed building is to be used for private storage.

Mr. Smith: By the property owner?

Mr. Romans: Correct. No exterior storage area will be allowed on site. No outside storage outside of the building. No signage will be on the site. He is putting the pole barn up now and hopes to put up a house in the future. We do show two proposed lights with residential fixtures, one on the front and one on the west side. We also provided pictures of the proposed building. Basically, this is what the building would look like on all sides. It is an earth tone color, two toned. Usually the bottom half is a different color than the upper half. We added a proposed gas lateral and water lateral and electric. At Mr. Parrish's request we added the required setbacks and proposed restrictions. As far as zoning, we meet all of them. The applicant has contacted the County DOT regarding the driveway location.

Chairman Smith asked if there were any other comments.

Mr. Parrish: One thing that was not mentioned is they are showing water service to the building but there are no sanitary sewer facilities. I guess the question that needs to be asked would be is there a need for sanitary sewer facilities and what is the purpose of the water service?

Mr. Romans: The water service is really so that he can hook a hose up.

Mr. Smith: And wash the toys?

Mr. Romans: Yes. He does recognize that if he does build a house here he has to put a septic system in.

Mr. Smith: Mr. Germain can we make sure that is noted in the resolution? We should try and word it as nicely as we can. There are no bathrooms. And there is no permission for them to be hook-up. We could say that water services are for cleaning stored personal property.

Mr. Germain agreed.

Mr. Honors: He isn't going to run a business out there; it would be for personal property?

Mr. Romans: All personal. He has a lot of stuff.

Mr. Smith: He should understand that it would be for personal property of the property owner. So if the site is sold, it goes with it.

Mr. Romans: Yes, that stipulation goes with it unless someone comes back in before the Planning Board. The last revised date is September 9th.

Mr. Ruscitto made a motion regarding SEQR. He read: Be it further resolved that the Planning Board of the Town of Cicero hereby determines that the proposed action will not have a significant effect on the environment and that this resolution shall constitute a negative declaration for the purposes of Article 8 of the Environmental Conservation Law of the State of New York. **Chairman Smith seconded the motion** and called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

Mr. Germain: You are going to **move for the adoption of a resolution** approving the site plan application known as 7561 East Taft Road, LLC, 7561 East Taft Road, last dated September 9, 2013. This approval is contingent upon the following:

1. The building pictures as presented by the applicant to the Planning Board shall be incorporated by reference into this site plan and the Board's approval there of. Accordingly, the project must conform to these pictures as a condition of site plan approval.
2. The water facility as set forth on the plan is for the purposes of cleaning the stored personal property of the property owner only. There is no approval of a sanitary facility contained in this approval.

Mr. Smith: When doing these approvals and resolutions it does put a lot of work on the attorney and I do appreciate it. The resolutions are much better prepared. Thank you.

Mr. Germain: Thank you.

Chairman Smith made a motion as stated by Mr. Germain above. **Mr. Ruscitto seconded the motion.** Mr. Smith called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

**SITE PLAN MODIFICATION, RAFFERTY CONSTRUCTION, INC.
5785 EAST CIRCLE DRIVE, PROPOSED JIMMY JOHN'S RESTAURANT
IANUZI & ROMANS**

Representative: Hal Romans, Ianuzi & Romans

Mr. Smith: In the way of information, this is the former Marine Midland then HSBC Bank that was approved in 1971. The applicant is looking to put in a restaurant operation---food service.

Mr. Romans: Correct. I'm sure that you have all heard the commercials on the radio about Jimmy John's. There is one located at Syracuse University and another one in the city of Syracuse. They are a lunch, lite dinner, specialty place. Their hours of operation usually start at 10 a.m. until 10 p.m. at night. Some operations have slightly different hours.

It is the old Marine Midland/HSBC Bank. The existing survey shows that pavement and curbing basically will not be changed. They have restriped parking to an extent. They have taken out the overhang that a bank typically has over its' drive through. They have modified the existing drive through to be incorporated into their plan.

This is a two-way entrance with traffic circulating around the facility in a counter clockwise direction. That is why you see the slanted parking over here. They pick up 30 spaces with this parking layout. The drive through isle is here. These access points are into the existing shopping center.

The existing building is brick. They will remove part of the top façade and extend the same type of brick façade up. There are utilities on the roof, but you can't see anything on top of the building.

The applicants presented a 30 page packet for Mr. Procopio. I took out the site plan drawings, the interior layout drawings and the elevation changes.

