

**VILLAGE OF CENTRAL SQUARE
3125 EAST AVENUE
CENTRAL SQUARE, NY**

**PLANNING BOARD MEETING
APRIL 20, 2017**

The Village of Central Square Planning Board met at the Village hall on April 20, 2017 at 7:00PM. Members in attendance were Chair Maryellen Commisso, Zita Bookman, Maggie Kirkby, Craig Wilson and Tom Rinefierd. Guest present were Joshua O'Connor with Bohler Engineering, Ed Cusato, Heather Stevens, Millard Murphy, Paul Sheneman and Kim Cusson.

Called to Order:

Maryellen Commisso called the Planning Board meeting to order at 7:00PM followed by the Pledge of Allegiance. Maryellen wanted to discuss the new business first and then go back to the old business.

New Business:

Maryellen: Joshua O'Connor is here with Bohler Engineering to give a presentation on O'Reilly Auto.

Joshua O'Connor: For the record, my name is Joshua O'Connor; I am a Professional Engineer, licensed in the State of New York. I work for Bohler Engineering and we are in the employ of O'Reilly Auto Enterprises, LLC. For the sake of the application they are known as O'Reilly Auto Parts. As for a little background of O'Reilly, it was founded in 1957 in Missouri. They started with two stores immediately; they are up to about 4600 nationwide in 43 states. They have been working on moving into the Northeast. We have been working with them in Mass., New Jersey and now New York. For the past few years we have been working about 15 stores in New York right now. Now we are looking to bring one in Central Square. The site in question is the one right up the road from the Village, **3055 East Avenue**, Central Square, NY. It is New York State 49 as you all know and was the former site of the Medical Arts facility of some nature. That has been since demolished and that operation has moved next door. The site has been vacant since then and O'Reilly is currently under contract for purchase, they are working on the purchase now. Bohler is now beyond the exploratory phase. My firm is hired to do the due diligence, site development and the permitting for all these projects and this one not to be an exception. What we circulated for the sketch review that everybody has and is available in the record, it shows approximately 7500 square foot Auto Parts Store with storage and limited distribution for say your local garages and shops and that will all be handled by small vehicles. Josh switched over to a new map for a demonstration. He shows the Planning Board and the audience the publically accessibility retail area, the L shaped area behind is storage and office space. We do show two publically accessible ingress and egress doors and delivery doors to the rear on the map. The site is approximately .87 acres. Mr. Wilson it has the odd shaped piece going out to the side road, this provides the service for water and sanitary sewer. It originally provided the service for water and sanitary sewer for the building that's been raised. When they built the Urgent care building they continued those services up to that building so that parcel that extension of that parcel is still providing water and sewer to the Urgent Care Facility. Bohler will propose to connect to the sewer on the other side of East Avenue, and we are working out the fine details of this. The reason for this being is the municipal connection to a sewer line constitutes a main, it would require potential redesign, redevelopment and a dedication to your local sewer authority. It may go that route we have not sorted it out yet. We do anticipate pulling water for the rear. That is not that we do not have the same prohibition with the number of connections to make it a public thing with that said, there is water on the road and we can tap into the road if need be. You are also aware of the sufficient grade change from 355 on to the site and then dropping off to the rear. To our understanding that it is prominently fill

