

The Planning Board of the Town of Cicero held a meeting on Wednesday, March 3, 2010 at 7:00 .m. in the Town Hall at 8236 South Main Street, Cicero, New York 13039.

Agenda:

- Approval of the 2.22.10 Planning Board minutes (approved)
- Site Plan, South Bay Fire Department, 8819 Cicero Center Road, Proposed building, Keplinger Freeman Associates (to return)
- Informal Discussion, Health Direct a Division of Kinney Drugs (to return)

Board Members Present:

Mark Marzullo, Chairman  
William Purdy  
Jason Mott  
Robert Smith  
Christopher Rowe  
Richard Cushman  
Sharon May

Absent:

Scott Harris, Ad Hoc Board Member

Others Present:

Wayne Dean, Director of Planning & Development  
Neal Germain, Esq., German & Germain LLP  
Mark Parrish, P.E., O'Brien & Gere  
Joe Chiarizia, South Bay Department  
Ron DeTota, C&S Companies  
Chief Kevin Purdy, South Bay Department  
Tonia Mosley, Clerk

The meeting was opened with the Pledge of Allegiance.

The Chairman noted the locations of the three emergency exits and asked that all cell phones be turned off.

APPROVAL OF THE PLANNING BOARD MINUTES FROM FEBRUARY 22, 2010

Mr. Smith noted a correction in the third paragraph on page nine. The notation Mr. Smith: Can

we approve a pump station should be changed to Mr. Smith: Haven't we already approved a pump station? He made a motion to approve the February 22, 2010 Planning Board minutes with the correction noted above. Mr. Cushman seconded the motion. The motion was approved with the following vote:

|               |     |
|---------------|-----|
| Mr. Purdy:    | Yes |
| Mr. Mott:     | Yes |
| Mr. Smith:    | Yes |
| Mr. Rowe:     | Yes |
| Mr. Cushman:  | Yes |
| Mrs. May:     | Yes |
| Mr. Marzullo: | Yes |

SITE PLAN, SOUTH BAY FIRE DEPARTMENT  
8819 CICERO CENTER ROAD, PROPOSED BUILDING  
KEPLINGER FREEMAN ASSOCIATES

Representatives: Scott Freeman, Architect, Keplinger Freeman Associates  
Bill Taylor, William Taylor Architects

Mr. Freeman introduced himself and Mr. Taylor noting that they had previously been before the Board. Due to financial and programming reasons, this site plan is simpler, more scaled back. This new plan shows the Fire Department's location at the corner of Lakeshore and Cicero Center Roads. The pavement to the south of the existing building would be removed.

We are taking the South Bay Fire Department out of the existing building and constructing a new free-standing building to the south for them. We propose to completely separate the two. The existing building would include three bays used by NAVAC to service the north towns.

Currently there are 71 parking spaces. The new site plan proposes 104. In the event of an emergency, fireman would come in and park here. When the banquet hall has an event patrons could come and go without affecting the operation of the Fire Station.

The area drains from the north to the south. We would be putting in a dry swale—an area that contains water for less than 24 hours as it dissipates/drains. We have contacted O'Brien &

Gere and have submitted a Storm Water Prevention Plan.

There is a deep sanitary line that runs along Cicero Center Road. With earlier plans we were right along that which caused some engineering concerns. This new site plan scales back from that. We have also moved the transformer. Instead of having it overhead on the building we have placed it underground.

Mrs. May asked about the stockpile shown on the site plan.

Mr. Freeman replied that they wanted to put it back around the building and that it was a temporary condition. If it were to remain, we could add some notes on the plan limiting its height. Environmentally, when we go through our SWPPP some of the questions asked include where stockpiling and staging occur. As a courtesy, we included them on this plan.

Mr. Smith: If it remains we will want to see how the pile is kept in tack.

Mr. Freeman noted for the record that it would be 4' or less with one on four slopes. If you get that in the minutes, I will get that on the plan. There is no benefit in having a large pile out there.

Mrs. May asked if vehicles would be washed inside or outside of the building. Will water be re-circulated? Where would it drain to?

Mr. Chiarizia responded we have the capability to wash them inside.