Mr. Smith: I asked that these be included because, even though we are not interested in the building permit process with its' electrical and plumbing and stuff, as we approve traffic and stuff we need to be aware of how the interior of the building is being used to accommodate customer service, seating, etc.

Mr. Romans: You can see the bathrooms at the back of the building; the drive through area is here. This is the prep area. The mechanical area is here. Behind the bathrooms are two storage areas. The seating area is here with a double entrance type breezeway on the right. A secondary entrance/exit is in the front.

Mr. Smith: What is their seating?

Mr. Romans: They have 40 seating spaces. Like most restaurants, people are not driving there alone. They anticipate at least 2-3 people per vehicle. Employees that deliver use their own vehicles. They have a parking spot for pick ups and deliveries.

Mr. Smith: What is the total number of parking spaces?

Mr. Romans: 30

Mr. Smith: Do they have availability in the adjacent shopping center parcel?

Mr. Romans: If you were to look at the original site plan, there is parking on the other side of the curb line.

Mr. Smith: So they could have employees parking on the other side of the curb line.

Mr. Romans: Yes.

Mr. Marzullo: How many employees are there at peak times?

Mr. Romans: I think with deliveries they could have up to 12. That would include their delivery people. The presented site plan does have signage. This shows what it would look like. The JJ in Jimmy Johns is red. They do have the super seal that you see on the one elevation. That has a logo inside of it. Basically it is 10 feet in diameter. They would also use the existing sign shown on the survey.

Mr. Abbey: They are proposing signs on each of the four sides.

Mr. Romans: Yes. If you look at the way this building sits, it is more of an out parcel of the shopping center. Signage on all four sides gives better visibility.

Mr. Abbey: It looks like it is about 80' per sign.

Mr. Romans: Yes, that is about right. It is 40 inches by 26 feet and is drawn to scale on their elevations.

If you remember the existing building, it had a different type of material that wrapped around the roof. They are taking that off and extending it up. The existing brick veneer is around 10 feet and they are adding an additional 8 feet. The mechanicals on the roof will be hidden.

There's not much of a change on the north elevation. On the south elevation they have modified the canopy down to a size more typical for a drive through. There are minor modifications as far as the windows. The east elevation will have two additional windows. The west elevation would stay about the same.

Mr. Smith: Do they have a menu board on the site plan for the drive through?

Mr. Romans: There is a menu board that sits next to the drive through. They actually have a pretty good stacking ability, 6 cars.

Mr. Smith: Do the notes on the site plan indicate that this would be approved for food service? We are changing the use from a bank to food service. If this should want to go back to being a bank someday, it would need the approval of what ever Planning Board is here at that time.

Mr. Romans: The notes are pretty extensive. But, if you wanted that as a condition, I would make sure that it prominently shown on the title sheet or sheet C-1 of the site plan.

Mr. Smith: You spend a lot of time coming to see us and I think that you are seeing a trend here. We want uses always noted on the site plan.

Mr. Marzullo asked about the traffic pattern.

Mr. Romans: The traffic flow is counter clockwise. The portion here would be two-way. One entrance is a double entrance. The other is entrance only. Striping and arrows show that.

Mr. Marzullo: Mark (Parrish) could you look at that? It seems like you are tying up parking spots.

The Chairman asked for comments.

Mr. Parrish: Are you considering approvals this evening?

Mr. Smith: I don't feel confident. I want the signs noted. I would like to have that in hard copy form. I would also like the site plan to have notations regarding the seating capacity because, as Mr. Marzullo correctly noted, seating capacity goes to our decision on parking.

So to answer your question, I really don't see us doing an approval tonight. We would be willing to put this back on the agenda two weeks from now. I do understand the construction season, as I am sure the

whole Board does. But I'm not certain that we have enough documentation.

Mr. Parrish: We just received the work authorization today, so I really have not had an opportunity to look at this. But in looking at it now, I'm not sure that there is appropriate signage for the traffic pattern. I do want to look at some of the dimensions, for example you are taking a current one-way entrance and making it two-way. I don't know if that has the available width or not without that being shown. I have a little bit of concern about those angled parking spaces, as to whether they are a sufficient drive isle width. So, I need some time to review this. Since you are indicating that time will be available, I'm fine.

Mr. Germain: Nothing from a legal perspective. I would just note that a more final or amplified plan will be submitted to Mr. Parrish for review. After review it might be ready.

