

STATE OF NEW YORK  
ONONDAGA COUNTY  
TOWN OF CICERO

SS:

The Cicero Town Board held a **Regular Town Board Meeting on Wednesday, August 24, 2016** at 6:30 p.m. at the Cicero Town Hall, 8236 Brewerton Road, Cicero, NY 13039.

PRESENT:

Mark Venesky	Supervisor
Mike Becallo	Councilor
C. Vernon Conway	Councilor
Dick Cushman	Councilor
Jonathan Karp	Councilor

OTHERS PRESENT:

Jim Meyers	Police Sergeant
Chris Woznica	Highway Superintendent
Dave Christian	Highway Foreman
Terri Walsh	Highway Secretary
Shirlie Stuart	Comptroller
Jody Rogers	Director of Youth Bureau, Parks & Recreation
Robert Germain	Germain & Germain, Town Attorney
Stephen Snell	O'Brien & Gere, Town Engineer
Tracy M. Cosilmon	Town Clerk
Scott Bova	MRB Group, Architectural Department Manager
Steven Mearon	L.J.R. Engineering, P.C.

Supervisor Venesky opened the 14<sup>th</sup> regular meeting of the Town Board at 6:30 p.m. by noting the locations of the three emergency exits, asked that all electronic devices be silenced and noted if anyone had difficulty hearing to bring it to the Board's attention.

Supervisor Venesky: There will be an executive session tonight, but we will be reconvening.

Councilor Conway led the Pledge of Allegiance, and then requested a moment of silence for our troop's in harm's way.

**Approval of Town Board Meeting Minutes**

Councilor Conway made a motion to approve the minutes from our last town board meeting held on July 27, 2016. Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board discussion. There were none.

Ayes – 5, Noes –0, and Abstentions – 0. *Motion carried unanimously.*

**Recognition of Les Eastwood, Cicero Fire Department**

Supervisor Venesky: I did want to recognize Les Eastwood of the Cicero Fire Department, who retired from active service after 53 years. I was hoping he would be here so that we could recognize him publicly, but he's not here.



**District Zoning Changes for Comprehensive Plan Update Decision**

- A. Findings Decision:** Councilor Cushman moved for the adoption of a resolution approving and adopting the Findings related to the requested zone change as proposed.
- B. SEQRA Decision:** We determine the proposed action to be a Type I Action for the purpose of SEQRA compliance and note the action requires action by no outside permitting agency outside the Town. We have taken a ‘hard look’ at potential environmental factors and evaluated identified factors listed and discussed in this Findings Statement. Accordingly, we hereby decide the proposed Local Law will not have a negative impact upon the environment, and therefore does require the preparation of a Draft Environmental Impact Statement. Motion was seconded by Councilor Karp.

Ayes – 4, Noes –1, and Abstentions – 0. *Motion carried.* Councilor Becallo voting no.

Supervisor Venesky asked Tracy Cosilmon to take a roll call vote. The results were as follows:

Councilor Karp:           Aye  
 Councilor Cushman:    Aye  
 Councilor Conway:     Aye  
 Councilor Becallo:     No, again.  
 Supervisor Venesky:    Aye

- C. Decision:** Councilor Cushman moved for the adoption of a resolution approving the Zone Change Application, as amended, of the Town of Cicero as proposed for the parcels and designation listed in the filed Application with attached listing of tax parcel numbers. To be known as Local Law 9 of 2016.

Tracy Cosilmon took a roll call vote. The results were as follows:

Councilor Karp:           Aye  
 Councilor Cushman:    Aye  
 Councilor Conway:     Aye  
 Councilor Becallo:     The citizens that came up and talked here, they were very negative towards this proposal. Going door-to-door, I heard even more negative opinions of what’s going on, so I have to go with what the community says, so I say ‘no’.  
 Supervisor Venesky:    Aye. We had four public hearings in this building. There were two public hearings on this at the Planning Board. Everyone who had an objection that brought it to our attention was addressed, either personally in my office or by telephone. Five people wanted their properties carved out of this, and in fact they have been. So if there were any other objections, they did not bring them before this Board, or before me.

**PROPOSED ZONE CHANGE SUMMARY (REVISED 8/9/16)**

**COMMERCIAL CORRIDORS:**

1. Rt. 11 (BREWERTON ROAD) FROM TOWN LINE (BEAR ROAD) NORTHERLY TO THE HAMLET OF BREWERTON, (BARTEL ROAD)
2. Rt. 31 FROM THE CLAY CICERO TOWN LINE EASTERLY TO SOUTH BAY ROAD
3. E. TAFT RD. FROM RT. 481 EASTERLY TO TAFT PARK DRIVE (JUST PAST NORTHERN BLVD.)

**PROPOSED ZONE CHANGE FROM EXISTING CLASSIFICATION TO PROPOSED CLASSIFICATION OF GC (GENERAL COMMERCIAL) NUMBER OF PROPERTIES AFFECTED:**

CORRIDOR	SPLIT ZONE	AGRICULTURAL	REGIONAL COMM.	INDUST'L	RESIDENT'L
1. RT.11	29	38	1	0	4
2. RT.31	5	27	0	0	
3. E. TAFT RD.	7	8	15	2	0
<b>TOTALS:</b>	<b>41</b>	<b>73</b>	<b>16</b>	<b>2</b>	<b>4</b>

**Proposed Properties for Zone Change  
(REVISED 8/19/16)**

<u>Tax Map #</u>	<u>Address</u>
109.-01-61.0	5567 Mud Mill Road
109.-01-60.0	5569 Mud Mill Road
109.-01-59.0	5575 Mud Mill Road
109.-01-63.2	9296 Brewerton Road
109.-01-63.1	9302 Brewerton Road
109.-01-64.0	9306 Brewerton Road
109.-01-65.0	9310 Brewerton Road
109.-01-66.0	9314 Brewerton Road
109.-01-67.0	9318 Brewerton Road
109.-01-68.0	9322 Brewerton Road
109.-01-69.0	9328 Brewerton Road
109.-01-70.0	9332 Brewerton Road
109.-01-72.0	9338 Brewerton Road
109.-01-73.2	9340 Brewerton Road
109.-01-74.0	9346 Brewerton Road
109.-01-73.4	9360 Brewerton Road
109.-01-75.0	9392 Brewerton Road
109.-01-76.0	9394 Brewerton Road
109.-01-77.1	9408 Brewerton Road
109.-01-78.0	9420 Brewerton Road
109.-01-79.0	9426 Brewerton Road
109.-01-80.0	9430 Brewerton Road
109.-01-81.0	9434 Brewerton Road
109.-01-82.3	Brewerton Road East
109.-01-83.0	9456 Brewerton Road
109.-01-01.1	5472 Miller Road
109.-01-85.0	Brewerton Road
109.-01-58.1	5571 Mud Mill Road
109.-01-73.3	Brewerton Road
109.-01-02.0	5550 Miller Road
109.-01-03.0	5568 Miller Road
109.-03-11.0	9562 Brewerton Road
117.-04-17.0	9433 Brewerton Road
118.-02-17.1	9339 Brewerton Road
118.-02-17.2	Brewerton Road
118.-02-16.1	Brewerton Road
118.-02-16.2	9303 Brewerton Road
118.-02-15.0	9289 & 9291 Brewerton Road
118.-02-14.2	Mud Mill Road
118.-02-14.1	5475 Mud Mill Road
118.-02-13.0	9251 Brewerton Road

<u>Tax Map #</u>	<u>Address</u>
048.-05-27.0	8279 Brewerton Road
048.-05-38.0	8287 Brewerton Road
048.-05-29.0	8267 Brewerton Road
048.-05-30.0	8261 Brewerton Road
048.-05-31.0	8259 Brewerton Road
048.-05-32.0	8253 Brewerton Road
048.-05-33.0	8249 Brewerton Road
048.-05-34.0	8229 Brewerton Road
048.-05-35.0	8229 Brewerton Road
048.-05-36.0	8223 Brewerton Road
047.-02-01.0	8217 Brewerton Road
047.-01-10.0	8191 Brewerton Road
047.-01-11.0	8167 Brewerton Road
047.-01-12.0	8163 Brewerton Road
047.-02-45.0	8149 Brewerton Road
047.-02-46.0	8145 Brewerton Road
047.-02-47.0	8141 Brewerton Road
046.-03-01.0	8137 Brewerton Road
046.-03-02.2	8123-8133 Brewerton Rd
046.-03-02.1	Brewerton Road
046.-03-03.0	8111 Brewerton Road
046.-03-04.0	8097 & 8107 Brewerton Rd
046.-03-53.0	8085 Brewerton Road
046.-03-54.0	8081 Brewerton Road
045.-01-01.1	8061 Brewerton Road
037.-01-16.2	7919 Brewerton Road
037.-01-16.1	7917 Brewerton Road
037.-01-21.1	7873 Brewerton Road
037.-01-23.1	7851 Brewerton Road
044.-03-03.1	8030 Brewerton Road
049.-03-58.1	8150 Brewerton Road
089.-01-08.0	5979 State Route 31
089.-01-86.1	6017 State Route 31
089.-01-75.0	6095 State Route 31
089.-01-69.1	Damon Road
088.-01-20.0	6315 State Route 31
088.-01-19.0	6325 State Route 31
088.-01-18.0	6335 State Route 31
088.-01-17.0	State Route 31
088.-01-16.0	6341 State Route 31
088.-01-14.1	6345 State Route 31
088.-01-13.1	6351 State Route 31
088.-01-12.0	6363 State Route 31
088.-01-11.0	6373 State Route 31

<u>Tax Map #</u>	<u>Address</u>
088.-01-08.0	6427 State Route 31
051.-01-13.0	5998 State Route 31
051.-01-14.1	6002 State Route 31
051.-01-15.0	6022 State Route 31
051.-01-16.0	6026 State Route 31
051.-01-17.0	6030 State Route 31
051.-01-18.1	6040 State Route 31
051.-01-14.2	State Route 31
051.4-12-06.0	6332 State Route 31
051.4-12-07.0	6338 State Route 31
051.4-12-08.3	6344 State Route 31
051.4-12-08.2	6350 State Route 31
051.4-12-09.1	6358 State Route 31
051.4-12-10.1	6364 State Route 31
051.4-12-08.1	6354 State Route 31
051.4-12-10.2	6351 South Bay Road
059.-01-47.3	6431 E Taft Road
056.-02-01.1	6427 E Taft Road
056.-02-01.3	6425 E Taft Road
056.-02-01.2	E Taft Road
056.-02-02.1	6421 E Taft Road
056.-02-04.1	6397 E Taft Road
056.-02-03.1	6401 E Taft Road
056.-02-05.1	6391 E Taft Road
056.-02-06.1	6387 E Taft Road
057.-02-22.2	6354 E Taft Road
057.-02-21.1	6344 & 6346 E Taft Road
057.-02-04.5	E Taft Road
057.-02-04.6	5706 E Taft Road
057.-02-02.0	5732 E Taft Road
057.-02-04.0	E Taft Road
057.-02-06.0	5904 E Taft Road
057.-02-07.0	5950 E Taft Road
057.-02-08.0	5988 E Taft Road
057.-01-04.0	5703 E Taft Road
057.-01-03.0	5715 E Taft Road
024.-01-10.0	5841 E Taft Road
024.-01-11.0	110-120 Kreisler Road
024.-01-09.0	1 Bellevue Drive

<u>Tax Map #</u>	<u>Address</u>
024.-01-08.0	2 Belleview Drive
024.-01-07.0	104 Kreischer Road
024.-01-06.0	102 Kreischer Road
024.-01-05.1	100 Kreischer Road
024.-01-04.0	914 Church Street
024.-01-03.0	912 Church Street
024.-01-02.0	910 Church Street
024.-01-01.0	908 Church Street
057.-01-06.0	Church Street
<i>057.-01-02.1</i>	<i>E. Taft Road</i>

### **Informational Hearing – Future Highway Department Facility**

Supervisor Venesky: The last Board, and the former Supervisor, Jessica Zambrano, realized the need. A committee was put together to evaluate the buildings in the Town of Cicero. One or two of the people who were on that board are here tonight. It was determined that the Highway Garage had reached the end of its useful life and we would have to build a new garage. The building is in such shape that it is not repairable, nor does it meet our current needs, nor will it meet our future needs as the Town of Cicero moves forward and grows. I think I told some of you the story when I came in and took the position of Supervisor. I called in MRB. We had a discussion about the building and what that building should look like. I have with us Engineer, Scott Bova from MRB, who is going to explain to us what that building is shaping up to look like.

