



The Planning Board of the Town of Cicero held a meeting on **Monday, March 10, 2014** at **6:30 p.m.** in the Town Hall at 8236 Brewerton Road, Cicero, New York 13039.

**Agenda:**

- Pledge of Allegiance
- Notes from the Chairman
- Approval of the Minutes from the February 24, 2014 Meeting (**approved**)
- Zone Change – Public, Carmel Runne, Carmenica Drive & Pasubio Terrace, General Commercial, Agricultural & PUD to General Commercial Plus
  - Site Plan, Sketch Review, Admar, 7800 & 7802 Brewerton Road, Proposed construction equipment sales, rental & service facility
  - Amended Subdivision- (Public Hearing Closed 2-10-2014) (*Variance Approved by ZBA 3-3-14*), Driver's Village, 5857-5927 East Circle Drive, 2 Lots (**approved**)
  - Site Plan-Sketch Review, Driver's Village, 5857-5927 East Circle Drive, Proposed automotive dealership
  - Site Plan – Sketch Review, Family Care of Cicero, 8393 Elta Drive, Proposed physician's office
  - Site Plan – Sketch Review, Goodwill, 7933 & 7937 Brewerton Road, Proposed retail store.

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

Chairman Smith opened the meeting by noting the locations of the three emergency exits, asked that all cell phones be silenced and noted if anyone had difficulty hearing the proceedings please bring it to the Clerk's attention so the audio system could be adjusted.

Mr. Marzullo led the Pledge of Allegiance.

Chairman Smith recognized Vern Conway, Town Board Member and Richard Hooper, Director of Zoning Enforcement, Jessica Zambrano, Town Supervisor, thank you all for joining us.

**NOTES FROM THE CHAIRMAN**

Chairman Smith noted there is training at the OnCenter on March 23, 2014.

Chairman Smith wanted to thank Heidi Lalone, in the Zoning office and Code Enforcement. She is very efficient, diligent and she works very hard to keep this board running smoothly.

**Mr. Marzullo made a motion** to approve the Planning Board Minutes from February 24, 2014. **Mr. Honors seconded the motion.** The Chairman called a vote.

*In favor: 5      Opposed: 0      Abstained: 0      Motion approved unanimously*



**ZONE CHANGE –PUBLIC HEARING, CARMEL RUNNE  
CARMENCIA DRIVE & PASUBIO TERRACE  
GERNERAL COMMERCIAL, AGRICULTURAL & PLANNED UNIT DEVELOPMENT  
TO GENERAL COMMERCIAL PLUS  
IANUZI & ROMANS**

Representative: Hal Romans, Surveyor and Planner, Ianuzi & Romans

Mr. Romans: The tax parcels along Carmencia Drive and Pasubio which totals about 105 acres and approximately 97% is zoned general commercial. There are two strips that were left as agricultural district and this little portion that comes out to this cross street, which is Persian Terrace, is PUD. The idea is that we are going to rezone it all as commercial plus. The roadways are in and during our coordinated review with the County what was discussed was that part of the project goes to Oak Orchard and part of it goes to Brewerton. And they wanted to get an idea of how much of the projected volume has been used up by the developments there primarily Gander Mountain and the two hotels. And regarding the sanitary, Doug Whitman, the Town Engineer, said to put a meter into the existing manhole to see what the existing volume that is going out of there now. And the State DOT, have talked about the fact that you cannot take a left out of Pardy and traffic goes through Carmel Runne and they would be looking for the existing traffic studies that were done for this project to be updated with that information. At this it's not clear what the uses that are coming to come. The usage that we are asking for with commercial plus from a sanitary stand point probably be less intense. Because right now you could have restaurants and with commercial plus you could have some light industrial like assembly that would use less sanitary however it might impact traffic slightly it depends on what comes in at site plan and what uses come in.

Mr. Smith: The public hearing is on the zone change tonight and currently there are no known plans for site plan.

Mr. Romans: Correct and any interest they have had so far would fall under the general commercial plus.

Chairman Smith asked if anyone had any questions before doing the "for and against" portion of the public hearing.

Ann Anthony: (8555 Persian Terrace, Cicero): Would like to know where the pond is and how is the drainage of whatever should go in going to be addressed? Since it has been changed to a storm water drainage pond it goes into my backyard and there have been several issues with the drainage that has come off that pond. There have been a number of floods along Lakeshore as a result of that. There are uses listed in the code that would be inappropriate on the eastern side of that loop. I am concerned with the types and size of facilities that would be allowed under the commercial plus designation. There are three main issues, storm water, property values and traffic.



Chairman Smith: The Planning Board is very much aware of the issue of storm water if a project comes in, but the change to general commercial to general commercial plus doesn't affect the size of the buildings that come in it would be the uses. When we get someone to come in there we can discuss with them at site plan the drainage issues. We don't get to address storm water issues on a zone change we address storm water issues when there is an applicant comes in and says I want to build something.