Mr. Romans: That's fine. I will tell them to revise their plan or I will modify it into something that is more traditional for site plan approval.

Mr. Smith: We are happy to see them refurbish the building. It looks like an excellent use. From all indications they are a great company. But, we need to protect the Town.

Mr. Romans: We would be ready for the next meeting.

Mr. Abbey: Will there be any changes to lighting?

Mr. Romans: No, we show the existing lighting on the plan submitted. Because this is an old bank, it probably has a little more lighting around the building than what a typical restaurant building would have.

Mr. Abbey: Is there a dumpster?

Mr. Romans: No, I don't see where they have a dumpster. I will see if they have an interior compactor. Some of the newer places have that. Otherwise I will tell them that they will need to make room for a dumpster.

Mr. Smith: Please let the folks at Jimmy Johns know that we need these things early enough for review.

**MAJOR SUBDIVISION PRELIMINARY PLAN/SKETCH PLAN
LAKESHORE WOODS (TAX MAP # 089.-01-12.1), LAKESHORE ROAD, 9 LOTS
IANUZI & ROMANS**

Representative: Hal Romans, Ianuzi & Romans

Chairman Smith: The next item on the agenda was a major subdivision preliminary plan for Lakeshore Woods. At the moment the applicant has pulled that application from consideration. So that is withdrawn from the agenda.

I anticipate that we will set a public hearing for this so that there is an opportunity for public comment. As part of that process the Town will notify residents that we are going to formally go ahead with it. Everyone will have an opportunity to comment.

Mr. Romans: Would that public hearing be at the next meeting?

Mr. Smith: Only if you ask me to do it. We would have to set a public hearing. Do you think that you are going to be ready?

Mr. Romans: Yes, I think that would be appropriate.

Mr. Germain: You are going to **move for the adoption of a resolution** calling for a public hearing in the matter of the major subdivision preliminary plan known as Lakeshore Woods, Lakeshore Road, 9 Lot Subdivision. This public hearing shall commence at 7:30 at the regularly scheduled meeting of the Planning Board on October 7, 2013. **Mr. Smith made a motion** as stated by Mr. Germain above. **Mr. Marzullo seconded the motion.** The Chairman called a vote.

In favor: 5 *Opposed:* 0 *Abstained:* 0 **Approved unanimously**

**SITE PLAN/SKETCH PLAN, RICCELLI ENTERPRISES, LLC
NORTHERN BLVD, TAX MAP NUMBERS: 055.-02-19.3, 25.0 AND 26.1
PROPOSED READY MIX FACILITY
IANUZI & ROMANS**

Representative: Hal Romans, Ianuzi & Romans

Mr. Romans: This is a proposal for Riccelli Ready Mix, a ready mix concrete facility on the east side of Northern Blvd. There are three tax parcels that combine for a total of approximately 77.4 acres. The bulk of the property goes back to the east quite a distance. There are significant wetlands to the east, with some wetlands on the south tax parcel. There is unencumbered area here along Northern Blvd.

The ready mix facility would have two batch plants, one here and one here, along with an area used for storing the aggregate or sand material---the material used for the ready mix concrete. There would be

silos adjacent to the actual batch plants to contain the cement.

Mr. Smith: How tall would the silos be?

Mr. Romans: Typically they could be 40-50 feet high. If height becomes an issue, they do have the ability to go horizontal instead of vertical. Different plants run them in different ways, some vertical, some horizontal.

Mr. Smith: Can we note that on the site plan? The Fire Chief wanted to know how tall they would be.

Mr. Romans: Not a problem. Each batch plant would have a storage area for materials such as the aggregate. Each one could operate independently. These are storage buildings for pay-loaders and other equipment on site. This is a combination scale house with a bathroom and with a holding tank for the bathroom here.

We show the ability to have 22 concrete ready mix trucks that would park in this area here. We have the appropriate parking along this north side of the proposed drive lane here for the employees who drive trucks and the approximately 5-6 employees who would be on-site for the operation.

For the on-site operation typically you would have a couple of people working in each batch plant. Then someone would run a pay-loader, bringing aggregate materials into the hopper. Then you would have someone to operate the scale house. The scale house employee would be able to weigh trucks as they come in delivering materials, and weigh trucks that were for some reason removing materials.

Mr. Smith: Could you go through the traffic pattern, in other words, when trucks go in and out?