Scott Bova, MRB: I am the Director of Architecture at MRB. We are very pleased to be here tonight. We have worked almost a year now with the Highway Department; in and out working on existing conditions reports. We have gone through and evaluated the sites in the past; I think up to four sights. What we have done tonight is put together a presentation for you that would indicate the progress that we have achieved thus far. Going forward, we seek to take this concept into further design development and then eventually, hopefully, into construction documents.



## Slide No. 2



What we have done is a Conceptual Design which illustrates the potential size of this facility. It is including the other site improvements:

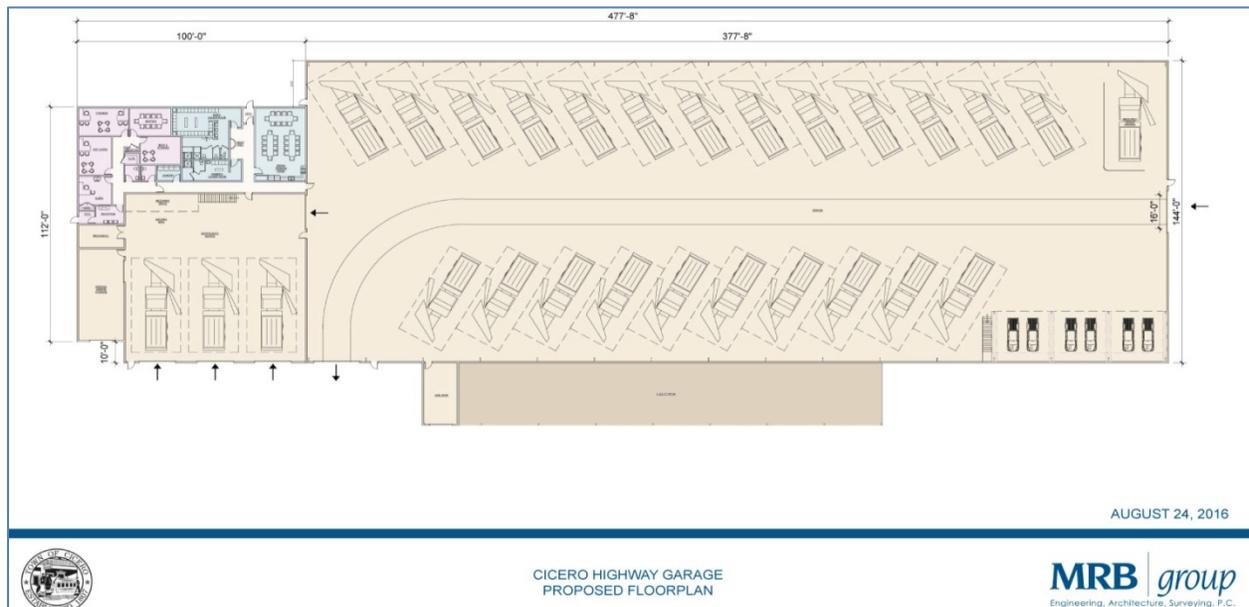
- **The beige area.** That would be the Highway Garage, as programmed. That includes both vehicle parking for the Highway Department, as well as an office area. We will also have afforded some area for some cold storage, which will be in the form of a lien-to off the main highway garage.

Some of the other areas that we've indicated here just to organize the space and the program to meet the program requirements:

- **Fuel Station.** That can be accessed from both sides.
- **Salt Spread Storage.** That would be a cold storage facility.
- **Miscellaneous Equipment**
- **Pipe and Catch Basin storage:** Around the perimeter.
- **Salt Barn.** Which will be similar to the form that you have now, as a fabric structure on a concrete base.
- **Yard Space.** For scrap, storage, and recycling. Similar to what you have now towards the rear of the property.
- **Stormwater Management Area.** Somewhere along the back, hopefully in an area where we could. We haven't done any testing in this area yet for filtration, but we anticipate we will have a need for a stormwater management system.
- **Grey (silver) area.** That's all paved asphalt. The idea here is to give the Highway Department a suitable, dry area that they can maintain well. That they are not going to have to continue to repair. It will be safer, as well as cleaner.
- **To the left of the Highway Garage.** Half of that is going to be the proposed office area. That's where the public is received. We wanted to address the public at the front. It makes for a safe sight if the public comes in and goes directly to a designated parking area; leaving the remainder of the yard utilized only for town employees.
- **Employee parking.** Around the side of the building, towards a side-access drive. They will access the facility through the side, which will bring them almost to the locker room area, as well as their breakroom. We will divide those areas into public and private areas.

We have some security, suitable materials, and this building (as it illustrates here) can give you some indication as to the size of the facility, and how we are feasibly utilizing the site.

## Slide No. 3



We've developed a program (I would say after about three or four meetings) to a point where we sized the facility and we decided to give some form to this facility. We developed this schematic floor plan. This is our first pass to organize this space, as well as indicate the required areas and adjacencies:

- **Areas in pink and blue.** Those are the office areas. Those are split between the private and the public areas. We will have some delivery space and some mechanical space off to the side.
- **Three bays** (to the side of the plan). Those are intended to be maintenance repair bays. The idea is that as a vehicle comes in that needs to be repaired; it's separated from the proper garage space.
- **Drive-thru facility.** The requirement here is to minimize the amount of overhead doors, the loss of heat, and to really keep in a climate-controlled environment that is easier to maintain. We have done these facilities in the past. We find them to be very user-friendly. The building is very well preserved and maintained by utilizing less doors and less exposure to weathering. But in this case, separating in this garage, I think, is an essential component here. We do have a few extra doors for maintenance, but as a dedicated space I think that is going to be afforded.
- The area off of the main garage is going to be a **lean-to storage**. That's going to be cold storage. So a lot of that's going to be exposed on the sides, but it will be covered.
- Adjacent just to that is going to be a **sign shop**. We want the building to have a sign shop.
- By going with a one-way in and a one-way out we were able to get a safer condition of **angled parking** rather than perpendicular parking. The idea here is that we can make the building a little less wide and we could save some width. The fall-out here is that every truck has about 25 foot of dedicated space. Each bay is structurally 25 feet.
- An area of interest (to the far right) is a **mezzanine area**. It's where we can park other vehicles inside the garage; mostly pick-up trucks and smaller apparatus. But, because of the height of this space and the volume we can afford a mezzanine for storage. So we saved some floor space by providing a mezzanine with a railing system that you can access. It has sufficient space to make all those turns and promote safety in this facility.
- We indicated an area for our **material wash bay**. I think there is tremendous value here by having a wash bay where the trucks, when they first come in, can be rinsed off and cleaned. The Highway Department has expressed some interest in continuing to washing some vehicles in other areas, but we thought we had some lost space here (in terms of a corner), and that's a feasible place for a vehicle to be washed.

Supervisor Venesky: Chris [Woznica] talked about possibly doing a pre-wash as the vehicles come in from outside. One of the biggest problems that we have with our vehicles is that we don't have enough room for our vehicles now; I'm not even speaking about future growth. We can't clean our vehicles and the salt is so corrosive.

Supervisor Venesky asked Chris Woznica how much of a longer life he thought we could get out of a truck if we keep the salt off of the frames. Chris Woznica said it was hard to say, a few more years.

Scott Bova: Rinsing off the salt before the vehicle comes in and before it exits the garage is very helpful too. It preserves the building.

Slide No.4

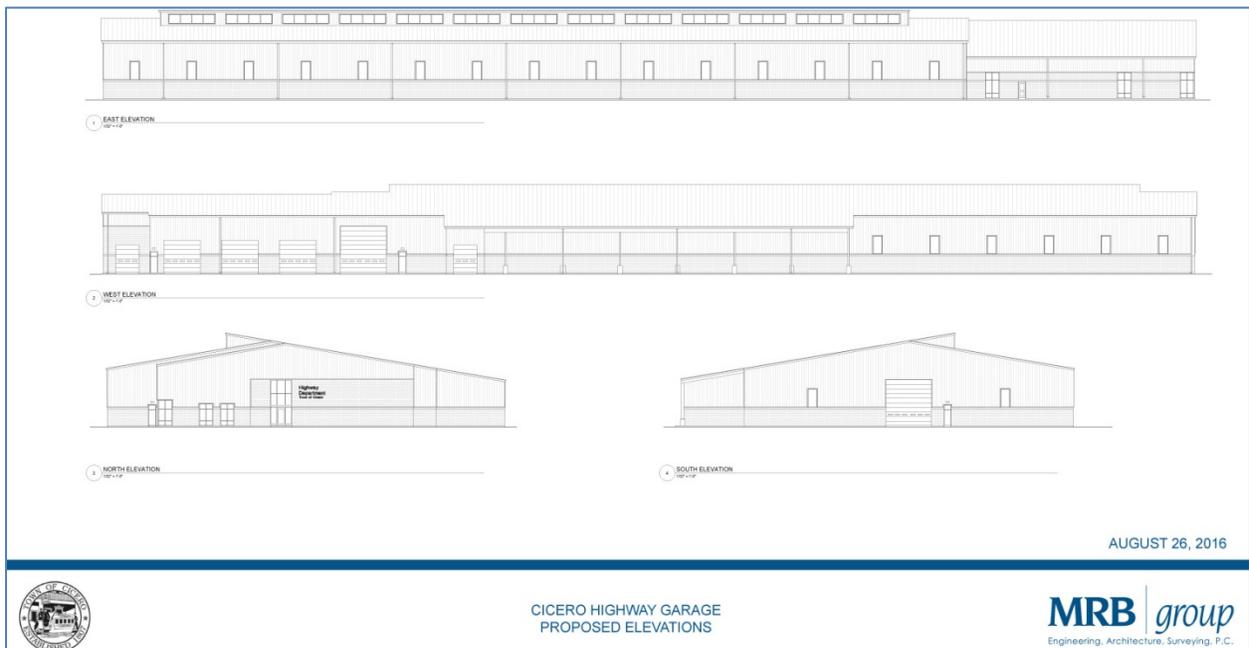


CICERO HIGHWAY GARAGE  
PROPOSED OFFICE FLOORPLAN

This is an enlarged plan of the office area. The main entrance to your left will be the public entrance. You will be received by the Highway Clerk. You'll be received into a vestibule, as well as to a waiting area and you will have access to a corridor, via that clerk, into the other office areas as you are waiting to do so.