material but for the sake of grading, we will probably have to bring in a little more. Just so you are up to speed on the project we have been working in earnest on design and have been working on the grading and the utilities. O'Reilly has a pretty impressive internal review process. They accentually require that Bohler have a design package before we submit anything to the Village. When we come back beyond our sketch review, we will have a full design plan at that time. The grade changes are somewhat an issue. We are working with the issues related to that so we will have to cut down the **berm** quite a bit to have a safe entrance on to Route 49. On the plans there is a gas main on Route 49 it runs basically right along the ridge and currently we are working with National Grid to lower the gas line as it stands. We have done the exploration it is only about 3 feet below grade. Obviously, we cannot drive up that embankment in that entrance. The gas main will be lowered to accommodate. If this becomes an instrumental obstacle to lower the main we might have to find a way to utilize the existing entrance but we anticipate that would give us some issues with D.O.T. due to primate Urgent Care Facility. There are also some issues with the site line as you are looking to the oncoming traffic to the West. It can be difficult to see past that **berm**. We would expect that to be a problem with the forest with D.O. T. and they would require that we cut that **burm** down anyway. **Maryellen:** So you will be contacting D.O.T or have you started that yet? **Josh:** We contracted for our initial traffic analysis and once that is completed we will start working with D.O.T and we hope that will be in also included in any circulation per SEQR. Again we are working through the logistics portion of it right now. We do not anticipate D.O.T being a problem for us, we are pretty low volume user compared to the volume on the street today and there is obviously an existing curb cut despite the fact that we are abandoning it we are going to make it better than it was. In my experience D.O.T. looks favorably upon this, so I do not anticipate having a real issue with them. One of things we will have to deal with is the considerable drainage that runs down there. There will be a culvert provided in our driveway to allow that to bypass. Again, one of those grading challenges though given that steep slope. We are proposing 37 parking stalls. It is kind of an operational number that O'Reilly associates with building of the square footage. It is in the surplus of what is required by your code, which puts us at about 25 stalls. We are proposing the number of parking stalls required for ADA for assess ability. **Craig Wilson:** How many is that? **Josh:** I believe it is 2, for 26 to 50 stalls are required 2, those will be provided at the front of the store. Stall sizes are I believe a 10x20, basically storm water. I don't believe due to the grade change that we are going to be below an acre on this site. If we were and we are obviously not, we would not be required to do a SWPP, for storm water quality. Obviously, we still have to deal with quantity and quantity we plan on managing this with an underground retention system. Which works great because we are going to need some fill to support our parking lot and that off sets some of the fill. We will be providing arch pipe, arch plastic pipe versus imported fill material. It's not a one to one cost but it provides some of the justification for that. That said we will be lowering the **berm** in the area, pointing on the map, this will facilitate a small bio retention basin in the front. DEC will require that we have some run off reduction number in the storm water design and it will accomplish that with a small pond in the front. Because the project is a redevelopment project we do get some discount in design from DEC so we will be using for the bulk of our water quality treatment a hydro dynamic separator. That is where our design is right now, this is one of those vortex types of units that you build in to a catch basin. So there will be pretty minimal visible storm water on this site. The current discharge on this site is actually along the rear and there is a swale that runs along the parcel on the map. It would be maintaining those existing drainage patterns. There is also a swale that runs along the property line that separates us from Oswego Health building that makes it way and discharges and then to the creek in the back. That will also be maintained and we plan on discharging an equal or less amount of water to that in all the design water storm vents. At this point in time we are proposing one of O'Reilly's exteriors. They do a number of different ones. There base is a corrugated metal structure with Efis facade, in this case we are proposing CMU and basically it is two steps above for look above their basic design. **Tom Rinefield:** What is CMU? **Josh:** Concrete Mason Design, it is a split faced block with a painted finish. **Craig:** So this will have to be readdressed every 4 or 5 years as far as exterior look? **Josh:** For the Efis there might be a requirement for a repaint every once in a while, obviously when that finish is close to the ground it is subject to puncture and scraping, people hitting it with shopping carts. They are good neighbors