Mr. Romans: We propose one ingress drive and one egress drive. Both would have the appropriate signage. One way traffic would come up through here and go around counter-clockwise here. This lane has the ability to move one-way. The leg in this area would be signed and made two-way. Trucks have to be able to hit the one scale house--traffic bringing materials in and traffic taking materials out.

Mr. Smith: Obviously, these plants have a capacity. What's the maximum, all the way, full blown?

Mr. Romans: If you figure at full operation you are running 22 trucks coming in and out the facility twice, maybe three times a day depending on how far they travel.

Mr. Smith: Generally they can only travel a half hour, right?

Mr. Romans: It could be a little bit longer. You are going to have some trucks bringing in materials also. You are probably looking at somewhere around 66 concrete loads going out. Just the concrete loads.

Mr. Smith: So, if they are bringing aggregate in large amounts maybe 100 trips a day?

Mr. Romans: Yes. We figured that Northern Blvd, Industrial zoned property, should be adequate for the truck traffic. Obviously the County DOT wants to see some kind of trip generation. Basically, only this stretch here is two-way. The rest is one-way moving in a counter-clockwise direction.

The interior roadway would be hard-packed, gravel. We do show asphalt acreage coming into the site approximately 100 feet from the edge of pavement. That could be extended. We show the lane width as 40 feet because the bulk of the traffic is truck traffic.

Mr. Smith: Will the entrances be gated so that when the plant is not in operation we don't have kids going in?

Mr. Romans: We can have it gated and we probably will. We don't show that now, but I will add those. The hours of operation would be 6 days per week. Trucking operations like this usually start early, maybe 6 a.m. and could go until 6 or 7 p.m. Obviously if you have a contract for a major project, for example a portion of Route 81, the need might be there to run 24 hours.

We show two plants as the full buildout. We expect to put one of the two plants in place first and as the need arises, add the second plant. We want to show two because we think that the need is there for two. The need Riccelli has seen for this kind of operation makes this location ideal.

Mr. Smith: They would be using all County highways and/or State highways pretty much to get out of the area. We have discussed that. There is not a lot of impact, if any, on Town roads.

Mr. Romans: We feel that 16 concrete trucks is probably going to be the maximum. I show 22 just in case both plants are running on a 6 day, 12 hour shift constantly for a State project. We have that kind of ability.

The site has the ability to accommodate stormwater along the eastside. We changed that from the initial plan. We show that our drive lengths are as far away as possible from the 100' DEC wetland buffer.

Mr. Marzullo: What can happen in that buffer?

Mr. Romans: Nothing unless you permit it. We don't show anything going into the buffer.

Mr. Marzullo: Can you describe the aggregate stockpile to me? What is that?

Mr. Romans: That could be stone or sand. Usually a concrete mix is a mixture of different sized stones, depending on the kind of mix that you are doing.

Mr. Marzullo: How high?

Mr. Romans: I will verify that. I could be 25-30 feet high.

Mr. Marzullo: What do you propose to keep this out of the buffer? There is not a lot of room there.

Mr. Romans: What I picture happening is we finalize the stormwater design and everything. We will probably have swales collecting any stormwater outside of the adjacent area and taking it to our stormwater management areas.

A lot of times places will put those big concrete blocks at the base of where the piles begin, or they are up against something like that. We could show something similar. In this operational area where you have a pay-loader working in and out I tried to have the driveway going around it to keep it within these stockpiles. We can make sure that we show something.

Mr. Marzullo: I think that would be important.

Mr. Smith: My concern for the gates is the same thing. You have to pile the stuff up so that you can manufacture concrete, but I don't want it to be inviting to people in the community. Sometimes these types of operations attract kids.

Mr. Romans: We will make sure that it is gated. I think that most of the other Riccelli Projects gate off their trucks. We don't want someone walking through the area.

My client and I have talked. We don't want to go into the adjacent DEC wetlands. Our idea is to not impact it at all. These wetlands were delineated by their professionals: Wilson Environmental Technologies Inc.

Mr. Smith: You are being very careful with it.

Mr. Romans: When you look at the large scale mapping, you can see that it is very similar.

Mr. Smith: What would you estimate the distance to be between the road and the nearest buffer point?

Mr. Romans: I show that as at least 22 feet. Big enough to get the roadside swale in to capture any water coming off of the gravel road. Obviously, if we need more room for that we have it.