- **Office area.** Some areas are shared. Some areas are dedicated. There is afforded space for a meeting room, as well as a map room, and we will have some restrooms to serve the public as well on that side, but everything else to the right is dedicated to staff; laundry, locker rooms, rest rooms, and the breakroom, with direct access to the outside, as well as to the garage area. So there are a lot of opportunities to access the garage, but the important thing here is that internally there is some separation.

Slide No.5



CICERO HIGHWAY GARAGE  
PROPOSED ELEVATIONS

**Proposed elevations.** We also developed some elevations. This is from a model of a project that we have done in the past that the committee has visited in the Town of Farmington. We are utilizing this model right now and we are finding that it is very much in line and kind to what your program needs require.

Supervisor Venesky: We are pleased with what you are coming back with so far. Two things:

1. This building is expandable. So as the Town of Cicero grows this building will not only meet our needs for today, but future boards and future administrations will be able to actually expand that building as the town grows. So this facility will give us the ability to last a long time and to grow with the town.
2. The second thing that I think is very important to us is the ice buildup; it's poorly insulated. We spent about four-thousand dollars chipping ice off the building because we have ice flows. It created a very serious employee/pedestrian hazard. This design brings us a cold roof.

Supervisor Venesky asked Scott Bova to explain what a cold roof is.

Scott Bova: The idea here is that we want to keep the heat inside. The icicle formation basically comes out of heat escaping the building. One of the areas that is prone to that is typically the transition between the walls and the roof system. Obviously, you get snow falling down and collecting in that area as well; the snow collects and condenses as it compacts. It does form ice, but the heat only promotes that. So the idea is to provide a roof system here that is continuous with the wall. In terms of the insulation, the heat stays in. The outside of the roof stays at a temperature that doesn't form ice. The idea here again is when we do have significant snowfall is to have a pitch on the roof that's significant enough for snow to fall off at a reasonable rate and not be a flat roof or something virtually flat where snow will collect over time and still condense. We will still have ice guards. We can utilize fences. One thing that we talked about briefly was actually building a gable end over some of the doors to push snow over to the side; I think that's a very good situation. The building systems themselves are going to help promote that. If you went with bad insulation or insulation that's in a bag system, it falls and collapses. This will be a rigid system. There's a little master planning going on here, a little thinking about the future; this building will meet the needs currently and in the near future. But like anything, the vehicles are getting bigger and as you bring more things inside you will have that sized building.

#### Slide No.6



**Images of a similar facility in Farmington, New York.** This gives you some indication of the scale.

This facility is 45,000 square feet. Yours is closer to sixty [thousand]. When I say it's larger, the front is a lot of the same. The office area is fairly similar as to what Farmington is in size and number of spaces, you just have more vehicles, so we have more bays, therefore we have more square footage. So it's really the part of the building where the vehicles that gets extended. But as a model, I thought this was interesting to look at again and in the committee's best interest and taking a lot of the principles and the design here and apply it in your project.

Slide No.7

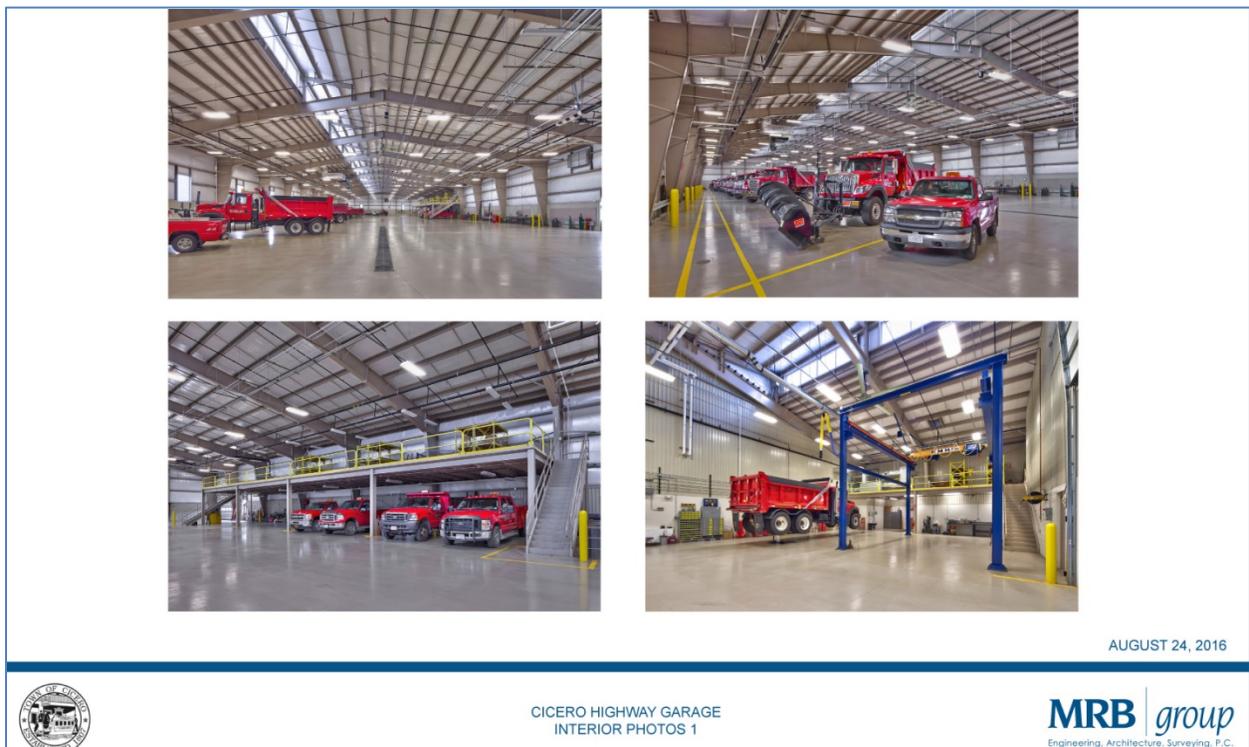


CICERO HIGHWAY GARAGE  
EXTERIOR PHOTOS 2



**Aerial views.** These are a couple of area views we took. You can see the size of that roof. These are the windows that we talked about letting the natural light in. These are actually ideal; they face north. The reason we like north lighting for these windows, as a preference, is that you get natural light without the glare. The sun is always at the east, south, or west, it's not approaching north, and it's safer this way where you do not have glare on the flooring and you can see vehicles coming in; you're not catching any obstructions. We also afford some windows and sidewalls. It brings natural light at the occupant level as well. Ideally, it's something that the employees can look out to as well and not feel like they are in a big metal box. A lot of yard space around the building that is open and clear. Again, we want to promote safety. One accident can probably pay for the building by itself.

Slide No. 8



CICERO HIGHWAY GARAGE  
INTERIOR PHOTOS 1



**Pictured top left.** This shot is looking straight down the access drive. There's a center lane that you drive. There's a stripe on the floor that's continuous. The metal siding on the inside will have that finish. The metal is a durable finish; it can be washed down. It doesn't collect soot and dirt, and it's friendly to the exhaust. Long-term, I think it will stand up very well. We will put the masonry up to 8 feet so that you have some separation between the trucks and the metal panel. Up high there (as shown in the photo) you will get a glimpse of those windows.

**Pictured top right.** This view shows how the trucks are parked on an angle. One thing we like to include is a safe lane; that's a 5 foot lane for the staff to walk down and go up and down the bays and have access to the wall where the tools may be or other equipment that they want to provide in the garage space itself. The space is generous. Angled parking is safer. We like the idea of the space being big enough to put the plows down, and we'll have pads for that. We want to protect the concrete. That's a sealed concrete floor sloped to those drains, so that's a reason to preserve that.

**Pictured bottom left.** That's a quick image of that mezzanine. That's where we say we have so much height. We can park additional vehicles that are smaller. We have enough space overhead to take and frame floor space. The nice thing about that (that Farmington has demonstrated well there) is they use that for long-term storage. They bring in large items, equipment, tires and things that they want to get off the floor and keep the floor space clear.

**Pictured bottom right.** Interior view. It has also an ample floor space in front of it for staging, set-up, anything that needs to be assembled. We also will provide a welding area. In this area, we thought, if you want to entertain the idea of going to a radiant floor system, where you are heating the slab to heat the space, this is a friendly space to do that. It's also just small compared to the proper garage, but when the vehicles come in and they're in a warm space, and the guys who are working on them are on a warm floor the trucks appreciate it, the workers appreciate it, and the only thing that will avoid doing that, in this case, is a lift and a crane. We will have to know what we are going to do before we start planning some of the other equipment, so that we can plan it accordingly.

One of the lessons we learned from Farmington, and that's what I enjoy most about doing these projects, is going back and talking about lessons learned. We learned from them to keep the radiant floor 3 feet off the perimeter walls because they need to anchor down equipment, tools and drills, and if you hook the radiant to the wall you can't fasten it down. We keep learning on these projects. We do a couple of these a year now. This is probably our largest facility to date.

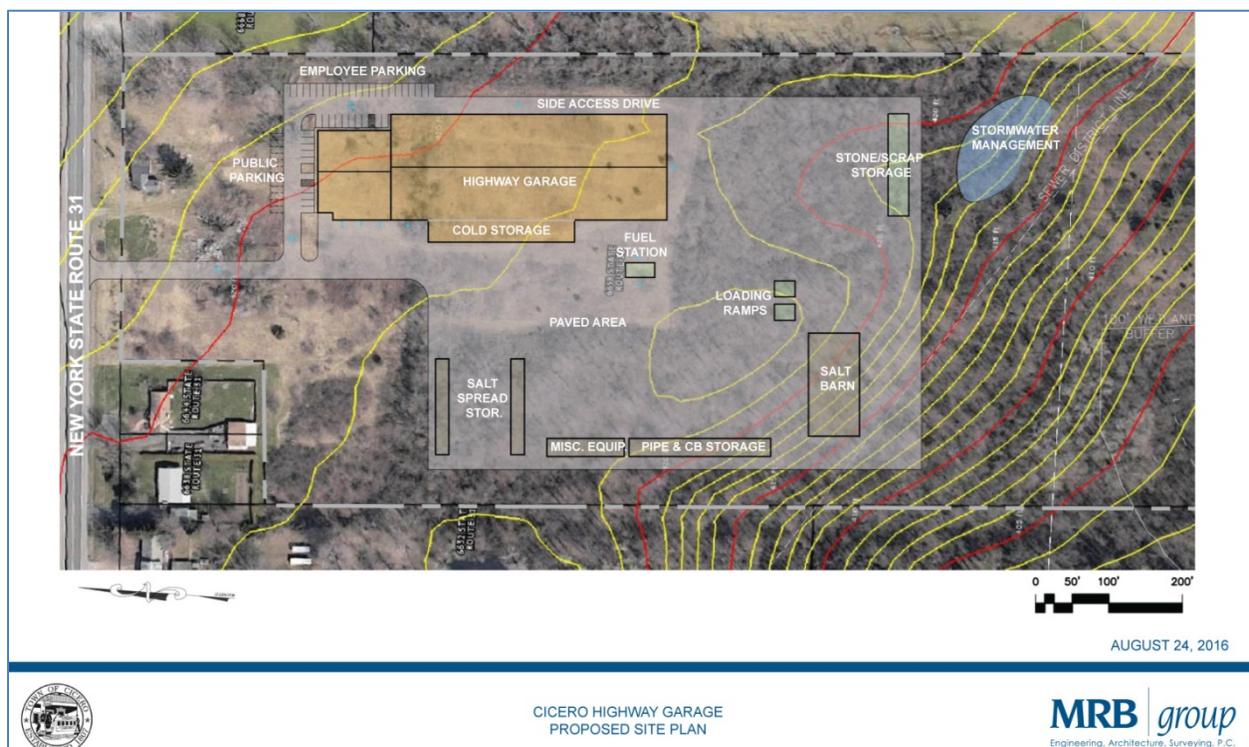
Supervisor Venesky: Thank you. I think we are on the right track with what needs to be done, not only for today, but for the future of Cicero.

