

Agenda
City Council Governance Meeting
City of Geneva, New York

September 2, 2026

City Hall
2nd Floor Council Chambers
47 Castle Street
Geneva, NY

Executive Session Starts at 6:00 PM

To discuss the employment of a particular person or persons

Council Meeting Starts at 7:00 PM

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- I. Call to Order** – Mayor, Jim Cecere
- II. Pledge of Allegiance**
- III. Roll Call**
- IV. Updates**
 - a. Mayor's Report
 - b. Council Reports
 - c. Supervisor Report
- V. Proclamations**
 - a. Mesothelioma Awareness Day
- VI. Public Comment**
- VII. Discussion**
 - a. Structural Modernization of City Council
 - b. Repealing Obsolete Ordinances
- VIII. Unfinished Business**
 - a. Ordinance South Main Street Speed Limit, First Reading
 - b. Resolution to Set a Public Hearing, Ordinance South Main Street Speed Limit
 - c. Ordinance Parking on South Main Street, First Reading
 - d. Resolution to Set a Public Hearing, Ordinance Parking on South Main Street
 - e. Ordinance Amending Chapter 335 Article IV Parking, Standing and Stopping, Winter Parking, First Reading
 - f. Resolution to Set a Public Hearing for Chapter 335, Article IV Parking, Standing and Stopping, Winter Parking

- g. Resolution Directing Modernization of the City's Short Term Rental Registry and Preparation of a Local Law Extending the City's Existing Occupancy Tax to Short Term Rentals
- h. Resolution Requesting That Ontario County Rejoin the State Short Term Rental Registration System and Requesting a Municipality of Source Revenue Sharing Approach
- i. Resolution Requesting State Legislation to Increase the City's Maximum Occupancy Tax Rate to 5%
- j. Resolution - Sale of City Owned Properties Located at Maryland Street (90.84-1-3, 90.84-1-4, 90.84-1-5)

IX. New Business

- a. Resolution Setting a Public Hearing for CDBG 2026 Housing Activities Infrastructure in Support of Existing and Housing Rehabilitation

X. Board and Commission Appointments

XI. Consideration of Meeting Minutes

- a. August 5, 2026 Governance Meeting
- b. August 18, 2026 Operations Meeting
- c. August 19, 2026 Special Meeting

XII. Adjournment



GENEVA CITY COUNCIL AGENDA ITEM BRIEFING

To: City Council

From: Taylor Youngs, Acting City Manager

Meeting Date: September 2, 2026

Item Title: Consideration of Ordinance No. 3-2026 (South Main Street Speed Limit Reduction) and Ordinance No. 4-2026 (South Main Street Parking Restriction)

Action Required:

City Council consideration and adoption of Ordinance No. 3-2026, amending Chapter 335, Article III, § 335-14 of the City Code to establish a 25 mph maximum speed limit on South Main Street (NYS Route 14) between Seneca Street and Kings Lane, and Ordinance No. 4-2026, amending Chapter 335, Article IV, § 335-17 of the City Code to prohibit on-street parking on the east side of South Main Street between a point 690 feet south of South Clover Leaf Drive and a point 225 feet south of St. Clair Street.

Background:

Following adoption of a City Council resolution directing staff to address safety concerns along the South Main Street (NYS Route 14) corridor, staff developed the two ordinances presented for Council's consideration this evening.

Ordinance No. 3-2026 amends § 335-14 ("Maximum speed limits") to establish a 25 mph maximum speed limit on South Main Street, beginning at the south curb line of Seneca Street and ending at the south curb line of Houghton House Drive. Ordinance No. 4-2026 amends § 335-17 ("Parking, Standing and Stopping Restrictions") to prohibit on-street parking at any time on the east side of South Main Street, beginning 690 feet south of the south curb line of South Clover Leaf Drive and 225 feet south of the south curb line of St. Clair Street.

City Council

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Together, these ordinances are intended to improve traffic operations, increase sight distance, and enhance safety for motorists, pedestrians, cyclists, and residents along this segment of South Main Street.

Alternatives:

1. Adopt both Ordinance No. 3-2026 and Ordinance No. 4-2026 as presented (staff recommendation).
2. Adopt one ordinance and table or decline to adopt the other.
3. Decline to adopt either ordinance and direct staff to pursue alternative traffic-calming or safety measures for this corridor, or table action pending additional information.