Mr. Smith: While we are doing this today, it is likely that in 10 years of successful operation; things creep. So, as Mr. Marzullo points out, it would seem that where it is that close, it would serve us all well if drivers know they are not to go beyond this point.

Mr. Romans: We will do something to delineate that out, and making sure that it is clear.

Mr. Marzullo: It is a concern of mine. Not only that but where those big piles are.

Mr. Romans: I agree. From the operations that I have seen and investigated myself, because these are concrete plants they have a tendency to experiment making things. They all seem to make these big blocks. In every plant you go to you see where these big blocks outline aggregate areas, or something similar to that. It is like they are practicing or testing different concrete types and strengths. That is something that we can definitely do.

The gravel roadways are 40 feet wide for a reason. It is conceivable that we could have a truck pulling off here to drop off or pick up aggregate and another truck going to get a load of concrete. We have the ability to have two trucks running side-by-side on the interior roadway.

Mr. Ruscitto: It's going to stay all gravel?

Mr. Romans: Yes, gravel has a tendency to act like pavement after a while. You take that into account when designing the stormwater. It also allows you to be able to re-grade potholes, etc without using concrete or asphalt.

Mr. Marzullo: What about when vehicles exit the site carrying aggregate? Does that get on their wheels and get tracked out onto the road?

Mr. Romans: That is something we will check into. We do have the asphalt aprons on both the entrance and exit. Usually there is someplace on the site where there is a washout spot for the concrete trucks. We have the ability and room to put that down near the scale house on the way out, or up near the concrete plant.

Mr. Smith: That is very important because with new construction, generally our worst offenders track mud out onto the street.

Mr. Romans: Riccelli Trucking has experience in that field. They understand that. If the asphalt acreage has to be extended we will have the design engineer take a look at that.

Surprisingly the washout areas that I have seen work well in areas where there aren't any sanitary sewers. Trucks might have a drive through area with a troth.

The proposed roadway is behind the existing building line. The building line is 75' from the road boundary but then there is another 25' from the pavement itself. We have sufficient area along here to landscape and berm where ever we have to. We would also be able to leave native vegetation across here. That is always a plus because it would already be established.

Mr. Smith: That is always a plus. It is a very important component. We indicated that. Mr. Riccelli is very aware of it. We would like as much detail as possible for the line of sight from Northern Blvd.

Mr. Abbey: Those trees should be sufficient to give you privacy from Northern Blvd.

Mr. Romans: I agree. I pushed to have the silos in the back. I would like to have it so when you are driving down through there you don't even see the silos.

Mr. Abbey: You are proposing 10 of them at about 40-50 feet high?

Mr. Romans: We are going to check. Apparently each ready mix plant works with somewhat different heights on the silos. We are checking to see what the tallest will be. We are also checking into the horizontal placement.

Mr. Abbey: Horizontal silos would make the footprint extremely bigger.

Mr. Romans: It would be bigger. Most of these silos are made for deals. When there is a deal on a certain component for concrete, you want to be able to stockpile it because prices go up.

Mr. Smith: The height of the silos is less critical. Using less land and covering less land is always a good thing from a land use perspective. I just think that we are interested in how tall they are going to be. I don't know if there is a bad answer or a good answer. We would just like to have some idea.

Mr. Romans: I know that the Industrial District has a pretty liberal height. It would be great if the plant is running 12 hours a day, five days a week and some Saturdays. That's an operation that is actually making money.

Mr. Smith: They are going to need an enormous amount of concrete no matter what happens.

Mr. Abbey: What is the existing vegetation along the northern line?

Mr. Romans: I think that it is heavy brush and trees. We would leave as much as we can. We show our main roadway would be about 50' from the property line.

Mr. Abbey: Would the property to the north be able to see the silos?

Mr. Romans: They probably could. I think that is another large parcel like this. They might look at this as a positive because they are finally seeing some industrial use going in there.

Mr. Smith: I had the opportunity to talk to Mr. Riccelli about these plants being moved. You should note that.

Mr. Romans: Correct. Most of the plants sold today are what is called mobile plants. The tradition of having this remain in one location doesn't always work. For example if they were to rebuild a section of the Thruway 10 miles from Rochester, Riccelli could put a plant in the project area. That is the idea behind these mobile plants. Some of the existing plants that were non-mobile get up-graded to mobile plants.

Mr. Smith: Was there any signage proposed?

Mr. Romans: We are showing we would have signage with landscaping at the entrance and exit. We are figuring on monument type signs.