Chairman Smith opens the Public Hearing at 6:40pm.

Chairman Smith asked for those who wished to speak for the project. (NONE)

Chairman Smith asked for those who wished to speak against the project.

Pam Derosher: (5943 Lakeshore Road, Cicero) Traffic backs up in front of my house in the morning and is an issue when you do anything and now with the new area where you cant make the turn down in Cicero. If you put something else in there it is only going to get worse. Water, noise and traffic are going to be big issues.

Ann Anthony: (8555 Persian Terrace, Cicero) Residential area that is being encroached upon. No need to add anything that would add to the traffic problem. That is not a good entrance for tractor trailers traffic. Against it because it would negatively affect the overall area and it would come too close to the residential, academic and general areas that are not prepared to receive the kind of traffic that that would produce.

Mary Jo Skelton: (6040 Lakeshore Road, Cicero) 20 years ago when we moved there across the street was vacant. We already have to wait to get out of our own driveway and there is always traffic backed up on 31. With more industry the traffic will only get worse, before you make it worse you should address the problem at all ready exists.

Chairman Smith: There was a coordinated review with the County and NYS that control the roads in that area. The one suggestion made by the State was to make Lakeshore a one way street. I think everyone recognizes the traffic issue, although it's not a zoning issue, the traffic is an issue and the storm water is an issue. There is another way to look at this, general commercial would mostly be more retail, restaurants and gas stations because all those are allowed in commercial and they are high traffic users. If we were to consider a light assembly plant, they usually work M-F on a 9-5 shift. The planning board gets the final determination of what is going to put in there, so some light manufacturing might take up some of the space and actually be less traffic because of the hours of operation, so you wouldn't have constant traffic. On every project the planning board considers the amount of traffic, the hours of operation, the size of the building and the storm water runoff. In the past there wasn't as much attention paid to storm water runoff but this board has tried to be vigilant about it, to the point of almost making the applicant explain every parking spot. The State did tell us during the coordinated review that the race track in Oswego is going to happen this spring and it could potential generate a lot



of traffic and a lot of interest in Carmel Runne if that happens. The planning board is aware that it dumps out into a residential area and we can make stipulations for each project to try to mitigate the effects on the community.

Ann Anthony: After looking at the code from online, under general commercial, agricultural and PUD you can have hotels. It also always for light assembly, what it doesn't allow for is what's under the general commercial, like parking lots, parking garages, automotive repair shops, manufacturing and assembly, warehousing, which bring in an entirely different type of traffic

Chairman Smith: I will allow our attorney Neil Germain to explain.

Mr. Germain: What I believe you are not taking into consideration is that right now it is zoned commercial but right now you look at it and say well it's not built out, and your goal might be to not see a major build out but the applicant has a right to build out that property as its currently zone commercially. What they are talking about is a change of zoning to commercial plus. The planning board can get involved and can help with the issues that you have raised tonight. You have alerted the planning board to your concerns, now if the applicant comes back in with a site plan, in in the site plan review process the planning board will be cognoscente of what you have brought up to them tonight and they will be able to address issues, mitigate traffic and mitigate other environmental concerns like the storm water.

Anne Anthony: I understand their intermediary role but I have been on the end of a planning board that wasn't so careful which is how I got the drainage issues I have. When this was originally brought up and zoned our concerns were not listened to at that time or we wouldn't have the issues that we are having.

Chairman Smith: We understand your concerns and we have noted you are against. Does anyone else want to speak against?

Mary Boyke: (5951 Lakeshore Road, Cicero) The traffic is a big issue but along with that comes noise I have lived there for 17 years but I have dealt with the school district and their snow plow, at 2:30am you hear that snow plow drop again and again, then the beep and the beep. The noise and the traffic is major.

Chairman Smith: It is a major concern for that whole corridor. The problem is we don't even control the roads here in the Town.

Mary Boyke: With the size of the traffic you are going to have the larger vehicles, they need to deliver the product before the opening at 6am.

Chairman Smith: Right now there is no large warehouse facility. But we can mitigate when they come in for site plan review, we can tell the applicant if they want to build something along where the residences are, we can require them to do screening, to put up fencing, landscaping and we can restrict when they can receive deliveries, when they can make deliveries, we can practically control that whole



sort of thing at site plan when someone comes in and says they want to build something we can do those sort of things.

Mary Boyke: What about the ponds? Where is that water, we already have issues on the front of our properties.

Chairman Smith: I understand the issues with the storm water, but the zoning change isn't going to affect that as much as what we put there and how well we mitigate the drainage. We ask our applicants now not to meet the minimum requirements, we as the planning board raise the bar higher, we have been very aggressive in handling storm water. Storm water is a problem and not only in your area all around Town.