Financial Impact:

Implementation will require the purchase and installation of new speed limit and no-parking signage, along with related pavement markings, by Public Works staff. Staff is hopeful these costs will be reimbursable through the state Consolidated Local Street and Highway Improvement Program (CHIPS); if approved, the City's net cost would be reduced accordingly.

Additional impacts include staff time associated with preparing the ordinances and coordinating sign installation, as well as Police Department time for enforcement of the new speed limit and parking restriction. These enforcement costs may be partially offset by revenue generated from associated fines, fees, and tickets.

ORDINANCE NO. 3-2026

AN ORDINANCE AMENDING CHAPTER 335, ARTICLE III, § 335-14 ENTITLED "MAXIMUM SPEED LIMITS" OF THE CITY OF GENEVA MUNICIPAL CODE

WHEREAS, Section 335-14 of the City Code establishes maximum lawful speed limits on designated streets and highways within the City of Geneva; and

WHEREAS, the City Council has determined that reducing the maximum lawful speed on a portion of South Main Street (New York State Route 14) will improve safety for motorists, pedestrians, cyclists, and nearby residents while supporting the City's ongoing efforts to promote safe travel throughout the community; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Geneva, New York, that Chapter 335, Article III, § 335-14, entitled "Maximum speed limits," of the City of Geneva Municipal Code be amended as follows:

A new subsection E be added:

E. Twenty-five miles per hour is hereby established as the maximum speed at which vehicles may proceed within the corporate limits of the City of Geneva on or along the following highways:

(1) South Main Street (New York State Route 14), beginning at the south curb line of Seneca Street and ending at the south curb line of Kings Lane.

BE IT FURTHER ORDAINED that all remaining provisions of Chapter 335 not specifically amended herein shall remain in full force and effect.

BE IT FURTHER ORDAINED that this Ordinance shall take effect immediately upon filing with the City Clerk as provided in the City Charter.

ADOPTED BY THE GENEVA CITY COUNCIL ON October 7, 2026
ATTEST:

Mayor

City Clerk

Resolution # 46-2026

Resolution to Set a Public Hearing, Ordinance South Main Street Speed Limit

WHEREAS, the Geneva City Council has determined that it would be in the best interests of the City of Geneva to reduce the maximum lawful speed limit on a portion of South Main Street (New York State Route 14); and

WHEREAS, the City has prepared an amendment to Chapter 335 of the Code of the City of Geneva accordingly, which is on file with the City Clerk; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Geneva that a Public Hearing shall be had on the 15th day of September, 2026, at 7:00 p.m. or as soon thereafter, for the purpose of amending Chapter 335 of the Code of the City of Geneva, regarding reducing the maximum lawful speed limit on a portion of South Main Street (New York State Route 14); and be it further

RESOLVED, that the City Clerk advertise for said Public Hearing in a manner consistent with law.

ORDINANCE NO. 4-2026

AN ORDINANCE AMENDING CHAPTER 335, ARTICLE IV, § 335-17 ENTITLED "PARKING, STANDING AND STOPPING RESTRICTIONS" OF THE CITY OF GENEVA MUNICIPAL CODE

WHEREAS, Section 335-17 of the City Code establishes parking, standing, and stopping restrictions on designated streets and highways within the City of Geneva; and

WHEREAS, the City Council has determined that prohibiting on-street parking on a portion of South Main Street (New York State Route 14) will improve traffic operations, increase sight distance, and enhance public safety for motorists, pedestrians, and bicyclists traveling along this corridor; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Geneva, New York, that Chapter 335, Article IV, § 335-17, entitled "Parking, Standing and Stopping Restrictions," of the City of Geneva Municipal Code be amended as follows:

Under the heading "Main Street, South", "On the east side:" text is added as follows:

No parking at any time beginning at 690 feet south of south curb line of South Clover Leaf Drive and ending at 225 feet South of the south curb line of St. Clair Street

BE IT FURTHER ORDAINED that all remaining provisions of Chapter 335 not specifically amended herein shall remain in full force and effect.

BE IT FURTHER ORDAINED that this Ordinance shall take effect immediately upon filing with the City Clerk as provided in the City Charter.