and that is their history. People like the O'Reilly's maintain that status as a good neighbor by taking care of their facilities and they do this in earnest. There is a parapet on the front which should shield the bulk of the roof top units from the visibility from the road and this site is a great benefit we will be higher than the road for most of the traffic so that parapet will do a fantastic job from screening those roof top units. We don't expect that people will see them at all. Aside from that, this is their standard building facade signage that is there proportion. We do not have the final package from them yet. They do provide signage through a national manufacture and a regional distributor and their architect provides that for us. They have not provided that info for us as yet. We do anticipate zoning compliance signage. I do not expect that we are looking for a variance, with that said the lot is a non conforming lot or acreage. I believe in the zone it is required an acre as I said it is .87, obviously we cannot increase the size of it but it will be maintained non conformance. **Tom:** Aren't you going to combine both parcels? **Josh:** Which parcels is that sir? The little odd shaped one? **Tom:** "Yes" **Josh:** That is part of the tax parcel. We have completed the survey and Control Point was out here in the past three weeks doing the survey. There are a couple of white pipes on the site so those are the bore holes for geotechnical excavation. So we have been out for survey, our geotech engineer has been out. They have not generated our final report yet but that will forth coming. We do expect to see fill material in there. **Tom:** So that entire shape on the map is .87 acres? **Josh:** That's what the tax records show. **Tom:** It was mentioned 1.47 acres that is what I was wondering. **Josh:** Now that you mentioned it, that map doesn't work. We are about 267 one way on the map and 209 the other way on the map. That is about 49,000 for that square so yes it has to be 1.47 acres and not .87 acres I miss spoke on that. With this said these are not separate tax parcels. I believe the small parcel on the map was and there probably was a consolidation that happened, there is a record boundary here on the map. They are purchasing the entire contiguous parcel. **Tom:** So I think it involves two tax map numbers then? (currently). **Josh:** "OK" I should know. **Craig:** Could you show us something as it exists right now? Where is the natural flow of water going from the center towards East Avenue and coming down the back way and also everything that I am looking at on the maps looks like there are some folks that are going to be in trouble because we are going downhill with the water? **Josh:** Our charge with the State of New York and with the Federal government is that we do not increase the discharge rate to any of the analysis points on the parcel. This is what we will do. Josh draws on the map to show the water flow and drainage. He explains that everything on the side will shoot out to the road and continues down the road. This will be minimized the grading plan that we have is going to take some more of it on. **Craig:** asks about the drainage flow on another way. **Josh:** explains to Craig that this water flow will be going to the side where there is a swale. There is an existing swale between the Oswego Health. The drainage makes it way down and behind the apartment complex. Everything on the opposite side makes it way down behind the Fulton bank and then there is another swale that runs behind our parcel down to a broken pipe that crosses the driveway entrance to the apartment complex. I walked the site it is very clearly inadequate and it looks like there is ponding in that road and it doesn't flow during the larger storm events. **Craig:** So how is that going to be addresses? **Josh:** We expect that we will be replacing the culvert. **Craig:** How about piping over to the road? If nature is not taking care of it, it has to have a place to go. **Josh:** Generally I checked on NCRS data the soils are very poor infiltrating soils, there is a lot of clay there. Those bore holes I mentioned, they have water standing in them now. From a design stand point we do not get any credit for any filtration on this site. So from a design stand point we treat it all as 100% running off the site as it is today. With this said our charge from the government is that we cannot increase that discharge rate. When we design this, we assume that nothing is absorbing in the ground when there probably is some and we do our design and model based upon it all leaving the site. We accomplish that by detaining it in this case through underground detention. So you are not going to see those typical ponds that people use for detention. It will be built under the parking lot on the side. **Tom:** So that is where it is going to be? It is not going to be in the back of the parcel, it will be under the parking lot. **Josh:** "Yes", the grade will not allow us to get any significant detention and there is the other issue of the existing sewer and the easements associated with that. We do not intend to fill over any of that and will not disturb that. All of our disturbance will be on the side of the parcel. With this said, it should be an improvement in the drainage condition versus what it is today. We can collect, detain and control the