Mary Boyke: I am just concerned because it is a nice quiet area and even though we have a lot of traffic, it's the noise and the interruption.

Chairman Smith: The quality of life issues that the planning board at the time can address once there is an application. And when an application comes in you should come and speak then as well. As well as everyone that came tonight.

Mary Boyke: Please make the information well known to us so that everyone can come not just a small about of people because you are talking more than just a small amount of people.

Pam Derosher: What is it that this new commercial plus will offer that they don't already have?

Chairman Smith: It allows the planning board to have come latitude in what we would put there. Right now as Mr. Germain explained there is a narrow parameter of types of business we could put there, right now we couldn't even consider a small computer assembly facility that might employ 20-25 people on one shift Monday through Friday but we have to consider and commercial use that is covered and there is quite a few that would come before this board because it is currently zoned appropriately. But some of the business that might compliment your area and compliment your traffic flow we couldn't consider as it is currently zoned. The planning board can consider a use but we have no idea what might be presented to the board. No matter what comes in it will still be at the discretion of the planning board at the time.

Chairman Smith asked if there was anyone else who wished to speak against the project.

Chairman Smith closed the Public Hearing at 7:05pm.

Chairman Smith: Asked the Board members if they have any comments at this time.

Mr. Ruscitto: Obviously there are a lot of concerns, but the way I understand it, is that it give us more options and we can say yes or no. Right now we are more limited and we are more in tuned now with



that is going on, whereas previous boards may not have been. And we are trying to do things right to make as many people happy as possible. I think it's best if we all keep talking and try to come up with the best conclusions. I don't think there is a perfect thing to go there but sometimes it's the lesser or two evils. The people have the right to build things there and we are going to have some control over what that is and based on peoples positive and negative input that is how we make that determination.

Mr. Abbey: I would agree with Mr. Ruscitto. There is no perfect answer but obviously with the general commercial plus we would have a better handle on what commercial verities can go in there. I think of the two choices I would have to lean towards going with the general commercial plus.

Mr. Marzullo: There is no question that the general commercial plus would open up some development that might be less intrusive to the residential properties and potential the other way. But I still have a question about the two that are not zoned commercial right now, that are PUD and agricultural, whether or not they should be general commercial plus or not but we can discuss that at the next meeting.

Mr. Honors: With this just being a zone change, I don't have anything right now. But I hope that everyone here knows that they can come back when each and every applicant and site plan comes before this board they will have a chance to speak again and voice any other concerns with each type of business that is approaching the planning board with plans to move forward.

Chairman Smith: I have shared my concerns but I share Mr. Marzullo's concerns on what is going to happen to this corner where it is PUD and agricultural, because there are residences, townhouses and a school all around it. I am not sure that it should be general commercial plus, and I am not sure it should even be PUD on that corner. I don't have the answer for that but I would hope that before we make a recommendation to the town board that the applicant would look at our concerns on that.

Mr. Romans: I agree we share that concern. The only interest we have had for that area was a professional building for either a doctor or a dentist. Those two areas have some natural constrictions anyway such as power lines, and others like drainage, which is going to limit the size and scope of what you can put in there

Chairman Smith: Another problem would be access, I don't know if the County is going to go along with Lakeshore Road being an access point and the fact that you are on the Town road I don't see being in favor of putting an office building with access onto Persian Terrace Drive.

Mr. Romans: We thought the same. Maybe I can check into what the PUD had intended for their.

Chairman Smith: If you would come back with that information that would be great.



**SITE PLAN, SKETCH REVIEW**  
**ADMAR, 7800 & 7802 BREWERTON ROAD,**  
**PROPOSED CONSTRUCTION EQUIPMENT SALES, RENTAL AND SERVICE FACILITY**  
**IANUZI & ROMANS**

Representative: Hal Romans, Surveyor and Planner, Ianuzi & Romans

Mr. Romans: This is the former Sam Dell/Lucians Site, which is approximately 3.4 acres on the east side of Route 11. There are 2 entrances, it is a former car dealership, and it is primarily its two buildings and a large existing asphalt parking area. Residential properties are along this southern portion here, Route 481 is on the north and east and then there is a small commercial property that is not part of our project. The improvements are really cosmetic for this project, it is zoned commercial plus the proposal is for an Admar construction service, sales and rental company to take over the facility, they received a zone change recently. We are not making any modifications to the asphalt parking at all we are going to continue to use the existing entrance ways. Employee parking would be on the south side, parking for the equipment in the storage yard, customer parking and some additional employee parking and a handicap spot near the existing ramp to the building. There will be some minor uplift the face of the building to uplift and make sure it looks good. There would be new signage. Across the front of the building the sign would be 4 ½ feet x 18 feet (81 sq. feet), a pylon sign (that would meet the code set back) that would be 8 ¾ feet x 10 ¼ feet and 23 feet high (89.7 sq. feet) and back in this corner here where 481 really bends around in here, a high pylon sign 6 ft. x 20 ft. and 50 foot high (120 sq. feet).