Supervisor Venesky asked Chris Woznica if he wanted to comment as well.

Chris Woznica: No, I am very happy with the way that the building is turning out.

Councilor Cushman asked to see the second slide again.

## Slide No.2



CICERO HIGHWAY GARAGE  
PROPOSED SITE PLAN

**MRB** group  
Engineering, Architecture, Surveying, P.C.

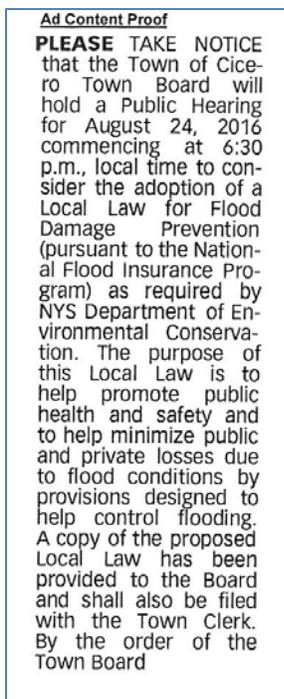
Councilor Cushman: So all of the space between the Highway Garage, Cold Storage, and Side Access, all the way over to where the Stone and Scrap structure is going to be, that's all expandable area, so we can almost double the size of it in the future?

Scott Bova: I would say that you need a generous turning radius. So you'll want to leave a little space for that; a little storage. I think we planned it. If you look again at those contours, do you see how wide those contours are? That's relatively flat, and that's great. We don't have to do a lot of site development. We don't have to bring any fill in. I think the only area that you may have to bring some fill in is maybe around the salt barn where the grades start getting a little steep, but we can build that up.

### **Public Hearing – Local Law for Flood Damage Prevention**

Supervisor Venesky: The purpose of this public hearing is to consider the adoption of a Local Law for Flood Damage Prevention (pursuant to the National Flood Insurance Program) as required by NYS Department of Environmental Conservation. The purpose of this Local Law is to help promote public health and safety and to help minimize public and private losses due to flood conditions by provisions designed to help control flooding.

Supervisor Venesky: I have proof of publication and posting.



**Dated: July 31, 2016**

**TOWN BOARD OF THE TOWN OF CICERO  
 COUNTY OF ONONDAGA, NEW YORK**

Steve Snell: Currently, the Town has a chapter in Town Code for flood damage prevention, so this local law would basically replace that chapter. Basically the DEC (Department of Environmental Conservation) prepared this document and provided the instructions on how to go ahead and replace it. It's really a requirement based on the National Flood Insurance Program. For the Town to qualify with them is to adopt this local law.

Supervisor Venesky: I received an email from them yesterday. It clearly stated that if we do not pass this law flood insurance will not be available to the homeowners in the Town of Cicero, so this is really a housekeeping thing that has to be done.

Supervisor Venesky opened the public hearing at 7:09 p.m.

Speaking against:

Judy Boyke: How is it possible for whomever you spoke to to say that if you don't pass this local law that people will not be able to get flood insurance? Is that what you said?

Supervisor Venesky: Yes, that's what they said to us.

Judy Boyke: Well, then no one will be buying a house. I have flood insurance. Here's my policy, it's required: Anybody in the Town of Cicero who basically has been notified who lives near a drainage ditch, a pond, a stream, a lake, a river, if you have a mortgage the requirements are that you have to have flood insurance if you are in a flood zone. The federal government is the one that says how much you are going

to pay. Not the bank. Not the insurance company. The Federal Government says actually who has to have flood insurance and who doesn't - you have no choice. The only difference is that you can fight it with an Elevation Certificate proving the elevation of your property. According to the DEC today, the federal government today is that you have to be 375 degrees above the 100 Year Floodplain. Is that not correct? So I can't see where they can threaten us (the Town of Cicero) with that kind of a threat saying that if you don't pass this law that no one is going to get flood insurance because that's not true. You have got to have flood insurance, the Federal Government says so.

Supervisor Venesky: It was FEMA (Federal Emergency Management Agency) who sent the email. So I would suggest that you take it up with your congressmen, and we will go from there.

Judy Boyke: Robert what did you say, I'm sorry?

Robert Germain: I said two things. One thing is that the DEC is in charge of enforcing regulations from FEMA and from the EPA (Environmental Protection Agency). The other thing is we do have an existing law in the books. The issue with the...I know about this issue from doing this stuff. The building codes dramatically changed in 2007; anyone that had a code written. Ours is almost identical, but it was before 2007. That's why they are updating it now.

Judy Boyke: So what does this actually mean to the residents of the town, other than the fact that the Town has to pass this law? What is the reflection that it is going to have on the residents that they don't already have?

Supervisor Venesky: I don't see any change. There's no change Robert that I could perceive. It's just that they wanted us to update the code; it's a carrot and a stick. FEMA said that we will not underwrite a policy in that town.

Judy Boyke: I just find it interesting. Thank you.

Don Snyder: I made it very clear when I went to purchase another house in this town that I came and looked at the flood maps so I wouldn't be paying for flood insurance because I used to have it because I lived on Chittenango Creek and Harbour Village; over \$1,000 dollars a year. Twenty years later, they never did nothing so I was out \$20,000 dollars. What concerns me is I think they are making it tougher, and we are going to make it tougher with this law. I used to sit on the ZBA (Zoning Board of Appeals). People along the lake, the first thing that the County does whenever we send something to them because we are on the border is they say, well you know flood, blah, blah, blah, blah. We recommend you don't allow this to take place. Well, I'd love to see these flood maps that are on page 7, and I'd love to have the Town residents see it. I did put on my big-boy pants tonight and I did read this whole freakin' thing this afternoon. It talks about no changes to the property, no additions. In other words, it's another reason and of course the only out they have is to come to the ZBA. So we are going to add additional work to the ZBA if this thing is interpreted as I as a homeowner interpret it. But I would suggest that we might want to let the public...if we postpone the vote on this tonight but we said to the Town, *These maps are available. We'll give you two weeks to come in and look at them so that you can see how that might impact you*, and then you go ahead and decide whether you pass the local law or not. I don't know, but for some reason I may be in here and if I am the bank might not come after me, because I've got a very, very small mortgage. But the house next door, they may in fact got sold, may come, and all of a sudden we think we are not paying for flood insurance and you're going to end up having to get it to get a mortgage. But very clearly in here we are basically saying that we agree that we will not allow changes, additions and improvements to your property, and if we say 'no' the only out they have is to go to the ZBA. If the ZBA says no then they have got an *Article 78*, which means they are going to sue us and we have got a lot of people along the lake. As I said, I don't know what these maps show, but Judy just said something about a long stream or a pond, or something. I mean, holy cow. There could be a lot of people that could get impacted on this thing, so I am just wondering if we ought to look a little bit farther. They talked about fees - \$100 bucks. But it could be as high as *a deposit may require no more than \$500 dollars*. Again, if we are talking about somebody that lives on the lake or someone that lives next to these streams, and we are trying to make our community 'friendly' then the first thing we are going to say is, *by the way you have got another permit to get. You've got to get this permit first before we can do a building permit, and we want \$100 bucks down, or because of some engineering work that has to be done you have to give us \$500 bucks*. That doesn't sound very friendly. I know that you guys are all busy, but I hope you read this thing from cover to cover as I did. Read it first as a landowner, and then read it as a councilor

because I think that there's two different ways to look at that and how we should be proceeding with this law.

Councilor Cushman: Don just for your information, I've had this for several weeks and I've finally gotten through it, and it is very tedious reading as you well know. But what I haven't done is to compare it to the local law that we have now to see what the changes are. I think this is different. A lot of people are concerned because of what they read in the papers about Butternut Creek and Syracuse, and the Flood Plain being expanded and all these people now have to have Flood Insurance. From what I've started to see, that doesn't appear to be the plan with this. They don't appear to be changing Flood Maps, they are changing the definitions.

Steve Snell: But there are changes to the flood mapping that are effective November of this year.

Councilor Cushman: But that's already been done, whether this law is adopted or not.

Don Snyder: But we haven't been purvey of those drawings.

Steve Snell: The FEMA Maps are available on line.

Councilor Cushman: Big brother is looking again.

Don Snyder: See that's the other part. The handout that you gave us very clearly says that it came from... all the suggested language didn't come from the lawyer that we have on our staff, it came from the Federal Agency. I'm sorry folks but we don't trust them. We don't trust them, so that's why I read it word for word, and as a resident looking at it I don't trust what I saw in here, so I'd just be a little cautious as we deal with this.

Supervisor Venesky asked if anyone else wished to speak. There was no one.

Supervisor Venesky closed the public hearing at 7:17 p.m.

Supervisor Venesky solicited any Board discussion.

Supervisor Venesky: We can agree or we can disagree with the Federal Government. The bottom line is that if we do not update the definitions and we do not accept the new Flood Maps, FEMA will not issue a Flood Insurance policy to any homeowner in the Town of Cicero. That was very clear. Our job is to make sure that people can buy and sell homes and that they are protected. If individuals have issues, or we have individual issues, then we should take that up with our congress people or reach out to FEMA directly. But I am not in favor of holding this up. I think it's something that needs to be done and then people can take their individual arguments to FEMA or to their congress people.

Supervisor Venesky solicited any further discussion. There was none.

**Resolution:** Supervisor Venesky moved to adopt a Local Law for Flood Damage Prevention (pursuant to the National Flood Insurance Program) as required by NYS Department of Environmental Conservation. The purpose of this Local Law is to help promote public health and safety and to help minimize public and private losses due to flood conditions by provisions designed to help control flooding. To be known as Local Law 10 of 2016. Motion was seconded by Councilor Conway.

Ayes – 4, Noes – 1, and Abstentions – 0. *Motion carried.* Councilor Becallo voting no.