release versus water going off in all different directions. Currently a lot of it flows across the Fulton Bank and across their parking lot and down to the culvert. We are going to concentrate that control the rate of discharge and discharge it on our property. **Craig:** You are cutting out the waste that is going through. **Josh:** ultimately it is going to the same place at a lower discharge rate but you are not going to see it going across the neighbor's property. That said on the Oswego Health building their edge of pavement is a ridge line so, as far as the uphill up there isn't significant uphill up offsite flow onto the site. They have a catch basin that collects their discharge and routes it to the back. So we will maintain that swale, so we really don't have offsite flow onto the site that we have to deal with. So, it is a pretty straight forward design and as I said it is a minor practice we have to provide on all these projects with what the state calls green infrastructure. They have certain measures that they require you to build, certain swales or ponds that allow for evaporation that certain amounts recharged into the ground and cleaned before they discharge out here. We are compelled to do something like that so in that case we are going to handle that volume with that volume retention but it has an under drain it will have a maximum standing water of 6 inches and it will stand for with the design at a max of 12 hours. This is just in extreme rain fall events. You drive around to these ponds and you see a lot of fragmites and overgrowth. This will not be added to that in the community and the sides will be mowed and it has selective plantings and mulch that has to be maintained. The operations and maintenance we sign an agreement with the state and with the Village storm water management people. Do you have any other questions? **Tom:** So how much are you going to reduce the height of the berm? **Josh:** Actually on the property line there is much we can do because of the gas main. I cannot give you a definitive answer on that right now. The reason being, I don't know what National Grid is going to let us do right now. If they let us open this up across the property line and slope this down to the exit point on the side we might be able to bring it down a foot, or we might be able to bring it down two feet but it will be in that neighborhood. Right where the driveway goes through it is going to be in the neighborhood of a 3 1/2 foot cut versus the grade it is right now. **Tom:** "Ok" because it is rather steep. **Josh:** It is. We are looking conservatory, you are designing a maximum of 10% but we still need to have a level landing for we merge on the road so even if it is 10% its short and expect the ridge line to move out here (as Josh shows the board on the map). Again, this is the granular stuff prior to the next review. At this point what we submitted was the sketch, but I have not sorted it all out quite yet. **Tom:** So there will be a significant cut, so it will have to be? **Josh:** For the sake of the driveway **Tom:** I know if I am up at the Health Center and I am trying to exit onto East Avenue and trying to go West. It is a night mare. **Josh:** "Yes" **Tom:** I cannot imagine this being any better because you are going to be on the apex of the curb. **Josh:** Well I think this gives us a better site line down. What it comes down to is, if we can get a good flat in here and we give the people the ability to nose out safely. I think it will be a better site line then if we maintain the existing entrance because it puts you down below that knoll. When you are up at the top you are looking down across that slope it blocks a lot of your view. In this case I think will be below it and passed it. With that said we don't anticipate grading off site that is hard for us to manage to do and we don't anticipate doing significant addition grading in the right of way. **Tom:** I was going to say, isn't some of the steepness of the embankment in the DOT right of way? **Josh:** As you can see the ridge is the property line. So when you are looking at that site the top of the embankment is the property line. We can do limited grading to allow for the connection of our driveway in a safe fashion but it is a different permit and a different ask to DOT to do grading other than that, other than prevision for drainage, utility and prevision for the entrance. With that said, to do anything effective in cutting that berm down it would be on the Fulton Savings bank property, the bulk of that work would be and that is not a road that we are looking to go down. **Tom:** But the site lines are a concern, they really are. **Josh:** I absolutely agree with you and that is something we are going to have to work out. If this is the configuration that works we will be able to demonstrate to you to that those lines meet DOT requirements and my clients. My client has no interest in generating a hazard and law suits for them either. **Maryellen:** Anyone else have any questions? **Paul:** Sounds like he has it together pretty well. **Heather:** Even though you are on a hill you are still looking to have a sign pole. **Josh:** Points on the map to where they are proposing to have a sign. That is something they provide to me in the sign package. I do not have it right now. There will be a sign, I don't know what it looks like yet but we will have that with