Mr. Honors: is that the existing sign or a new pole in the front?

Mr. Romans: It's going to be new. While we are talking about it here are pictures of that the sign will look like. The pylon sign on Brewerton Road and Route 11 they would like it to be a message board sign and I have already talked to them about the amber alert and they are agreeable to that. The signage for the front of the building is really just the Admar Construction business that is shown. The only new one is high pylon sign in the back. All the signs are internally lite, the signage will actually go right on the front of the building and they look very professional. If you have seen any other Admar facilities around the state they are very well kept up.

Chairman Smith: What are the hours of operation for the facility?

Mr. Romans: During the week they would potentially be 6am to 5pm and 6am to 5pm on the weekend. The applicant is going to repair or replace the existing stockade fence that is on the south side of the property. During the zone change some of the residents were here and that was their concern, the current or previous owner, let that get into disrepair. We have a new chain link gate fence going in so you can't just access the property the back storage yard by driving in you have to actually go through the gate. There are two new gates proposed and a new fence going along this property line to give us the fenced in rear outdoor storage yard and to make sure that here is no cross traffic onto this small parcel up here that has problematic where it is very tight to the building here. We have shown some



landscaping up in front that would enhance what is already there. And on this portion of the asphalt parking that is in there that would a display area with a couple pieces of equipment.

Mr. Parrish: The one on the south driveway, what is that?

Mr. Romans: That is display area along with these two areas as well. There is existing green space and landscaping that is in here.

Chairman Smith: Are they going to do something with that existing landscaping, it seems like over the years it has gotten a bit overgrown and some of their visibility could be improved strictly just by doing something with the landscaping.

Mr. Romans: They are going to go in and trim replace as necessary with something that maybe doesn't get up as high. The bushes and trees have gotten out of control out front in places even blocking the view of the building.

Chairman Smith: Can you note on the plan what their intentions are as to types of plants, etc.?

Mr. Romans: Yes, we can do that. Other than that, that is the bulk of the proposed improvements they are looking to do there. Obviously if there is any concrete sidewalks that needs to be replaced they would replace that but it all in pretty good shape. No increasing of impervious areas, so storm water would not change at all. And the existing lighting would be utilized and just replace lap pads if they are out as necessary.

Mr. Marzullo: What kind of equipment in the yard?

Mr. Romans: They handle everything from the resident coming in to they could have some larger pieces of construction equipment back here, they have the lift trucks, the small construction equipment so they could have pretty much what the resident needs or what the contractor might need. A lot of times when the contractor might rent these pieces of equipment, a lot of times they go out for a month or two or the season and come back strictly for light service and then they go back out again.

Mr. Marzullo: We would like to add language we have done in the past about the boom truck.

Mr. Romans: Yes, making sure that they are not fully extended and that they don't turn into billboard signs.

Mr. Marzullo: Can you get more specific on the displays out front?

Mr. Romans: I can talk to the applicant and find out. I picture it like the smaller bob cat and smaller things like that but I will ask specifically.



Mr. Abbey: The fencing on the south boarder I seem to recall is 6 foot stockade type, are they proposing similar fencing on the north?

Mr. Romans: No actually we were proposing a chain link with black vinyl slats. I understand the stockade on the south because it is up against the residential so you would like to have something that is a little more residential looking in character but the property to the north is zoned general commercial district. Really what it is, is there is a seem in the pavement, so it is to make it so we have an enclosed yard here but we were actually extending it out through the end of the pavement so there would be no us going onto his property by mistake. And chain-link is because of the fact that is, is going to be right in the pavement we wanted something that could withstand a snow plow going past it. Whereas on the south side we actually have a 25 foot natural area there were you don't have to worry about a snow plow going up next to. I think at the zone change meeting, one thing I got from the residents is that they were ok with this type of usage and that their big thing was someone that was going to keep that fence is good repair and in good shape.

Chairman Smith: They liked the hours of operation and there was some trees and landscaping that was discussed.

Mr. Marzullo: Do they maintain their own vehicles on site?

Mr. Romans: They do repairs, all inside, it is basically set up for this already it has the old bay doors to pull in and do repairs, it's all set up for that. I think it will take them about 30-630 days after site plan approval to get all set up over there.

Chairman Smith: Mr. Parrish do you have any questions from the engineer point of view.

Mr. Parrish: No

Chairman Smith: Mr. Germain, do you?

Mr. Germain: No questions.

Chairman Smith: Can we better address Mr. Marzullo's concern by setting a height limit on how high they can raise the boom in the front of the building?

Mr. Germain: I think if the applicant is volunteering it, we can make a note on the plan, and if it was noted on the plan that is approved that would work.