**Public Hearing – Brandy Lane Sewer Extension**

Supervisor Venesky: The purpose of this public hearing is to consider acceptance of the Petition Plan and Contract Drawings for the Lakeshore Sewer District Contract No.73 associated with the Lands of Pisanti Subdivision located northwest of the intersection of Brandy Lane and Whiting Road. The Town Planning Board approved the Preliminary Plan on June 27, 2016.

Supervisor Venesky: I have proof of publication and posting.

**PLEASE TAKE NOTICE** that the Town of Cicero Town Board will hold a Public Hearing on August 24, 2016 commencing at 6:30 p.m. local time to consider acceptance of the Petition Plan and Contract Drawings for the Lakeshore Sewer District, (also known as part of the Consolidated Sewer District) Contract No. 73 - Brandy Lane Sewer Extension associated with the Lands of Pisanti Subdivision. By the order of the Town Board

**Dated: July 31, 2016**

**TOWN BOARD OF THE TOWN OF CICERO  
COUNTY OF ONONDAGA, NEW YORK**

Steven Mearon from L.J.R. Engineering representing Chris Pisanti: We are proposing to construct approximately 220 feet of 8 inch sewer to serve the two new lots that were subdivided and approved. The facilities will be constructed at the owner's expense. They will be dedicated to the Town of Cicero at no cost. In our opinion the cost of the facilities will be about \$15,000 dollars. Annual operation and maintenance by the Town Sewer District is \$18.21/lot. The Onondaga County Sewer District transmission and treatment of sewage charge will be \$411.19 per unit.

Steve Mearon solicited any questions.

Supervisor Venesky: This is an extension of an existing development that was approved prior to this board. The way I understand it, the owner wants to build another build out of the development that was previously approved and now we are going to extend the sewer line that the new resident is going to pay for.

Supervisor Venesky opened the public hearing at 7:21 p.m.

Speaking against: None

Speaking for: None

Supervisor Venesky closed the public hearing at 7:21 p.m.

Supervisor Venesky solicited any Board discussion. There was none.

**SEQRA:** Councilor Karp moved for the adoption of a resolution that the request of Christopher Pisanti for the construction of sewer improvements along Brandy Lane pursuant to the Petition Plan and Contract Drawings for work within the Lakeshore Sewer District for the Lands of Pisanti Subdivision is an Unlisted Action involving no other permit granting agencies outside the Town. The proposed action will not have a significant adverse effect upon the environment and therefore does not require the preparation of a Draft Environmental Impact Statement (DEIS). Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion. There was none.

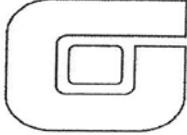
Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

**DECISION:** Supervisor Venesky moved for the adoption of a resolution accepting the Petition Plan and Contract Drawings for alterations and modifications to the Lakeshore Sewer District improvement for the Lands of the Pisanti Subdivision project subject to review and approval by the Town Engineer and authorize the Supervisor to sign the Title Sheet along with Application for Approval of Plans for a Wastewater Disposal System on the Town’s behalf. Motion was seconded by Councilor Becallo.

Supervisor Venesky asked Steven Mearon if there was anything that he wanted to add to that.

Steven Mearon: No. I have those documents for you. We did provide a review letter for this project also to the Board (as shown below, along with a map of the parcels involved).

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*



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August 18, 2016

**Cicero Town Board**  
 Town of Cicero, Town Hall  
 8236 Brewerton Road  
 Cicero, New York 13039  
 Attention: Mark Venesky, Supervisor

RE: Lakeshore Sewer District Contract No. 73 – Brandy Lane Sewer Extension  
 FILE: 101/63699

Dear Board Members:

We have reviewed the following in regard to the above referenced project for conformance with Town Code requirements and the Town Sanitary Sewer Standards:

- 1) Project Description – Lakeshore Sewer District Contract No. 73 – Brandy Lane Sewer Extension dated June 29, 2016
- 2) Sanitary Sewer Petition Plan dated June 29, 2016
- 3) Title Sheet dated 2016
- 4) Plan & Profile dated June 29, 2016 revised August 3, 2016
- 5) Storm & Sanitary Sewer Details dated June 30, 2016 revised August 3, 2016

L.J.R. Engineering, P.C. prepared the above items.

The 0.72-acre site is located north west of the intersection of Brandy Lane and Whiting Road. The Planning Board recently approved a Preliminary Subdivision Plan to allow construction of two-single family homes. As part of the project it is proposed to extend a public sanitary sewer to provide sewer service to the Lots, which requires Town Board approval. The proposed improvements include the following:

- Connection to the existing sanitary sewer and construction of approximately 220 linear feet of 8-inch diameter sanitary sewer, sewer lateral connections and related appurtenances.
- Re-construction of approximately 140 linear feet of 12-inch diameter storm sewer and related appurtenances.

Our review of the referenced materials indicates they are in general conformance with Town standards. Prior to the start of construction, the Developer must notify the Town and O'Brien & Gere of the proposed construction schedule. Upon provision of the construction schedule, our office will provide the Developer with an estimate for construction phase services and a time and date for a pre-construction meeting. It will be necessary for the Developer to deposit the fees prior to the start of construction.

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

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**Project Description**  
**Lakeshore Sewer District Contract No. 73**  
**Brandy Lane Sewer Extension**  
**Town of Cicero**  
**Onondaga County, New York**

It is proposed that the owner of the newly subdivided lots on Brandy Lane construct approximately 220 lineal feet of 8-inch diameter gravity sanitary sewer and 6-inch diameter service connections. The proposed sewer extension will serve the two (2) new single-family residential lots.

The facilities will be constructed by the property owner and will be dedicated to the Town of Cicero at no cost. Sewage will be conveyed from the site by existing Town facilities to the Brewerton Wastewater Treatment Facility.

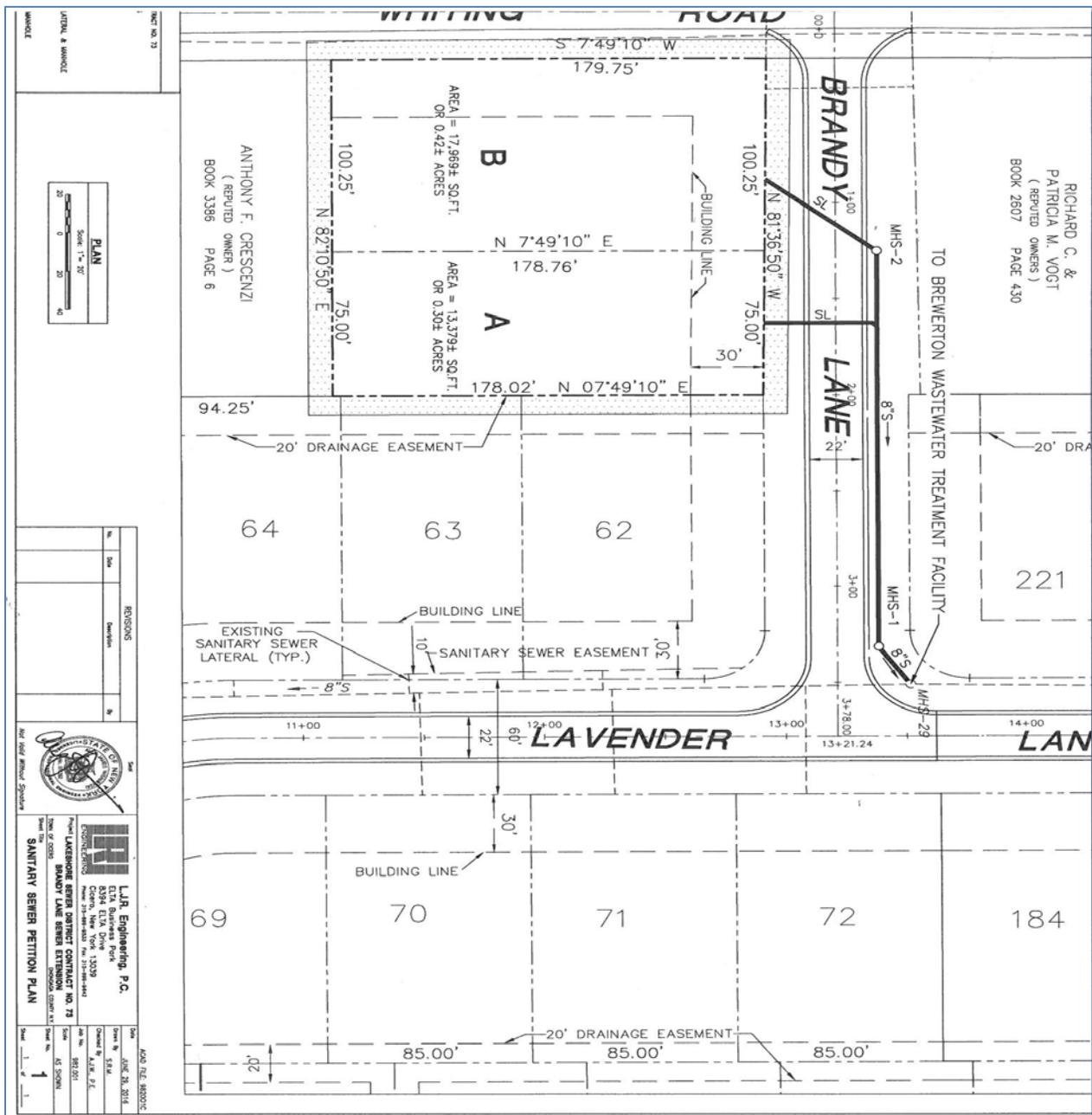
In our opinion, the probable construction cost for the sanitary sewer facilities is \$15,000.00.

Sanitary sewer service will be provided to The proposed project is shown on the accompanying plan prepared by L.J.R. Engineering, P.C., dated June 29, 2016 and having File No. 982.001.

There will be an annual operation and maintenance charge by the Town Sewer District for residential lots. In 2016, this charge is \$18.21/lot. Finally, there will be an annual charge by the Onondaga County Sanitary District for transmission and treatment of sewage. In 2016 this charge is \$411.19/unit (for County purposes a single family dwelling equals one unit).

L.J.R. ENGINEERING, P.C.  
 8394 ELTA DRIVE  
 CICERO, NEW YORK 13039

982.001  
 6/29/16



### Board of Assessment Review

Councilor Conway moved for an adoption of a resolution to re-appoint Jeri Stevens to the Board of Assessment Review for a term expiring on September 30, 2021.

Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board comments or discussion. There were none.

Ayes – 5 Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

#### Personnel:

##### • Highway Department

Councilor Conway moved for the adoption of a resolution to end the one-year probation period for Brett Wood, to a full time Machine Equipment Operator, at a pay rate of \$25.24 effective September 1, 2016. Motion was seconded by Councilor Becallo.