Mr. Smith: Because we want to start seeing Northern Blvd. developed, while we don't want to look at the plant, we want everyone to know they are here.

Mr. Romans: As a note, the existing drainage does work. The bulk of the 77 acres is not going to be developed because it is covered by wetlands. I'm going to say less than a quarter of the site will be developed.

Mr. Abbey: Up by the silos, the aggregate storage, what type of facility is something like that?

Mr. Romans: It depends on the plant operation that you set up. Usually those are just furrows of material.

Mr. Abbey: Open bin?

Mr. Romans: Yes. Sometimes not even open bin. Sometimes all you have are those concrete blocks around outside where you just bring the material in certain spots saying this is where that material goes. It depends on how creative the different operations are.

We show five storage areas because typically the plants that we saw had five.

Mr. Smith: When should we expect you to be on the agenda next?

Mr. Romans: We would like to be back as soon as possible. That is driven by our engineers but definitely by October.

Mr. Smith made a motion to adjourn. Mr. Abbey seconded the motion. The motion passed unanimously.

IN AS MUCH AS THERE WAS NO FURTHER BUSINESS BEFORE THE BOARD, THE MEETING WAS ADJOURNED AT 9:05 P.M.

Submitted by:
Tonia Mosley, Planning Board Clerk

ATTACHMENT A: PAGE 1

September 16, 2013

Planning Board

Town of Cicero
8236 Brewerton Road
Cicero, New York 13039
Attention: Robert Smith, Chairman

RE: South Shore Veterinary Hospital Site Plan Review

FILE: 0101/25439.462

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) Topographic Survey dated August 13, 2013
- 2) Site Plan dated August 21, 2013 last revised September 12, 2013
- 3) Site Plan & Site Details dated August 21, 2013 last revised September 12, 2013
- 4) Preliminary Elevations dated August 21, 2013 revised September 12, 2013
- 5) Lighting Plan dated September 11, 2013
- 6) Stormwater Pollution Prevention Plan (SWPPP) dated September 2013.

Ianuzi & Romans Land Surveying, P.C. prepared Item 1, J.S. Hagan Architect, P.C. prepared Items 2 to 4, Lightspec prepared Item 5 and Dunn & Sgromo Engineers, PLLC prepared Item 6.

The site, which is comprised of two tax parcels, is located on the southeast corner of the intersection of New York State Route 31 and Cicero Center Road. It is proposed to complete a simple subdivision to adjust the lot lines to create a 2.23 acre lot for the project. The site contains an existing 2,133 square feet church and a 4,485 square feet community center along with associated utilities, parking, and other site improvements. It is proposed to demolish the church and construct a 5,266 square feet building on the north side of the community center along with associated modifications to the utilities, site access, parking, lighting, landscaping and other site improvements. The use of the site is to be a veterinary hospital along with animal day care and boarding. The site is zoned Agricultural. Our comments are as follows:

- 1) The site is located within the Lakeshore Sewer District but there are no public sanitary sewer facilities readily available to provide service to the site. Sanitary sewer service is to be provided by an individual sewage disposal system located on the south side of the site. Approval for the sewage disposal system will need to be obtained from the Onondaga County Department of Health. It is recommended the Plan clearly note the existing septic tank is to be abandoned and that the trees in the area of the proposed septic field are to be removed.
- 2) Stormwater runoff from the site is tributary to a swale located south of the site and stormwater facilities located along New York State Route 31 and Cicero Center Road. As more than 1-acre of land is to be disturbed a NYSDEC SPDES Permit for Stormwater Discharges from Construction Activities is required for the project. A combination of a bio-filter and dry detention areas are proposed to provide the required stormwater quantity, runoff reduction volume, and water quality mitigation for the site. A portion of the facilities are located within an easement on the adjacent lot. Sediment and erosion control measures are shown on the Plan and are reasonable for a project of this nature. In accordance with the Town Local Law for Stormwater Management and Erosion & Sediment Control a Stormwater Control Construction and Maintenance Agreement should be executed with the Town for the stormwater management area.