Chairman Smith: That would make it easier for codes enforcement if the start raising the booms higher years from now. It would avoid arguments as to whether it is raised to its full or half way or not.



Mr. Germain: Yes, of course, make a note on the plan that suggests it can only be a certain height with no signage and no banners. If it is on the plan the codes enforcement can enforce it.

Mr. Ruscitto: Are they allowed to use banners for grand opening only?

Chairman Smith: Yes, they are but they have to obtain a temporary sign permit from Mr. Hooper's office.

Mr. Abbey: What is the total proposed signage footage?

Mr. Romans: 292 sq. feet approximately, this is mostly the 120 foot high pilan sign. The sign is double sided, fixed message and internally lit. The only message board sign is the pilan sign out front and they don't change the message very frequently, so they will be able to meet the boards criteria with no problem.

Mr. Honors: That sign is 50 feet tall correct? Which is code?

Mr. Romans: Yes

Chairman Smith: That is within the code if it is adjacent to highways. That is the only place the Town allows a 50 foot sign.

Mr. Marzollo: Do you know what the frontage is between the two buildings along Route 11, the building face.

Mr. Romans: Probably 140 feet on the large building, and 80 feet on the smaller building.

Chairman Smith: I would like to set a public hearing to notify the residents so they can come in if they have any additional concerns.

Mr. Germain: You are going to move for an adaption calling for a public resolution to be held at a regular scheduled meeting of the planning board on March 24, 2014 at 6:30pm.

**Chairman 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      Motion approved unanimously*

**AMENDED SUBDIVISION,  
DRIVER'S VILLAGE,  
5857-5927 EAST CIRCLE DRIVE, 2 LOTS  
IANUZI & ROMANS**



Representative: Hal Romans, Surveyor and Planner, Ianuzi & Romans

Chairman Smith noted that there was a public hearing held on this.

Mr. Romans: This is a new lot that is about 3.656 for the Hyundai dealership that is going to be owned by a separate entity. The changes that I have made to the site plan are that I was able to get the private sewer and water easements and add them to the plan which comes along Hogan Drive and down to East Circle Drive. There are some private drainage easements that are also part of the site plan that I added, which will basically reroute the drainage that cuts through the center of the lot around the proposed building. We also received a variance from the Town of Cicero for Lot 1B for the lot depth which I have noted on the plan. There is a distance that is perpendicular from this northeast corner its 456 and there's a distance from this southeast corner perpendicular to Hogan Drive that is 151 and that is the variance that we got. We want to maintain existing drive lanes on the south and north. The lot is sized correctly for its site plan.

Mr. Honors: Is there a problem with the entrance?

Mr. Romans: According to the site plan, I think there is an entrance onto this existing driveway off Hogan and goes into the circle. I believe the site plan has a driveway there so there will be a need for some kind of a cross easement between new lot 1A and new lot 1B, which they would take care of at site plan.

Chairman Smith: I believe the easements are being drawn I think they have been in contact with Neil.

Mr. Germain: Hal and I have discussed the easement issue but it's really more involved with the site plan, and you will have an opportunity to review that at site plan.

Chairman Smith: Mark any comments other than what you put out in your letter.

Mr. Parrish: No just we just discussed the easement

Chairman Smith: Neil are all the easements in place that we need for subdivision?

Mr. Germain: For subdivision, yes, you can require the other easement later on as part of the site plan process.

Chairman Smith: The reason I ask is because as Mark noted in his referral I am not going to sign this until you have all the drainage easements and stuff you need.

Mr. Germain: If you would be more comfortable we could do the easement as a condition of this subdivision and then he can supply me with the proposed easement and that will comply and once its in you can sign the maps.



Chairman Smith: I am fine with that.

Chairman Smith asked each of the board members if they had anything further at this time.

Mr. Ruscitto: No not at this time.

Mr. Abbey: Not at this time

Mr. Honors: No, all set

Mr. Marzullo: Nothing from me

**Mr. Ruscitto made a motion** regarding the 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      Motion approved unanimously*

Chairman Smith: Neil, would you construct a resolution approving the application.

Mr. Germain: You are going to move for the adoption of a resolution approving the subdivision application known as Driver's Village, 5857-5927 East Circle Drive 2 lots. This approval is contingent on the following:

1. Applicant shall provide an acceptable easement on Lot No. 1A along the north side of Lot No. 1B to provide access to a driveway onto Hogan Drive South, which is not shown on the subdivision map. Said easement will be submitted to the Planning Board attorney for approval and shall be delineated on the subdivision map.

The applicant is hereby notified that the Chairman of the Planning Board will delay signing of the final plan until the chairman verifies that the applicant has executed any and all necessary agreements with the Town and that all security or undertakings are in place.