Supervisor Venesky: Brett, I see you are here tonight. Brett came to the Highway Department. He was a team member with Jody's Parks & Recreation Department. He did a great job there; highly recommended. You've done a good job and thank you very much for what you have done for us in the Highway Department this year. I am fully supportive.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

##### • Parks and Recreation Department

Councilor Conway moved for the adoption of a resolution to approve the appointment of Camesha Pitts as a Recreation Attendant, at a pay rate of \$12.50/hr. effective September 6, 2016. Motion was seconded by Councilor Karp.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### Highway Department

Councilor Conway moved for the adoption of a resolution to approve the following purchases:

- \$5,000.00 to TH Kinsella, Inc. for runner crush/stone
- \$7,500.00 to Beam Mack for exhaust manifold, exhaust system, fuel tank & parts for Truck #41

Motion was seconded by Councilor Becallo.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried.*

### Parks & Recreation Department

#### **A. Purchase approvals:**

Councilor Karp moved for the adoption of a resolution to approve the following purchases:

- \$3,350.97 to Miracle Recreation Equipment Company for a playground unit at William Park for 2-5 year olds
- \$5,026.00 to F.W. Webb Company for Auto Flush units replacing equipment (water saved and eliminate handle breaking) – 14 total (6 William Park, 8 Central Park at \$359.00 each)
- \$3,433.00 to OCMBOCES to replace computers in the Recreation Office and transfer (2) computers to the Senior Center Staff.

Motion was seconded by Councilor Cushman.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

**B. Skyway Park Playground Project (Community Development Grant):**

Councilor Karp moved for the adoption of a resolution to approve the following purchases:

- \$31,905.51 to Miracle Recreation for playground equipment
- \$20,925.00 to Kevin Leach Landscaping for excavation and installation of playground equipment
- \$2,100.00 to B&B Lumber for 120 cubic yards of mulch surfacing for the playground
- \$527.00 to J.C.Smith for a project sign, required by the Community Development Grant Administration
- \$1,987.50 to Earl Becker Construction for 75 cubic yards of topsoil

Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### **Copier Lease**

Councilor Becallo moved for the adoption of a resolution to authorize the Supervisor to execute a lease agreement with Eastern Management Print Network (our current vendor) for a Konica Minolta C308, in the amount of \$138.19 per month, for a 39 month lease, plus \$24.00/month for maintenance. Motion was seconded by Councilor Karp.

Supervisor Venesky solicited any Board discussion.

Supervisor Venesky: I will say that the cost for a copy, just for the record, is .006 cents per copy. Is that correct Tracy?

Tracy Cosilmon: Yes, and we will be able to do colored copies if needed.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### **Town Hall Parking Lot**

Councilor Becallo moved for the adoption of a resolution to approve \$5,350.00 to CNY Sealing Paving & Plowing to seal and stripe the Town Hall parking lot (2016 budgeted item). Motion was seconded by Councilor Karp.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### **Surplus from the Parks and Recreation Department**

Councilor Karp moved for the adoption of a resolution to declare the following items from the Parks and Recreation Department surplus, to be disposed of, and of no use to the Town:

- York rake – going to the Onondaga County Auction
- Auger – to be disposed of

Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### Donation (CanTeen)

Councilor Karp moved for the adoption of a resolution to accept a donation of \$140.00 from Onondaga Elders for the CanTeen. Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion. There was none.

Supervisor Venesky: Would you like to say anything about that Jody?

Jody Rogers: We were approached by the County. Onondaga Elders is an intergenerational program. It's an organization that was basically eliminating their funds and asked if we could use the money for our CanTeen program. We of course, said sure. That's what the donation was for.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

### Discussion Items

- **Speed and Stop Sign Recommendations**

Sergeant Jim Meyers read the following memo from Chief Joseph Snell regarding the Speed and Stop Sign Recommendations:

With anticipation of moving the Police Department and the Justice Courts to Cicero Center Rd., I have spent considerable time evaluating the conditions of Cicero Center Rd. and the Intersection of Cicero Center and Lake Shore Rd.

During this time I observed that both roads have an increase in pedestrian and bicycle traffic. With the new ice cream business at the intersection I have observed several children walking along Lakeshore Rd. and Cicero Center Rd. coming from Lyons farm development.

The current speed limit on Cicero Center Rd. is 55 mph. I give you two options;

1. 45 mph from Lakeshore Rd. to 200 feet south of Lyons Farm. 55 mph from Lyons Farm south to NYS Rt. 31.
2. All of Cicero Center Rd. 45 mph.

Lakeshore Rd has seen a significant increase in pedestrian and bicycle traffic over the last several years. The shoulders on Lakeshore Rd. are narrow and do not provide an adequate safety barrier for pedestrians and bicyclist. I recommend that a three way stop be established the intersection of Lakeshore Rd. and Cicero Center Rd. With the anticipated traffic increase caused by the police department and courts this will provide additional safety issues for the pedestrians and vehicles. Currently the speed limit is 35mph but there are no additional traffic control devices on Lakeshore Rd. One can drive the entire length of Lakeshore Rd. without stopping. This creates a venue for vehicles to speed especially motorcycles (we have constant complaints from residents about this issue).

In the future we may want to look at additional 3 way stops at Lakeshore Elementary School and possibility in the area of Snowshoe Dr. The area of Snowshoe and Lakeshore Rd. has seen several accidents over the last several years.

Jim Meyers: I have some statistics that we have done over the last few weeks for this. The first is just accident data that we ran for all of 2015 up until currently, August 22<sup>nd</sup>, for **Lakeshore Road**:

- Sixty motor vehicle accidents. Twelve of which, or 20 percent are personal injury where somebody was hurt in the accident.
- Two fatalities. One recently, and then you can remember the car/pedestrian fatal as well last year.

**Cicero Center Road:**

- Nine accidents on it. Fifty-five percent or five of them are all personal injury. We kind of attribute that to the speeding, which is a 55 mile an hour zone.

We have a speed sentry device. It tracks all the data. We ran from August 18<sup>th</sup> to August 22<sup>nd</sup>. We had it on Lakeshore Road facing westbound at Cicero Center Road where the speed limit is 35mph. In the course of those four days:

- 2,749 vehicles traveled by that speed sentry in that single direction.
- 1% of the traffic operated at 1 - 35mph (whether they were pulling out of the intersection or not)
- 37% operated at 36 - 45 mph
- 1% operated at 46 - 60 mph (that amounted to 37 vehicles)

Supervisor Venesky: Robert, if the Board chooses to consider stop signs do we need a public hearing on that.

Robert Germain: Absolutely.

Supervisor Venesky: And also to consider a speed change, if we choose to do that as well? Would the Board be interested in setting a public hearing to entertain the stop sign and the alteration in speed?

Councilor Becallo: Not tonight.

Supervisor Venesky: We are not going to do it tonight, we have to post it. So you're not in favor of setting a public hearing?

Councilor Becallo: I'm still thinking.

The other Board members had no objections.

Councilor Becallo: I didn't want to set the public hearing tonight is what I am saying.

Supervisor Venesky: You don't want to establish a public hearing? Can I ask you what your objection is? Why would you not want to do that?

Councilor Becallo: I just want to look into that a little bit more.

Supervisor Venesky: Would two weeks be enough time for you to look into it and then have a public hearing and then have the public speak out?

Councilor Becallo: I would like to look into it more before I would even consider setting a public hearing.

Supervisor Venesky: I am in favor of setting a public hearing and bringing the folks in. I think two weeks is enough time for anyone to look at it. I don't know how much time one would need. Robert, if you would write that for us.

\*See set public hearing date on next page.

**Island Road speed limit:**

Supervisor Venesky: There was a resident request to take a look at the speed limits on Island Road. I talked with the Chief and had a discussion with Jim Meyers today. So you guys need to look at that first and actually do a study and then you'll come back to us?

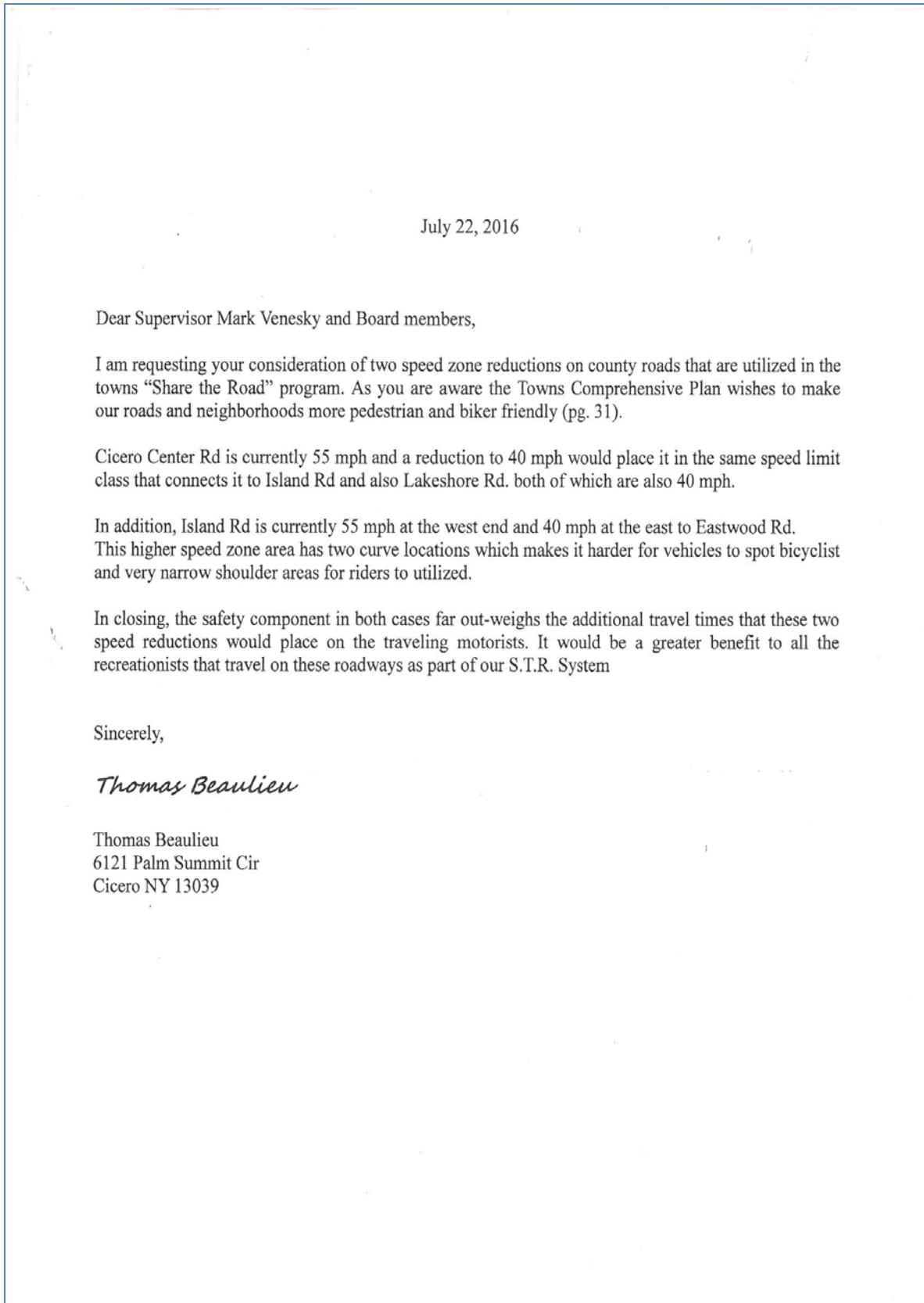
Jim Meyers: We can run the same data we just ran on this. We only have one speed sentry device. We can place that in different directions and different spots and get the same data.