Mr. Taylor added the plan proposes forebays in the apparatus bays. Water would go through a separation tank and then out into the sewer. We would not re-circulate water to the fire engines.

Mr. Smith: Sanitary sewer?

Mr. Taylor: Correct.

Mrs. May: Does that include NAVAC?

Mr. Taylor: We are not touching that building.

Mr. Cushman asked for the size/square footage/dimensions of the new building.

Mr. Freeman: There is a base bit of 60 x 80, plus an alternate for a maximum of 80 x 80.

Mrs. May: Do you change your own oil, etc at the station?

Mr. Freeman responded no maintenance was done there.

Mr. Smith: With the increased parking have you increased the spread of asphalt? Or, do you get additional spaces with the same amount of asphalt?

Mr. Freeman: By adding an additional building, we had this long line to connect to the back parking lot. It was how the site laid out. There is more paving. Pulling the existing building apart caused us to use more asphalt, but we made the site safer by separating those uses---by separating the banquet area from the fire house.

Mr. Smith: Are any of the parking lots gravel?

Mr. Freeman clarified which areas would be gravel and which would be paved.

Mr. Smith: Is it the kind of gravel lot where storm water, etc. can seep into the ground?

The response was yes.

Mrs. May: Is there a dumpster on the site?

Mr. Taylor: Yes, a four yarder. It is enclosed.

Mr. Freeman: For the record, we will show that on the final plan.

Mr. Rowe asked what the buildings would look alike. I drive by that area at least twice a day.

Mr. Smith asked that the chairman require the applicant to denote which parking lots would be paved and which parking lots would be gravel on the site plan when they return.

Mr. Freeman: Everything that is proposed will be paved.

Mr. Marzullo asked that the stone parking be shown.

Mr. Freeman continued. The front of this is primarily asphalt. The transition area here becomes gravel. Our intent is to keep this asphalt, this would be new asphalt, and this would be gravel. We will add that to the plan.

Mr. Taylor described the proposed pre-engineered building as metal with some masonry around the perimeter. He noted the lighting plan included building mounted wall packs. We would not be changing the façade of the existing building. We don't have the money.

Mr. Rowe: Asked if anything was being done with the corner—any new greenspace there? How wide is that space?

Mr. Freeman: 100 feet, plus or minus. It would be about 120' from the edge of the building. The Fire Department is receptive to losing some parking spaces here to provide some greenspace.

Mrs. May and Mr. Rowe noted that would dress that corner up a lot.

Mr. Smith added it might make the area safer. You might not get as much traffic cutting through.

Mr. Freeman recommended putting in some trees or boulders.

Mr. Smith asked for a review of what the Board approved previously for the site. Comparisons where made.

Mr. Parrish explained it is always better to limit the number of access points. That is better than having unrestricted access to public highways. Whatever can be done to improve that situation would be good.

I would like to note that some of the parking is shown within the road right-of-way. I know historically that is the case. But we have an opportunity here to maybe change some of that with added greenspace. We will note that in our comments and the applicant can try to address those issues.

Mr. Rowe: Personally I think that if you are going to do it right, I appreciate that you do not have a lot of money to spend, but you should do something to that corner and at least try to match the new building with the existing building.

More discussion occurred comparing the old site plan to the new site plan.

Mr. Freeman: We will come up with some plans and run them by our clients and Mark.

Mr. Dean: We have not sent this to the County. If changes are going to be made, I don't feel it should be. (The Board agreed.) Why don't you make the changes and submit them. Then, the chairman, the engineer and I can review them and send them to the County. Any other changes should be minor.

Mr. Marzullo noted the next work session would be held on the 10<sup>th</sup>. I don't have a problem with the three of us getting together with you and then submitting the plan to the County, unless the Board has a problem with that. (Various Board members responded that they did not have a problem with that.)

#### INFORMAL DISCUSSION: HEALTH DIRECT, A DIVISION OF KINNEY DRUGS

Representatives: William Perrine, I.E., Engineer, Municipal Service Group, C&S Companies  
Russell Simpson, New Store Development Manager, Kinney Drugs  
Ralph DiTucci, National Real Estate Advisors LLC (Owner's representative)

Mr. Perrine introduced himself, Mr. DiTucci and Mr. Simpson.