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

*In favor: 5      Opposed: 0      Abstained: 0      Motion approved unanimously*



**DRIVER'S VILLAGE,  
5857-5927 EAST CIRCLE DRIVE, PROPOSED AUTOMOTIVE DEALERSHIP  
IANUZI & ROMANS**

Representative: Dave Jones, RLB Development, LLC

Mr. Jones: This is the floor plan for the proposed Hyundai showroom that we are going to build on the site that was just subdivided as well as some elevations of the building showing the signage and I included with those elevations some signage cut sheets from the manufacture. What we have is a traditional dealership, on the front of the building is Hyundai's required signage with the Hyundai box and then a sign within that. The box is built onto the building and when they do the sq. foot calculation they take the Hyundai logo and the Hyundai letters then Burdick and then a service sign over the service drive. We have also proposed having four front doors based on where it is in Driver's Village, a Burdick Hyundai sign on the other three corners of the building.

Chairman Smith: one of these faces Burlington, it's basically facing commercial on all four sides.

Mr. Marzullo: The front elevation your showing is on the front of the building

Mr. Jones: It's the access drive in from South Hogan Road, it will face the pond.

Chairman Smith: IS there any intent to put signage anywhere other than the building?

Mr. Jones: Yes, one monument sign, 8 foot tall by 3 foot and 11 5/8 wide, 9.4 sq. feet. It would be back off the corner where it doesn't restrict any pulling out. There are existing car displays and proposed ones as well.

Chairman Smith: Are we adding any asphalt.

Mr. Jones: Yes, about an acre, but Driver's Village as a whole there is still less impervious than there was when it was Penn Cann Mall.

Mr. Marzullo: The elevation labeled back, that is what you will see driving East Circle Drive?

Mr. Jones: Yes,

Mr. Marzullo: That seems to be the most visible face of the building but there is no landscaping along that portion of the building.

Mr. Jones: There is no landscaping here because that is the back yard of the dealership. From East Circle drive there is an 8 foot drop in elevation, so if anything was put on the corner you really don't have a clean view of the back of the store.



Chairman Smith: This doesn't take into account your plan, you are not down that far, there is another outparcel on the corner of East Circle Drive and Hogan. So you are closer to Price Chopper, that area.

Mr. Parrish: It is well over 500 feet from East Circle Drive to this building.

Chairman Smith: Have you made any effort to add some more landscaping to help slow down storm water.

Mr. Jones: Yes, it is in to Mr. Parrish to be reviewed. Also we proposed bio-retention here to help with the storm water, which is on the plan. Part of the easement issue with the subdivision was because there is an existing storm drain that comes right through where the building would be so we are proposing to go around it.

Chairman Smith: The drainage seems to be working well for Driver's Village I have not heard any complaints but if we can do better it would be nice to talk about that when you come in.

Chairman Smith: Mark any comments I know you haven't done your referral letter yet, any concerns at this time.

Mr. Parrish: Not really I haven't had a chance to look at this.

Chairman Smith: Neil other than the easement issues we have already talked about?

Mr. Germain: Nothing at this time.

Chairman Smith asked each of the board members if they had anything further at this time.

Mr. Ruscitto: Nothing at this time

Mr. Abbey: Not at this time

Mr. Honors: All set

Mr. Marzullo: Nothing right now

**SITE PLAN, SKETCH REVIEW  
FAMILY CARE OF CICERO,  
8393 ELTA DRIVE, PROPOSED PHYSICIAN'S OFFICE  
MAHONEY DESIGN & BUILD**



Representative: Mahoney Design & Build

Mr. Mahoney: This is lot 3 on Elta Drive, this is the last lot on the main road that is undeveloped. We are proposing a 4800 sq. foot single story medical office building for Family Care of Cicero and the improvements that would be required in terms of parking and entrance and egress. There is one sign that is proposed that would be an internally lit monument sign just as you enter from Elta Drive into the property. There would be parking to the left and parking to the right. Our parking requirements are we have 33 parking spaces provided we believe that there are 22 spaces required. The reason for 33 is because the medical practice's number of employees plus their peak flow of patients.

Chairman Smith: Is this practice currently operating in Cicero?

Mr. Mahoney: Yes, it has been for 7 years.

Chairman Smith: What are the hours of operation?

Mr. Mahoney: 8-5, this is a family practice not an urgent care facility. We have also provided some elevations of the building in terms of what that might look like.

Chairman Smith: Will you have a dumpster on the area?

Mr. Mahoney: The intent at this point is to have an oversize garbage can coral on the side of the building that would be enclosed. There has been some question whether it needs to be larger depending on further discussion with the doctor and his staff and what their true needs are.

Chairman Smith: If you did change it, that would require a modification of the site plan you so you would have to go back through this process. We will require a full color pallet and materials that you will be putting on the outside of the building so we can review those so please bring those to the next meeting. Mark do you have any questions, I know this is a first view.