our submission prior to our next visit. **Craig:** What is the height on the sign? **Josh:** They vary, in this case the site suits itself to a lower sign but that said we do have to consider the east bound traffic is going to be looking up toward the sign. We are proposing that the sign will be in our parking lot. There is a 35 foot buffer (as Josh points to map) here we will not put the sign in the buffer. My guess it would be a pylon sign to so it get visibility from traffic coming up the hill. If it was a monument sign you would never see it from that approach. I haven't seen their package on this yet my guess it would be a pylon sign and it would be like what exists for the other neighbors. **Mudd Murphy:** I was in one of your stores in Texas and I was impressed, very nice store put together well. My second is a curiosity question: There is two auto parts across the street, you said there is about 15 stores going on in New York State now, what prompted them in their study to build a store in Central Square? **Josh:** The reality is O'Reilly, people go to certain locations to buy their auto parts this is what it comes down to and they know certain auto parts are there. They are not looking to generate new business, there isn't really new business. It is a competitive move and this is how they do it. How they work to do the O'Reilly to do the demographic study. **Heather:** Do you know where the nearest O'Reilly is right now? **Josh:** There isn't one in the State of New York. There will be a hub store in Albany, South Glen Falls and Queensbury. **Heather:** Do you know the **longevity** of a building like this would be in a community? **Josh:** I only can only speak to my experience with the retail shop this size. I don't know what O'Reilly's model for generally speaking it is a 25 to 30 year building. O'Reilly buys their property so there are no leases. I expect it to be a long term investment. **Tom:** Will this store have a loading dock? **Josh:** We design these parking stalls to except deliveries from a WB 55 truck; it is a shorter nosed truck. **Tom:** So it is going to be a boxed truck rather than a tractor trailer? **Josh:** The short tractor trailer will be the largest truck that it is designed for. In this case they have not yet established a local hub store to distribute out of, once they do the truck size tends to go down. We do all the turning movements to verify that we can get all the trucks in and out per their design. Deliveries do not happen during the day, they happen off hours. The dealer door is where they take their larger deliveries but that really in and out per shop so your local automotive shops might buy parts from them. Generally, they might have one or two small cars for deliveries they own. **Tom:** That was our concern, how would a tractor trailer negotiate the parking lot. **Josh:** This is their operational foot print. This layout is in certain regards it is designed for the site, the length of the driveway in relation to the setbacks but it is a square site and a square store this is basically their proto typical layout, which is designed to work with the trucks they have and the hours they except deliveries. **Craig:** They own their trucks? **Josh:** "Yes" **Tom:** Other than the **berm** is going to be any grading for the bulk of the site or will it stay the same height where it is right now? **Josh:** Technically with the sketch I have not look at that yet. I have looked at a finished floor 409 feet with the design we have here today, versus about 410 feet for the grade there today. **Tom:** "Ok" I thought some of it was about 412 or whatever. **Josh:** It is a little higher out toward the front but that is going to be reduced, we do have a fill condition in the back and we already looked at that, we can safely fill and provide a guide rail along the edge of the parking lot where we have that slope and we are not grading on our neighbors property. **Tom:** Considering the snow fall we have here, where do you plan on putting the snow? You can plan on getting around 130 inches a year, maybe closer to 140. **Josh:** They contract their snow removal with a local professional. They do not do these themselves. We will show snow storage in a couple locations around the parking lot but beyond that they are going to have to haul it. **Tom:** So you do anticipate some sort of snow removal? **Josh:** "Yes" **Craig:** So what you are basically stating here tonight that this is all normal stuff for you guys. **Josh:** For O'Reilly's this is nothing out of the ordinary, the only one thing for O'Reilly's is underground retention so not having a pond. Their plan would be to have a half acre or more on a flatter site where they can do their storm water detention behind the store, due to grade we cannot, in this case we cannot that is why it is under the parking lot. This is the one thing that is different. **Tom:** Will there be any landscaping across the south of the property? **Josh:** In one print it showed it, but in the other print it did not. As far as the render goes we haven't shown it there because we have not sorted out the details. We do have an internal landscape architect. I will be frank O'Reilly's does not like to do a lot of landscaping we typically respond to the needs of the community as far as that goes. We respond to the code and what we are asked for. We do recognize it is a residential community behind us to the limited extent that it does have that

visibility and we do expect that we are going to be providing some screening for them at the rear of the site.