Supervisor Venesky: And then at the next meeting we will discuss a possibly Island Road as well.

Jim Meyers: Anywhere specific on Island Road?

Tom Beaulieu: The 55mph zone. The 40 is fine. I would suggest in particular the curve up at the top of the hill.

Tom Beaulieu submitted the following letter stating his requests:



Supervisor Venesky: Sergeant Meyers, while Robert is writing that resolution do you want to talk to us about the Child Safety Program

- **Child Passenger Safety Program**

Jim Meyers: This year we received a grant from the Governor's Traffic Safety Committee for child seats. It's a \$600.00 grant. The grant has changed over the last few years. In prior years we were able to buy car seats with that grant, buy supplies with the grant, equipment used to install the car seats, as well as it covered the training and required annual hours and updates at the conference. This year's grant is \$600.00 although they have changed some of the allowable purchases. We no longer can purchase car seats. It didn't allow us a lot of car seats at \$600.00, as you can tell, but we would have a few on hand if

an unfortunate family came in or there was a safety issue with a car seat when we tried to install it we would take care of it right then and there. It no longer allows us to do that. It just covers equipment, supplies, training, and to install the car seats. If everyone doesn't know, you are required to be certified to install a car seat, legally. It's a 40 hour certification school initially and then it's multiple hours annually, every year. I will say that I am the wonderful one that attended this school and it's a long week. So the Police Department is certified. I am the certified installer, so we can install car seats for anybody. They just need to call the office at 699-3677. Extension 18 is my desk, so schedule an appointment and we do it. It's not just an installation, that's important that people understand that. It's an instructional session where we teach them how to do it should they have an issue when we leave here. It makes no sense to put it in, then they take it out, and twenty minutes they can't do anything with it again. So we teach them; they put it in/they put it out. The grant just kind of helps us do that.

- **Food Pantry in Bridgeport**

Supervisor Venesky: I had an opportunity to speak with Patti Hedrick, who is the head of the Bridgeport Food Pantry. They will be holding their Annual Duck Race on September 3<sup>rd</sup>. They regularly serve about 150 families. They have a budget of about \$85,000 dollars a year. These aren't folks coming to them who are trying to gain the system, if you will, or people who are saying, 'Hey, we can grab a free meal'. These are people who are proud people who are seriously hurting in our community. Right now, they are about \$60,000 dollars short in what they are going to need to serve the community next year. They don't ask for anything. They are wonderful people, who do wonderful work. I will tell you this, because we have Ashley Casey of the Star News here tonight, I spoke with Sarah Hall yesterday and she is going to help push this project and get the word out there to people that we need some help. I am asking all of you to please come to the Duck Race and buy some tickets. This is very important. It touched my wife's heart. Mary Ellen is going to stand up as a sponsor for this event. Again, they are our people. They are people who live in our town and they are hurting. I would ask you to please keep them in your heart, and I would like you to all stand up and help if you can.

#### **Set Public Hearing Date**

Supervisor Venesky moved for the adoption of a resolution calling a public hearing to consider the installation of stop signs at the intersection of Lakeshore Road and Cicero Center Road which would be a three-way stop and a change of speed for all or part of Cicero Center Road from 55 mph to 45 mph. or a change of speed from 55 mph to 45mph on all of Cicero Center Road from Lakeshore Road 200 feet south of Lyons Farm Road. Said public hearing will be held on September 14<sup>th</sup>, 2016 commencing at 6:30 p.m. local time. Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any further Board discussion. There was none.

Ayes – 4, Noes – 1, and Abstentions – 0. *Motion carried.* Councilor Becallo voting no.

Councilor Becallo: I am opposed. Again, I am not opposed to the public hearing. I am just opposed to doing it this evening.

#### **Executive Session**

Supervisor Venesky moved for the adoption of a resolution to enter into executive session to discuss a pending litigation matter. Motion was seconded by Councilor Karp.

Supervisor Venesky stated the Board would be reconvening and invited the Town Attorney into executive session.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Supervisor Venesky: Executive session began at 7:46 p.m. and adjourned at 7:59 p.m.

The meeting reconvened to Regular Session at 8:00 p.m.

**Resolution:**

Councilor Karp moved for the adoption of a resolution authorizing and approving the **Settlement of the NYS Supreme Court Tax Certiorari action** (Index No.2016-EF2827) entitled **Widewaters Route 11 ASSOC., LLC v. Town of Cicero** Tax Map No. 043.-01-16.3 on approximately 5.76 acres of property located generally behind the Brewerton Road Widewaters at Wegmans Plaza reducing the assessment to \$92,500.00 for the tax years with a cap on total refund liability to the respondent town not to exceed \$11,000.00 subject to final audit and a full waiver of statutory interests by the Petitioner for all years with RPTL 727 applied in accordance with the terms and conditions as stated in the proposed memorandum attached and authorizing the Supervisor and Town Attorney to execute any and all documents necessary to complete this matter. Motion was seconded by Councilor Cushman.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

**Public Input**

Don Snyder: What I am concerned about, and hopefully you can relieve my fears, the development that we are looking at the corner of Island Road and Northern Boulevard, or in that area off of Island Road for the 2.4/2.6, whatever the hell they are, for a housing development with a senior house also. I've been led to believe that the taxing ability of the corporation/organization, whatever, may only equal to the current land tax and that 'we the town' won't see any increase in our tax income when they in fact develop their site. Please tell me there is no truth to that. That they are going to pay based on the assessed value like everybody else is, or because this is a government sponsored program are we not going to see income additional to the town based on that development?

Supervisor Venesky: Well first of all, I am not ready to speak on that because that development or that proposed project is not at this point within the realm of a decision. It's not in front of this board and legally I don't think it comes in front of this board. That's a good question for our Planning Board folks and for the Chairman of the Planning Board.

Don Snyder: I believe the Planning Board people indicated that it was not in their area, that the Town Board had to be where that question comes from.

Supervisor Venesky: First of all, we are not issuing PILOTS (payment in lieu of taxes) in the Town of Cicero. I think we have a wonderful community. I think people want to live here. I think as time moves forward you are going to find a lot of folks who want to establish a business and grow here. I'm not in any favor of any PILOTS. As far as the particular tax situation with that piece of property, if there was a tax deal I think that would have to come to this board for approval and none of that has been mentioned to us.

Don Snyder: I hope that's not true because if in fact, for example, let's say I paid \$100,000 year taxes for the land and then we build out whatever it is, 3-4 million dollars for the facilities, and you have fifty housing units that are going to be subsidized housing and if there were two students per house, 50 houses, 100 kids, that's two teachers in our school system. It's more police time and potentially it is more police critical time because of what goes on. Certainly more fire responsibility. I know at the City and Planning Board meetings I heard them say that they were not going to build the roads to Town specs because they are going to be private roads; we are going to plow them – that's great. Everybody in this whole community has got to remember that they are doing that if they do it that way and make damn sure that we don't make a mistake 10 years down the road and accept those pieces of crap because we've had to accept roads like that that were built to spec. But if I could just ask the Board to keep their ear to the ground and see...I'm basically saying if we only get what we are currently getting for income then we should disapprove that development hands down, no questions asked.

Faye Gregory: I just need some clarification on the Flood Zoning. When you are talking about the Flood Zone in the Town of Cicero you mentioned the drainage ditches. If you have drainage ditches do you need to have Flood Insurance?

Steve Snell: Not necessarily, no.

Faye Gregory: So the Flood Zone maps are here in the town?

Steve Snell: They are published and available online. You can go to the FEMA website.

Supervisor Venesky: FEMA.gov I think it is.

Faye Gregory: You keep calling this subsidized housing; this project.

Supervisor Venesky: I'm not calling it anything.

Faye Gregory: Well you just said subsidized housing for this new development.

Supervisor Venesky: I'm using that term but it may not be the proper term.

Faye Gregory: Its affordable housing and that is two different things.

Supervisor Venesky: I stand corrected. Thank you.

Terri Walsh (Shellman Drive): I am against the stop signs on Lakeshore Road. I have been living in the neighborhood. My father lives on VanAntwerp, which is catty-corner to Cicero Center. Cicero Center does not come out actually at an angle; it is perpendicular to Lakeshore Road. A little history of the area:

- There used to be 14 bars
- There was a full-service gas station where the ice cream shop is
- Fifty-plus active member fire department; extremely active
- Many fundraisers; bingo once a week
- The pizza shop actually used to be a corner store. All the kids, us, we went over there. Yes, we walked. There were no sidewalks, no pedestrian walks, never was and I'm sure there never will be.
- Going there constantly (my son lives three doors down from the intersection) I see no added bicycle traffic and no added pedestrian traffic; even with the park down the street we used to be the pedestrian traffic that used to go down there; people don't have as many kids. You don't see the kids. You can sit on the corner. Go sit on the corner of the fire department and look for yourselves just to see.

Ultimately, when the Chief brought this up I was floored. It took me three times to read it just to actually figure out where he wants stop signs because I couldn't believe it. But on his initial letter (which hasn't been published and whatever), I am just going to read it. His whole issue with putting a three-way stop sign at Cicero Center and Lakeshore Road is this:

*With the Police Department moving there and the addition of the Bait/Ice cream store has created more pedestrian/bike traffic. There will be a daily increase of emergency vehicles leaving from that area. The speed reduction will dramatically increase the safety of all living in that area. This area has become predominately a residential area.*

First of all, it never has become...it always was. Second of all, what speed reduction? It is 35mph. If they are speeding and he wants to use the stop signs (which that's not what they are) for speed. They need to be enforced, then. I don't see putting any stop signs at all on Lakeshore Road, ever. It's very cohesive. It's a nice flow of traffic. We go to work. We come home from work. We go to school. We go to whatever you got to do. In my opinion the Town of Cicero has become a sign overload with all these stupid signs all over the place. No offense Tom [Beaulieu], but...Tom has helped out with a lot of those signs. We've got so many signs of speed changes. Each sign that we do in this town, because now that we are a suburban we can do and change the speed limits on County Roads, its \$166 dollars every time we go ahead and change it 5mph. I have a list of all the roads that we've done. We have done \$9,000 dollars' worth of road signs on the County roads since we've become a suburban town. And Tom, with his Share the Road signs, almost \$2,000 dollars the Town has paid; 'us' have paid to have that. Now I am not a bicycle person, never was, probably never will be, but I can understand his passion for that. But I drive Cicero Center Road. Sometimes I do 55, and sometimes I don't. It depends on what time of day it is or if I think the deer are coming out; I'm cautious on that. The same with Island Road. Island Road has signs anywhere from 45mph up to 55, but every curve has a caution slow down. Appropriately, in my opinion, is what the County did years ago when they did their studies on the road. So if you're going to slow down before you come to the curve at Fergerson Road, (I don't know what it is, I am going to throw it out there and say they put 35mph on it) go ahead and take a chance - if you don't go down to 35mph then you may not make the corner; that's what it comes down to. The accidents and stuff down there are no different than any other road. My nephew is the one who died on the motorcycle. That was a speed issue. That was his own fault. But putting stop signs there wouldn't have saved him. I am getting a

petition together; I already started it. I will do an online one. That's all I've got to say. I'm just floored. I don't understand where it came from.