Mr. Simpson gave a brief overview of Health Direct, a division of Kinney Drugs. Within this facility we service the needs of long term care and/or nursing homes all over New York State. We also have the contract for the New York State Department of Corrections, so we service all the prisons within New York State as well. We have this facility along with three others: one in Vermont, one in our Canandaigua Store and one in Gouverneur.

Mr. Perrine: This aerial shows the existing site and the asphalt parking lot adjacent to it. There is an existing water horse that traverses through the site. Currently, the building is 1,952 square feet. The associated parking lot adjacent on the west side provides 26 regular parking spaces and two handicap spaces. A natural drainage course traverses through the site. That swale discharges to an existing storm sewer infrastructure that is along Stewart Drive.

The applicant proposes to remove some of the existing asphalt and construct a building addition that is just less than 10,000 square feet. It would have the associated concrete sidewalks, concrete curbing, and an entrance off of Stewart Drive with limited access. We would increase parking to 84: 80 regular parking spaces and 4 handicap parking spaces.

Mr. Smith: What is the purpose of increasing the amount of paving for parking?

Mr. Dean: It goes along with the size of the building.

Mr. Smith: Are you going to employ more people? That is almost four times your current number of parking spaces.

Mr. Simpson responded we currently have 79 employees plus 10 drivers that come and go to the store over different shifts. We now lease 20-25 parking spaces across the street at the old Sage building. Our goal is to get everything down on our lot.

Mrs. May asked for the hours of operation.

Mr. Simpson noted the facility was open 8 a.m. until 8 p.m. Monday through Friday and 9 a.m. until 5 p.m. Saturday and Sunday.

Mr. Cushman: It appears to me that the new addition is larger than the existing 12,000 square

foot building.

Mr. Simpson clarified it appears that way but this is true to scale.

Mr. Smith asked for clarification regarding parking.

Mr. Simpson explained we lease a parking lot that I think is capable of having 40 parking spaces. We generally park 15-20 cars there during our peak hours.

Mr. Smith: Our goal is to try and pave only what we have to pave.

Mrs. May: Do you do any retail sales from this location?

Mr. Simpson: No. This is a closed shop facility. The public can't come and go at all. Distribution is in the upper right-hand corner. We use this driveway.

Mr. Smith: What kind of vehicles do you use for your distribution?

Mr. Simpson: For distribution we use a Caravan type vehicle. We do have UPS deliveries and our semi-tractor trailers come once or twice a week for some of the larger shipments.

Mr. Mott: What is the maximum number of employees you will have working at peak?

Mr. Simpson: With this facility we will be adding another 'function' within the building. I can't really speak to that, but we will be adding more employees for no more than 50. At peak hours I would estimate there to be between 55-60 employees.

We have 84 parking spaces on the plan. Three or four of them are in this rear delivery area. We just sort of placed them there. We could look at reducing the parking amount.

Mr. Smith: Every bit of stormwater that does not run off would be a benefit to a Town that is built flat.

Mr. Marzullo agreed that stormwater management was important.

Mr. Perrine: The site is zoned General Commercial Plus. We have provided a minimum lot area of approximately 2.4 acres. Our building line of 100' to the front of the building meets the setback requirement. Front, rear and side setbacks comply. Code allows for a maximum building coverage of 40% for density. We are just under 21%. The maximum building height would be 32 feet---the allowable being 35.

Mrs. May: Will you have a sign on this building or any type of identification?

Mr. Simpson responded nothing new. What we have is strictly to identify the building. It is really a low key, out of the way operation.

Mr. Perrine: We have included a photometric plan. We have four street lights in the parking lot. There will be wall packs installed on the perimeter of the building along with the standard over egress/ingress to the building. The mounting height on the parking lot lights is 23 feet. They are dual head with recessed lighting. We have taken adjacent property owners into account.

Mr. Mott: All down cast lighting?

Mr. Perrine: Yes.

Mr. Rowe asked for clarification as to how tractor trailers move through the site.

Mr. Simpson: We are not changing any of that now.