Tom: I noticed there are two light poles at the front of the parking lot. What will happen to the parking spaces to the West? Will that be building? **Josh:** At this point we have not done the photometric analysis on it. So we show some lights and we know there are some typical locations we are going to have them but we have not done the analysis. I would expect to see a pole light on the corner. Frankly, lighting a parking lot at the face of the building makes for some ugly light. It causes a hazard basically, it means that you are providing light that shines out and we light it to cast down. **Tom:** So this is like a preliminary plan and you will come back to us with a more finalized version. **Josh:** Absolutely, the next visit we will have a full design. Like I said O'Reilly requires we have a full design before we come back. **Craig:** Do you have an estimate when you will be back? **Josh:** We will come back to the next meeting. I actually provided O'Reilly 90% grading plan for them to review. I expect an answer from them next week and at the submission dead line I expect we will have a full design with storm water manual. **Maryellen:** Anything else? I guess we are good. **Josh:** We are hoping aside familiarizing with the project and introducing ourselves we were hoping that we can initiate the SEQR process? Can we start on this? And provide a short form with our applications. It is just a tentative to be a lead agent. **Maryellen:** We will make a motion to be the lead agent. **Zita Bookman** made a motion for the Planning Board to be the lead agency and **Tom Rinefield** seconded the motion. All were in favor. It was unanimous. Motion was carried. The next meeting is May 18th, 2017. **Josh:** I do not think we will be able to make the submission by then so we will probably see you in June. I have to review Tim Freitag's notes but as soon as we can. **Maryellen:** The Planning Board is the third Thursday of the month. **Craig:** One last question: When do anticipate operation? **Josh:** About a year from now or sooner than that. If everything permits the way they want and give the way they want and the construction schedule happens. We anticipate our long lead will be DOT on something like this so it kind of depends on how responsive your region is to an application and how long their back log is. Sometime between 8 and 12 months would be my guess. **Tom:** When do anticipate on getting an answer on from utility on lowering the gas line? **Josh:** Yes that is another issue. I have the application and spoke to National Grid. That is one of the things that they will let us do it, the cost is an issue and it whether or not we can achieve it without doing considerable work in the right of way. So permitting that utility work might be more complicated with DOT. It's going to happen it just takes steps. **Tom:** I did not know the size of the gas main or if it was a high pressure main or what it was. **Josh:** I believe it is a standard service pressure a 4 inch pipe. That is my understanding right now. **Tom:** Again, it is not marked so I do not know. **Josh:** No it's not. **Ed:** Mike would be familiar with it. **Josh:** I have the initial calls in with National Grid and that is the conversation I have but they have not provided me with documentation. **Mudd:** You mentioned with DOT about putting the sewer on the other side of the road through a boring. **Josh:** There are a few things we have to examine and frankly we have to talk to the utilities. We don't want to have to go to DEC to install a main to get a main extension and that is what it would take to go out the rear. With that said we might have to run our own line and tie in. We could potentially run a line parallel and two service laterals through the rear. But then it comes down to, can we actually can we get in the pump station down there? So, there are some things we have to sort out yet. Its gravity on the other side of the road it is a lot easier to us to go under the road with a directional drill and tie into gravity. Again, we would have to go to DOT for this too. We have to put all the options on the table too and let O'Reilly decide what they want to do. I do expect the water to come off the rear of the property though. Again, I do not know what size service that is or if it will even support our needs. Water is on our side. **Josh:** Any other questions or comments? There are no other questions or concerns with the O'Reilly preliminary plans.

Old Business: Zita made a motion to except March 16, 2017 minutes and seconded by Maggie Kirkby all in favor. It was unanimous.

Ed Cusato from Code Enforcement:

We have a couple pool permits submitted and a couple deck permits in the process of submitting. That is about it. **Maryellen:** You got the check from O'Reilly the \$300.00 for the permit? **Ed:** "Yes" **Maryellen:** Last month we talked about the ham radio tower is anything going on with this? **Ed:** I have not issued the permit yet. I don't have everyone's emails yet just Maryellen's in hope she would forward the emails to everyone. That ham radio is exempt under the code. **Maryellen:** Right but also in the code it talk about not having too many in the Village and it can only be ten feet above the highest point. **Ed:** That would be the only stipulation. **Maryellen:** He has two towers on his property right now and one is much higher than 10 feet above the highest point. He has two towers. He has one attached to the chimney and one attached to the garage. **Ed:** Removal of those can be upon the issuance of the permit. **Maryellen:** "Ok" **Ed:** More than likely one of them is a ham radio. **Ed and Maryellen:** I could not tell you for sure either if they were both ham radios. **Ed:** The one attached to the chimney more than likely is a ham radio tower. We can set those conditions to have them removed. I will clarify what is what with the owner. He doesn't need two radios. **Maryellen:** Did Nathan Stokes get his permit yet? **Ed:** I have talked to him and they are moving forward now they got financing. Up until yesterday I did not even have a general contractor yet along insurance information and everything else. Now we move forward. The project should be starting soon. Brian Warden his barn is near complete except landscaping and flooring in his barn. **Tom:** It's missing the siding on part of one side and that brings a question to me about the snow load because it looks like the trusses are at least 4 foot on center or maybe farther than that. **Ed:** Trusses that are up there they are ok for the snow load and the pitch. **Tom:** What is the design snow load for the Village? **Ed:** I do not know off the top of my head but if you want to come up to the Village of research this I would be happy to set down with you. I would pull out the snow load for the region. It would be for the region and not for the Village. **Tom:** I was involved with a project in the town of Webb and they wanted a 100 lb. design snow load for a 14 x28 shed. That ended up 2x6 side walls, 2x6 trusses on 12 inch centers and that was with a medal roof. **Ed:** I cannot dictate what the town of Webb asks for. What's designed at Brian's is acceptable. **Tom:** The builder is from out of state they are not local. So I didn't know because I was not part of the Planning Board then. **Ed:** We are making sure that it does meet the New York State Fire Prevention and Building Code Standards. **Tom:** I would hate to see if a heavy snow takes the building down. **Zita:** On 652 South Main Street- Prestige Studio- Did the barber ever give you a real permit? **Ed:** Yes that will be going in front of the Zoning Board of Appeals on May 2nd on Tuesday. I just pulled out the file as well there were questions on previous variances for signage that goes all the way back to 2005. It is going to take a little bit of deciphering, in my opinion the variances were for the signage out in front. This would be an allowance to have it on the side. So it would allowing it to put a second sign on the building itself and it will be reduced, I think it was 12 square feet instead of 9 square feet in my opinion. Nine square feet for the building is rather small to identify. It will be presented to the Zoning Board for approval. It will be black with the white lettering. **Craig:** Has there been any action on Heritage Shed? **Ed:** No there has not. I made a couple phone calls back to them and have got no response back from them. **Craig:** Talked about the Grace Fuller house. Is there any provision that says we cannot participate in eminent domain and seize this and take it down? **Ed:** Eminent domain is an interesting subject. Ed talks about other existing properties in the Village that are in the same predicament and have them repaired or torn down. On 722 North Main, there was a public hearing two weeks ago, we have not had any corresponded with the owner. One way or the other we will be proceeding to have it town down. This is a process. The same is for another abandoned house in the Village. We have started the process on those homes in the Village and they have to acknowledge to order to remedy the violation stating to either they have to submit drawings to repair or demolish the building. You have to give them options on to repair the building and they have to give stamped structural engineers reports on how it's got to be done. **Craig:** How much time do they get to do this? **Ed:** Well we have given them 30 days, the resolution for the barn and that has passed and it was 30 days to submit the report or the permits and additional 30 days to have the building torn down or repaired, 60 days total. We are in the process and everybody else orders have expired within the past two weeks so everyone that I have issued is in violation. The problem we have is where you get the money. **Craig:** That is my solution- Eminent domain, seize it tear it down, hire a builder, sell it and keep the profit. **Ed:** Still where do