Tom Beaulieu: I agree with most of what Terri said, even though she doesn't like the fact that we are spending money on the signs which help make people aware that there's people out there. As I pointed out at our last meeting from our Comprehensive Plan, one of the weaknesses that the Town has is pedestrian and bicycle safety (that's highlighted in there and I pointed it out before and I will continue to point it out to this Board and then future Boards). I wouldn't argue the point that we put up 'Children' in the neighborhoods. I don't know what the cost is, but if that prevents one child from getting hit or one pedestrian from getting struck then I think it's worth the money to put those signs up. The other issue on the stop signs, for example the curve signs that Terri brought up. Curve signs are a warning sign and not a regulatory sign. A regulatory sign is like a speed limit sign. When you see a warning sign it tells you to slow down at a curve; it is not mandatory to slow down at that speed it is just warning you that you should or most likely you will go off the road. But getting to the point that we are discussing tonight with regards to that stop sign, and with all due respect to the Chief because I know he has the safety of this town in his foremost, I don't know what criteria we use to actually determine, other than conjecture on our part, that putting a three-way stop there instead of a one-way T-stop that we have now is going to change anything. When I looked at the study regarding the speeds, about 40 percent of the people are going above the speed limit, which indicates to me that we need enforcement. You could put a three-way stop there and the same people that are going over the speed limit might blow over the stop sign too, which would give you a false sense of security. I had an engineer, and I am going to bring it to your attention tonight because we are talking about a subject that is dear to people's hearts, and we will have a chance to discuss it further when we have the public hearing, but I had a traffic engineer, retired for 35 years and I asked him to look at this (he is a bicyclist too). *I just drove through the intersection from a motorist's perspective, as well as cyclist. I see no issues that would necessitate an all way stop. The sight distance in both directions appears more than adequate looking from Cicero Center Road. The side street VanAntwerp, which comes out, there's a tree to the east which affects some of the site distance, but I don't see any really issue with that. The new Bait Shop at the southwest quadrant should probably have its road sign tucked back so that it doesn't create a hindrance for the view from Cicero Center. If there has been a major accident issue, such as people getting T-boned, then an all way stop would be a good idea, but I am not aware of any such issues. The Town should consult all the police agencies that provide accident history, which I know that there are accident histories here. Before the Town decides to change the intersection control, which is a legal move that goes into the Vehicle and Traffic Law books, they should consult the engineering services of O'Brien & Gere. They should at least look, and if that hasn't already been done we don't need to do knee-jerk decisions just because somebody wants it.* I think those are very strong words. The reason I think he indicated looking at it from that perspective is there's no site distance problems there. I know I had a private discussion with you on it and I was a little exasperated when I said, *we can put stop signs at every intersection down there to slow people down just like we did on Torchwood.* There are still people that run the traffic stop signs on Torchwood, so they are not to be used as a traffic control device. If the Police come out of the police department or the fire department they have got their emergency lights on, we are supposed to yield to them. A three-way stop at that intersection is not going to do anything to provide any additional safety at that aspect. I think those are things that we will hopefully look at. The accident reports that were done, with all due respect, usually when we used to do the study we had a number of cases. What were they? Were they right turn lands? Were they left turn lanes in front of somebody? Depending on where those locations are. I bet you a lot of those accidents probably happened near Lyons Runne where people came out of there and got hit because traffic was going 55mph on Cicero Center Road. Those accidents areas are specific to, let's say a particular intersection, it doesn't mean that the entire road is not safe. It means that particular intersection where people pull out and not yield the right-of-way that is where all the accidents are happening. I'm not sure where all the accidents are on Lakeshore Road, but I am sure that there would be a breakdown to see if indeed are there any accidents in particular at Cicero Center and Lakeshore; all things to look at. Those are all professional engineer objectives that should be considered when you consider even a stop sign or a speed limit change. We do want to see those speed limits come down. There are at least twelve roads that the Town has provided reduced speeds. I will give you one prime example, and I was surprised that the Board did it (it goes back three boards)...we got a little bit carried away, perhaps and I see "we" the Town Board reduced a lot of speed limits in the first couple of years, but the one that had some significant impact was Mud Mill Road. It was 55mph for a significant portion of the road. The Town Board, we asked them to reduce it to 45mph and they reduced the whole thing to 35 mph, which part of it was 35mph. It's been 35mph. There are adequate shoulders there; people bike on it, people run on it, sometimes people get tickets because they are going above 35mph, but that's an example where it has

benefited everybody. I don't think too many people lost too much sleep and it might have taken people an extra 30 seconds because they had to lower their speed, but everybody benefits in that case, not just the motorists, but the other people using that road.

Supervisor Venesky: Anyone else?

Judy Boyke: I had asked about travel trailers parked in people's yards. I was hoping to hear from someone. Did you guys look into that or anybody look into that?

Councilor Karp: I spoke to Mr. Hooper about that. He indicated that to his knowledge a lot of them are people who are snowbirds. He said that a lot of the electrical lines are simply keeping batteries charged and that in the event that anyone is actually living in them that is a violation of Town Code and he will site them, so they just need to be reported. He said that he didn't know what you were talking about with respect to only being able to issue a warning. I see you smiling. I'm just telling you what he told me. I can't speak to that because I haven't seen them; I'm not aware of it. He said that it is a Code violation and that they should be reported if they are living there.

Judy Boyke: I did report them. They are living in them. It's not to keep the battery charged. All I asked was to look at the law. When I reported it that's when I was told that the law says that they can site them but they have no teeth in this law to go any further. So, it's a slap in the hands and 'Oh, by the way you can stay here because we can't stop you, but you shouldn't.' That's basically what it amounts to. It's wrong because if it continues, and we've gotten two more this year, there are several lots, particularly on the lake, where they can put a camper on that property, legally, because all they will get is a slap on the hand and then they can take it off in the Fall.

Supervisor Venesky: I spoke with Mr. Hooper about this, and I was aware of one individual who occasionally stays in the trailer; he's not living in the trailer. He lives out of Cicero and owns the property in front of the lake. If we have people living in them then I would like to know what those addresses are. If you would email that to me tomorrow I will take a personal look at them. You've got to remember that this is the United States of America. If you want to have a trailer and your kids want to spend a night in your camping trailer or you want to park it on your property - this is the United States of America. If I own, or someone owns property on the lake and they want to park a trailer on their property and it's not violating any Town Code, then I would caution the Board in wanting to take any stronger action against that. But if you have concrete examples of people who are living in trailers 7 days week/24 hours a day, if you would email that to me I will take a look at it and I will personally answer your inquiry.

Judy Boyke: Okay.

Councilor Karp: What remedy are you suggesting other than them being sited? Do you want the trailer to be removed?

Judy Boyke: I am just suggesting that you look at the law. We have a mobile home in the town where you can't have mobile homes - that's a mobile home. I don't care if it's a travel trailer. These people live in them in the winter time in another state.

Councilor Karp: I agree with you. The statute you are describing here is, by my reading, is to prohibit the conduct?

Judy Boyke: Yes, and that is the only thing that the Codes Department has, but it's still a warning. There's nothing in it after that.

Supervisor Venesky: Email me concrete examples and we'll take a look at it. I can't talk about he said/ she said, people living in them.

Judy Boyke: I will do it again.

Councilor Karp: Can you copy me on that email?

Judy Boyke: I certainly will.

Councilor Karp: Thank you.

Judy Boyke: Perfect example of how many years it took to put a traffic light in a particular high traffic area; Cicero Center Road and Route 31. For many years that intersection obviously was treacherous but it took many years for that to be put up. Obviously, that was a good choice to do so. I would also like to speak in regards to the potential, and I will be at the public hearing...I think it's ridiculous to put a stop sign at the corner of Cicero Center Road and Lakeshore Road. I travel that road often. The other thing is, in speaking about the Flood Insurance, I know it was mentioned about a creek. FEMA is the one that says if you live near a creek, or whatever. A perfect example is Saddle Creek in Brewerton. They have obviously a very large drainage ditch. Those people have to carry Flood Insurance because of that drainage ditch. Flood Insurance is a rip off. I have carried it for 30 years. The property I have it on is not on the lake; it's on the swamp. I am flooded by the Town of Cicero because that's where it floods to – the swamp. The only thing that this Flood Insurance covers is the foundation. It's not the house. It's not the content. It is the foundation. If a tidal wave comes in and knocks my house off the foundation they will cover the foundation, not the house - it's a rip off.

Don Snyder: I own a fifth-wheel. That's why I was gone for six weeks. Whatever you do, don't pass a cotton pickin law that says I can't let my grandkids sleep in that for the week that they come to visit me from Delaware or somewhere else. We've got to be careful with this thing, because if you drive through our town there are *hundreds* of RVers and people that have other than a little tent pop-up trailer. They have big bucks; much bigger than my buck. So we've just got to make sure that when we look at these things...if we are concerned about people that are putting a trailer on a vacant lot and we are not changing assessments and we are not getting sewer tax, and so on and so forth, then I think that probably makes a lot of sense. I think there's a law that we have in our town that says that you can't park your RV such so that it blocks site lines for vehicles and stuff, which makes a lot of sense. So I couldn't park mine right in my front driveway on Mud Mill because it would in fact interfere with people seeing down the road.

Councilor Cushman: I think Judy is talking about people who are living, physically 24/7, for a whole season.

Councilor Becallo: But I think what Don is getting at is when government gets a hold of things they always take it way overboard.

Councilor Karp: In the event that any change to the statute is required, I assure you that it will be narrowly tailored so that it does not have unanticipated affects like you [Don Snyder] are afraid of.

Tim Murphy: I talked to Chris [Woznica] on same drainage issues from Walmart down across from Route 11 because it's a big corridor that drains 220 acres. I had mentioned it to you before and he said you would take care of it, so I'm not going to bother you with the details. My main question was in regards to the sidewalks that I was worried about at the Planning Board meeting the other day. They said they are putting in a thrift store right at the old Dunkin Donuts at Kopp Ave, and they said they weren't going to put sidewalks there because they didn't want to encourage people to use their walkway. I don't understand that because there's a ton of people that use it now; they are walking on the edge with very limited curbing. If you guys are going to make that your Commercial Corridor and you are going to tell them there's no sidewalks, then I don't understand the issue.

Supervisor Venesky: I did not hear that. It's part of our plan to necessitate sidewalks, so I'll have to ask.

Tim Murphy: You didn't give it to the construction place there, next to the old Lazy Boy. They said that DOT (Department of Transportation) told them that they don't want it because they didn't want pedestrians going into East Circle Drive because it was a dangerous intersection. Well, I don't see them doing that in North Syracuse with a dangerous intersection, so I consider that to be... you know, you guys are not addressing the issue that should be correctly addressed as your Commercial Corridor. Thank you for your time.

**Adjournment**

Supervisor Venesky made a motion to adjourn the Town Board meeting.

Motion was seconded by Councilor Becallo.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

There being no further business before the Board the meeting was adjourned at 8:32 p.m.