Mr. Parrish: Yes, after talking with Dick it looks like they are working with an older base map for this map. They show a 15 foot ingress and egress utility easement across the north side of the property. They redid the map in 2010 and that filed subdivision map shows a 30 foot easement, and the reason for that easement is to get access to lot 1A, which is located to the east of this property. So they are really not making any provisions for that access right now. They could redo their site plan to provide for that access because their parking right now is located in that access easement. Or potential if they could show that the traffic patterns work and if the board feels that it's a good access through the site that they could relocate the easement to get to that lot. But we have to get to that Lot 1A because there is no other access to a public highway except through this lot as it's currently laid out. So that will need to be addressed.

Chairman Smith: You will have to work that out.



Mr. Mahoney: We were alerted to that today after a conversation with Mark and Hal Romans. With that said this 15 foot that goes north and south, it goes 30 feet which you know goes to about the end of this proposed parking area we need to work with our client to determine what other options we have. We certainly could stretch out the parking in other places to get additional parking and come up with a total number. We know that by what's required we only need 22 now we just have to work with Paulo and his staff determine exactly what their needs are.

Mr. Parrish: We are going to want to design this so there is one access point for both your lot and Lot 1A. Do you follow what I am saying? You are going to share that access with them.

Mr. Mahoney: Why is that?

Mr. Parrish: Because we are not going to be able to have continuous entrance along the cul-de-sac you have to try to share the access to those lots. If you put another entrance there in that location you essentially got the whole frontage as an entrance.

Mr. Mahoney: That is another new one.

Mr. Parrish: Well that is why we do sketch review.

Chairman Smith: This is an opportunity for you to come back with solutions and work out something.

Mr. Mahoney: Not that this is the planning boards concern but in terms of the way this subdivision was designed right here in this corner, that is all of the utilities for this site, so you have your transformers, telephone and your cable and all your other things.

Chairman Smith: I appreciate the fact we are not here for determination but what the planning board wants to consider we will consider, that's part of the decision making process. We are going to consider that so it would be good to address it, with Mark.

Mr. Mahoney: I am just making a point that certainly makes it more difficult to work through that.

Mr. Parrish: Again that is why I suggested it, that maybe it makes sense to move the easement. But you still need to provide for the access.

Chairman Smith: It needs to be addressed. Mr. Germain anything you would like to add?

Mr. Germain: No comments at this time.

Mr. Ruscitto: How many spaces right there? You said you need 22 and you have 33? If you eliminated all those right there you would still have what you need instead of what you want.



Mr. Mahoney: Correct. And again we can stretch that out but the point that Mark made with incorporating the easement into the access is something new so we are going to have to look at that and see how we can reflect that in our changes.

Chairman Smith: Mr. Abbey?

Mr. Abbey: How many employees are you looking at?

Mr. Mahoney: About 12 employees.

Chairman Smith: Mr. Marzullo?

Mr. Marzullo: Nothing further

Chairman Smith: Mr. Honors?

Mr. Honors: Nothing until they come back.

Chairman Smith: Thank you

Mr. Mahoney: Thank you.

**SITE PLAN, SKETCH REVIEW  
GOODWILL, 7933 & 7937 BREWERTON ROAD,  
PROPOSED RETAIL STORE,  
BERGMANN ASSOCIATES**

Representative: Bergmann Associates, Andy Hart, Jeff Bush and Paula Mitchell

Chairman Smith noted the location of this parcel is behind the Citizens bank down across from Wegmans, down the Caughdenoy Road area. And also WEP has looked at this, the sewer, because it is in Oak Orchard and they do not have concerns for the project. It has already been approved, so to speak by the sewer people.

Mr. Hart: What we have here tonight is part of our site plan application to construct a 20,335 sq. foot Goodwill Retail Store located at 7933 and 7937 Brewerton Road, just west of the existing Citizens Bank. There are currently two subdivided lots there, there is a northern lot which is lot 2, which is just under 2 acres and lot 3 to the south which is a little over 2 acres, so total 3.9 acres. The main access to the site will be off Route 11 and the second access to the site that we are proposing is along Caughdenoy Road,



on the south side of Caughdenoy Road. Inside the site there will be that existing ring road, there is three locations to get into the site from there, three internal driveways. Truck traffic will come through here with the loading to the north of the site. On the south side of the building is where our front door will be so our front will face to the south. SO when you enter in from Route 11 you will be able to have direct line of site to the front door. We also have included, since there are some residential properties to our north, we have included some landscaping to help visually block the loading dock to the north. The utilities that are on site are all here that we need there is an existing sanitary sewer that runs through the site that we will tie into, our water main will come off of Caughdenoy we will connect there and electric and gas will also be off Caughdenoy as well. As part of the existing project that was Widewaters project earlier, they constructed an onsite a detention, it's actually a storm water quality basin that pond was sized for the entire development not just the Citizens Bank but the two lots that we are putting the Goodwill on so subsequently we have enough volume there for our storm water quality. The wetland to the west actually acts like our detention area. We are looking to go above and beyond on the green infrastructure techniques so we are proposing to do a bioswall to the south will take service drainage from the parking lot into there and eventually into the wetland.