you get the money to do that and to tear it down? **Maryellen:** Mudd do you have any input on **how** to solve this any easier than what is happening? **Mudd:** There isn't. We have explored all of this. Grace pays her taxes, she will not sell it. She boarded it up not the Village. **Ed:** I am taken the houses like the ones I see that is causing **eminent** danger collapse. **Maggie:** What is the process for collecting those fines? **Ed:** I cannot speak for the judge and if they ignore it they could put them in jail up to a year and a fine. Our solution is take these people to Supreme Court. **Maryellen:** So what does that costs? **Ed:** Thousand and Thousands of dollars so now we go back to what is more realistic, we suck it up wait for the money we pay for it, wait for the money and go that route **Mudd:** What Ed is saying until you go through the process what he is going through now judges don't even want to hear it. They know the process that you are suppose to go through and they are not going to short cut it. It's a long process and the road that Ed is taken is right. Ed has explored the land bank that the county has, we don't even qualify. If it was a home that was a little bit dilapidated and can be repaired, yes you could go in with the land bank you can take it over like Fulton has done quite a few of them. It's a process for instance, on the corner of Webb Ave. the big house that had all the apartments, years ago we had a big problem. Mr. Wildrick was code enforcement at the time and he went through the process and finally got in front of a Judge the judge started to put on fines and they came back the following month the judge put on more fines and after the third time the person who owned the apartment building paid up and sold the place. **Ed:** Those are our options. **Tom:** I don't know how **Barbieri** is on properties here but his properties in Onondaga County he is Tax delinquent on a lot of them. **Ed:** Going back to Webb, I have walked that property taken real close at everything. The structure is unsafe and the main section of the house is stable. The foundation is in real bad shape. We still have to take this lengthy process and we are following all the steps by law. On 108 Central Drive, the house that has had the tarp on the roof, the bank is moving forward they are coming in tearing up the roof and putting a new roof and some foundation work that will have to be done. These things have been addressed before I came on board but they have been **addressed** so far and stopped. Planning Board understands it and all the Village board does as well. **Zita:** What about "Kars" Paul **Sheneman:** Wanted to reach out to Josh O'Connor to let him know to give him his email to contact him with any updates on the O'Reilly project. **Ed:** I talked to Mr. Devendorf before the meeting. Ed asks the board if Kars is commercial or industrial. We are going to have to have a discussion regarding the zoning. Regardless of what it is it should be commercial. Mudd has been working to update the zoning in the Village. If it is commercial he should be allowed to have car sales with an accessory vehicle repair as opposed to a vehicle repair with accessory car sales. **Maryellen:** In which that is what he is now. **Tom:** He cannot do this legally because he does not have his DMV sales. **Ed:** That's an issue for the DMV. What's my issue is that we have allowed it with a few cars. **Maryellen:** "Yes", but now he wants to go with more cars. **Zita:** There is not much room and with the snow there is no room. **Ed:** Respectfully do not look at the negatives, present the negative problems and look for a solution. Let's make a decision whether it is commercial or industrial. **Tom:** He probably will not meet his parking requirements either. **Ed:** Those things upon a site plan he can apply for and variances and anything he wants. **Tom:** Exactly. Planning Board cannot approve because he does not meet the requirements. **Ed:** If it is Commercial and it is allowed, it doesn't go to you folks nor does it go for just a use variance, which was presented by the planning board before you folks. **Maryellen:** There have been two or three owners since. **Ed:** The property owner always has been the property owner, it's the business owner. **Maryellen:** To turn it into a car lot, there is a house right next door. If I was living there, I would not want to see cars next to me out there all the time. **Mudd:** Joe Weidenbeck is the owner of the business. Mudd talks about what the garage is used for and some of the cars are fixed for the auction. **Ed:** Which DMV allows. **Tom:** You can only sell so many. **Zita:** Getting out of Central onto 11 is a **"crap shoot"** anyways to turn left. Having someone across the street if they are pulling out is horrible. **Maryellen:** No matter where you pull out in Central Square is horrible. **Ed:** The first thing we have to do is to make a decision on whether it is commercial or not, then let the tenant apply for a use variance or a change of use or a site plan. **Heather:** Have we made any progress with him closing in his dumpster or putting it in. **Ed:** Respectfully Heather I have not even addressed it because I bigger issues. **Heather:** OK I also had someone ask about handicap parking at Kars. The map I have is where he leaves that motor home is actually his

handicap parking. **Ed:** It can be a police issue and a code enforcement issue. With the upmost respect I have better things to do right now. We have so many property maintenance issues within the residential area that really affect the community more than some issue. **Maryellen:** Is there anything new? **Ed:** No. **Maryellen:** made a motion to adjourn and **Zita** second the motion. All in favor to adjourn it was unanimous.

Respectfully submitted,

Kim Cusson
Administrative Assistant