ATTACHMENT A: PAGE 2

- 3) The site currently has an uncontrolled access onto Cicero Center Road, which is a County highway. It is proposed to modify the access to provide for two controlled entrances onto Cicero Center Road. Information has been provided indicating the Onondaga County Department of Transportation has approved the location of the entrances. The Board should review onsite traffic circulation and the number of parking spaces provided with the Applicant. The width of the drive aisle should be increased to 22-feet and the length of the parking spaces reduced to 18-feet to comply with Town Code requirements.
- 4) The site is within the Cicero Center Water District. Water service for the site is to be extended from an 8-inch OCWA water main located along Route 31. The Developer should contact OCWA to coordinate provision of the water service.
- 5) The Board should review the landscaping, lighting, signage, and architectural elevations with the Developer. The following are comments regarding these and other miscellaneous issues:
 - a) The lighting generally appears reasonable for the use of the site.
 - b) Signage includes both building mounted signage and a freestanding sign to be located at the corner of Route 31 and Cicero Center Road. The total square footage of the signage is 73.67 square feet. Each building mounted sign is to be lit by two gooseneck LED light fixtures and the freestanding sign is to be internally lit.
- 6) There are no wetlands on the site as identified by the New York State Freshwater Wetland Map or the National Wetland Inventory Map.
- 7) A 100-year floodplain as identified on the 1994 FEMA Flood Insurance Rate Maps is present along the swale located south of the site and a portion of Cicero Center Road. The proposed structures are not located within the floodplain.

Please do not hesitate to contact the undersigned if you have any questions or comments.

Very truly yours,

O'BRIEN & GERE ENGINEERS, INC.



Mark C. Parrish, P.E.
Managing Engineer

ATTACHMENT B: PAGE 1

September 19, 2013

Planning Board

Town of Cicero
8236 Brewerton Road
Cicero, New York 13039
Attention: Robert Smith, Chairman

RE: 7561 East Taft Road Storage Building Site Plan Review
FILE: 0101/25439.461

Dear Board Members:

We have reviewed the Simple Site Plan dated August 14, 2013 last revised September 9, 2013 prepared by Ianuzi & Romans Land Surveying, P.C. for the above referenced project in regard to compliance with Town Code requirements for Site Plans and effect on Town utilities and roads. The 4.96-acre site is located on the north side of East Taft Road approximately 1,500 feet west of N.Y.S. Route 298. The site is currently vacant and consists of woods and brush. It is proposed to construct a 5,000 square feet building for private storage along with associated utilities, site access, lighting and other site improvements. The site is zoned Agricultural. Our comments are as follows:

- 1) The site is not located within a Town sanitary sewer district and there are no public sanitary sewer facilities available to serve the site. The Plan does not show any sanitary sewer facilities are to be provided. As a water service is shown it should be confirmed sanitary sewer facilities are not required.
- 2) Stormwater runoff from the site is tributary to a wetland located on the north side of the site. As the project results in an area of disturbance of less than 1-acre a NYSDEC SPDES Permit for Stormwater Discharges from Construction Activities is not required for the project. The proposed grading and development should result in a minimal impact on stormwater runoff patterns.
- 3) Access to the site is proposed from a driveway onto East Taft, which is a County highway. Information has been provided confirming the Applicant has received approval for the entrance from the Onondaga County Department of Transportation. The Board should review onsite traffic circulation and the number of parking spaces provided with the Applicant.
- 4) The site is within the Taft Road Water District Extension No. 1. Water service for the site is to be extended from an 8-inch OCWA water main located along the south side of East Taft Road. The Developer should contact OCWA to coordinate provision of the water service.
- 5) The Board should review the landscaping, lighting, signage and architectural elevations with the Developer. The following are comments regarding these and other miscellaneous issues:
 - a) The lighting includes a flood light on the south and west sides of the building. It is recommended full cutoff type fixtures be utilized for the lighting.
 - b) A note on the Plan indicates no signage is to be on the site.
 - c) A note in the Plan indicates there will be no exterior storage on the site.

ATTACHMENT B: PAGE 2

- 6) The Plan shows the location of wetlands on the northerly portion of the site as identified by the New York State Freshwater Wetland Map and the National Wetland Inventory Map along with the 100 foot buffer area associated with the State wetland. The Applicant is responsible for obtaining and complying with any required wetland permits.
- 7) The site is located in a 100-year floodplain with a base flood elevation of 391 as identified on the 1994 FEMA Flood Insurance Rate Maps. The finished floor elevation of the storage building is 393.5.

Please do not hesitate to contact the undersigned if you have any questions or comments.

Very truly yours,

O'BRIEN & GERE ENGINEERS, INC.



Mark C. Parrish, P.E.
Managing Engineer