Mr. Perrine: We have run auto-turn on this section. For maneuverability he might have to pull up into this free asphalt area and then backup into the loading area.

Mr. Rowe: How does he get to that point if there are cars in the parking lot?

Mr. Simpson clarified. Currently all of our tractor trailer deliveries come through this driveway, pull along this street and then back down into this area. This new addition will not receive any deliveries. And we do not see anything larger than an UPS truck for the receiving area here. We did consider that when we worked on this design.

Mr. Smith: No tractor trailers coming here?

Mr. Simpson: Not to this delivery point, no.

Mr. Smith: Wayne, would you like that noted on the plan? Please make sure that is noted on the plan.

Mr. Simpson agreed. There will be two separate facilities here. We have provided another dumpster area, enclosed.

Mr. Dean: Is that a paved road that runs to the east of the building? What is that?

Mr. Perrine: That is labeled as a future gravel access---if needed.

Mr. Simpson: We are noting that on the plan now. If we propose to do something additional in the future we would show that path as coming around the building. It is not a part of the initial construction.

Mr. Perrine: We show it on the plan but it is not our intent to install it as a part of this addition.

Mr. Perrine and Mr. Simpson agreed to remove that proposed future access from the plan.

Mr. Perrine: The runoff from the roof of the addition would be captured into typical storm sewer lines through a single pipe that runs along the westerly side of the building. It discharges into a rear yard swale. The only other roof top drain is this one at this canopy entrance. There is a small catch basin at the bottom of a down spout that would also be tied into the on site storm sewer system.

The storm sewer system is minimal. The plan shows our intent to have a lot of the run off sheet across the parking lot. There would be a filter strip around this entire perimeter to help capture some of that before it enters the swale. We like that idea as opposed to having a point of discharge that comes off the site and goes directly into the existing storm sewer infrastructure along Stewart Drive.

We have a new sewer system connection out of the front with new sewers constructed along Stewart Drive as well as water.

It is our understanding that we have met fire protection requirements. There is an existing hydrant to the north of the addition that will remain.

The Board discussed where storm water discharges to. It was determined that it was not a part of the Onondaga Lake Watershed area.

Mr. Perrine: The mitigation for this site is a part of an overall master plan developed in 2002-2003 for the full buildout of the site. Water quality measures have been addressed under that. We feel that we are further improving that quality.

More discussion occurred.

Mr. Dean: I would like addressed in writing an explanation of the total number of employees working at the site at any one time. If I run my calculations using square footage of the building I would get a lot of people. I have been in the building and am aware of its current operation but I do not know how the new operation lays out.

Mr. Parrish noted the possible need for a SPEDES permit.

Mr. Perrine: I have a copy of the stormwater pollution prevention plan to leave with Mark and a copy for the Board.

Mrs. May explained the Board's need to see information prior to the meeting. This allows the Board time for review.

Mr. Marzullo requested that information be distributed prior to the work session.

Mr. Smith requested that plans be in a pdf format. He also requested a copy of the stormwater prevention plan.

Mr. Simpson discussed the façade. The south side of the building would be at the rear of the lot. It would be a pre-engineered building. Three sides would be metal with I believe a blue-grey color. The bottom will have 5-6 courses of masonry veneer. It would be a single sloped pitched roof going west. We would create a common entry way into both buildings. We do have a copy of the floor plan.

The exterior is nothing special. It is out back, where in our opinion, it really does not need to be something special. It is in character with the rest of the area.

Mr. Dean: This building used to be the old gymnasium when the military base was. It was not a very pretty building. When Kinney moved in approximately four years ago, they made a lot of improvements. I presume that this will be the same.

I would like to note the applicants have not filed a site plan application yet. I presume they will do that as soon as possible. I agree with Sharon and would like to see things distributed before not at the Planning Board meeting.

Mr. Parrish: Once they get an application filed we will begin our review and copy the Board our comments.

Mr. Marzullo thanked the applicants.

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

IN AS MUCH AS THERE WAS NO FURTHER BUSINESS BEFORE THE BOARD THE MEETING WAS  
ADJOURNED AT 7:58 P.M.

Dated: March 9, 2010

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Tonia Mosley, Clerk