Chairman Smith: This was originally approved for 40,000 sq. foot retail location so the approvals are there.

Mr. Hart: Actually in terms of storm water as well the proposed lot has less impervious area than the previous approved lot of 40,000 sq. foot, so we do we have a little less impervious area. Our light we will use shoebox style lighting metal halide at a 22 foot mounted height to be consistent with the Citizens Bank lighting. Everything will be contained onside. We are also proposing two pylon signs at the moment, one on Route 11 at the northern side of the driveway and another one along Caughdenoy to identify us on Caughdenoy Road.

We have a one story 20,335 sq. foot masonry building that we are using for Goodwill. The bottom course of masonry will be a split face block style engrail colored to no painting will be required. The lighter areas will be a smooth face block that will be engrail colored as well. These striations going through the building to match the split face block. The front entrance to the building we have accentuated with a gable front end with a canopy we are also including store glazing so you will be able to see what is going on in the store and also provide light into the store. They will be covered with standing seam metal awnings over the windows. We are utilizing some higher clear story glazing to allow light into the back room where the goods are sorting for donation. The donation canopy is located on the eastern side of the building, and we provide a canopy there so people can get out of the rain or snow when they are donating. We have also shown the signage, we have 194 sq. feet of signage on the south face and 96 sq. ft. of signage on the east face. That smiling G, that is Goodwill's logo then with their text.

Chairman Smith: What are the hours of operation?

Mr. Hart: They are 9 - 9 Monday -Saturday then 10-6 on Sunday. They take donations during that time.



Chairman Smith: How many employees.

Mr. Hart: They typically have between 35-40 employees total but onsite at one time somewhere between 15-20.

Chairman Smith: Do you have signage that will hopefully stop people from dropping stuff off.

Mr. Hart: Yes we will have signage to the affect. On the site plan, the drive thru you enter the site head north to drop off your goods and then exit out on the north driveway

Chairman Smith: How do you handle disposal of the items that are not able to be sold?

Mr. Hart: They have a loading dock that allows for two trucks and a compactor in the back.

Ms. Mitchell: It is a fully enclosed compactor in the back.

Mr. Hart: Goods that are not good enough to be sold are trucked off and recycled nothing is thrown away.

Chairman Smith: We will have the send this to the county for a referral because Caughdenoy Road is a county road.

Mr. Honors: Are most of you buildings this big, or is this one overly large?

Mr. Hart: Actually in Rochester they are almost 30,000 sq. foot range but typically between 15,000 and 20,000 sq. foot in size depending on the market.

Ms. Mitchell: The sales floor is about 15,000 sq. ft. and the back of house is about 6,000 sq. feet. They are all self-sustaining so they bring all the goods in house and sort them there and what is acceptable goes out on the floor and what is not acceptable gets recycled. So the goods that people donate in the area goes right out onto the sales floor.

Mr. Hart: It isn't your typically thrift shop, they do sell some new goods as well but mostly the donated clothes and furniture as well.

Chairman Smith: And you are looking to start construction of this soon because you would like to be open before your big season which is Halloween.

Ms. Mitchell: Ideally they would like to be open my October 1 and if not, they generally delay to April.

Chairman Smith: Mr. Parrish anything off the cuff that you see for sketch plan?



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Mr. Parrish: No

Chairman Smith: Mr. Germain?

Mr. Germain: Nothing at this time.

Chairman Smith: Mr. Ruscitto?

Mr. Ruscitto: No

Chairman Smith: Mr. Abbey?

Mr. Abbey: Not at this time, it looks like quite the facility.

Chairman Smith: Mr. Marzullo?

Mr. Marzullo: When you look at Citizens Bank entrance, and the cross section, it's a good example of why we go through all this. Mark I would ask that you look at the cross connections that would benefit.

Chairman Smith: I don't know what County DOT is going to do, I am sure they will have some comments. The other concern would be citizens cutting through to pass this area that backs up with traffic.

Mr. Hart: The ultimate property owner still remains Widewaters so this will be a land lease so we will have to go through Widewaters for the cross connection approvals. Thank you

Chairman Smith: Thank you.

Chairman Smith asked if the members had anything else to discuss.

**Mr. Marzullo made a motion to adjourn. Chairman Smith seconded the motion. The motion was approved unanimously.**

IN AS MUCH AS THERE WAS NO FURTHER BUSINESS BEFORE THE BOARD, THE MEETING WAS ADJORNED AT 8:18 pm.

Submitted by Kristin Ryder  
Planning Board Clerk