ADOPTED BY THE GENEVA CITY COUNCIL ON October 7, 2026

ATTEST:

Mayor

City Clerk

Resolution # 47-2026

Resolution to Set a Public Hearing, Ordinance Parking on South Main Street

WHEREAS, the Geneva City Council has determined that it would be in the best interests of the City of Geneva to prohibit on-street parking on a portion of South Main Street (New York State Route 14); and

WHEREAS, the City has prepared an amendment to Chapter 335 of the Code of the City of Geneva accordingly, which is on file with the City Clerk; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Geneva that a Public Hearing shall be had on the 15th day of September, 2026, at 7:00 p.m. or as soon thereafter, for the purpose of amending Chapter 335 of the Code of the City of Geneva, to prohibit on-street parking on a portion of South Main Street (New York State Route 14); and be it further

RESOLVED, that the City Clerk advertise for said Public Hearing in a manner consistent with law.



**GENEVA CITY COUNCIL
AGENDA ITEM BRIEFING**

To: Mayor Cecere and City Council

From: 6th Ward Councilor Jamie J. Kaim Jr.

Meeting Date: September 2, 2025

Item Title: UPDATING AND AMENDING ARTICLE IV ENTITLED "PARKING, STANDING AND STOPPING "OF CHAPTER 335 ENTITLED VEHICLES AND TRAFFIC OF GENEVA MUNICIPAL CODE

Action Required:

Update the code regarding Parking December 1st – April 1st, Eliminating Parking Restrictions during summer hours in some locations, eliminating alternate parking on S. Main street except during weather events.

Background:

Parking restrictions have been ignored both in the summer and in the winter. These changes will allow for Parking restrictions to reflect in Ordinance in some instances what the signage states. It will remove the alternate parking restrictions on South Main Street and will allow for alternate parking during a weather event. It will also allow for parking restrictions to be enforced and the ordinance observed and not just when section (C) is activated.

Alternatives:

Locations where the current parking ordinance may be outdated may be adjusted if a true problem exists.

ORDINANCE NO. 5-2026

**AN ORDINANCE AMENDING ARTICLE IV ENTITLED “PARKING, STANDING AND STOPPING” OF
CHAPTER 335 ENTITLED VEHICLES AND TRAFFIC OF GENEVA MUNICIPAL CODE**

BE IT ORDAINED by the City Council of the City of Geneva, New York, that Article IV entitled “Parking, Standing and Stopping” of Chapter 335 entitled Vehicles and Traffic of the City of Geneva Municipal code be amended as follows:

Section I. That § 335-16 **Application of article.** That Section (A) of 335-16 entitled “Application of Article” be amended as follows;

To Add. “between December 1 and April 1.” Following 2:00 a.m. and 6:00 a.m.

- A. No person shall park any vehicle on the following streets, namely: Main Street between Seneca Street and Castle Street; Castle Street between Main Street and the Penn Central Railroad; Seneca Street; Linden Street; Exchange Street between Lewis Street and East Washington Street in the City of Geneva between 2:00 a.m. and 6:00 a.m. [between December 1 and April 1.]

Section II. That § 335-16 **Application of article.** That Section (B) of 335-16 entitled “TIME LIMIT PARKING” be amended as follows;

That Section (1) To Remove. ; “on South Main Street from William Street southerly to its termination”

Section III. That § 335-16 **Application of article.** That Section (A) of 335-16 entitled “Application of Article” be amended as follows;

That Section (1) To Add. “between December 1 and April 1.” Following Saturday

- (1) Except as otherwise prohibited or restricted by other provisions of this Code now or hereafter adopted, the parking of vehicles between the hours of 2:00 a.m. and 6:00 a.m. on Genesee Street between Lewis Street and North Street; on North Genesee Street between North Street and Wilbur Avenue; ~~on South Main Street from William Street southerly to its termination~~ will be permitted on the east side of the street on Monday, Wednesday, Friday and Sunday; on the west side of the street on Tuesday, Thursday and Saturday [between December 1 and April 1.]

Section IV. That § 335-16 **Application of article.** That Section (A) of 335-16 entitled “Application of Article” be amended as follows;

That Section (3) To Add. “between December 1 and April 1.” Following Saturday

- (3) Except as otherwise prohibited or restricted by other provisions of this Traffic Code now or hereafter adopted; the parking of vehicles between the hours of 2:00 a.m. and 6:00 a.m. on Lewis Street from Exchange Street to Genesee Street will be permitted on the north side on Monday, Wednesday, Friday and Sunday; on the south side of the street on Tuesday, Thursday and Saturday [between December 1 and April 1.]

Section V. That § 335-16 **Application of article.** That Section (A) of 335-16 entitled “Application of Article” be amended as follows;

That Section (4) To Add. “between December 1 and April 1.” Following Saturday

- (4) Except as otherwise prohibited or restricted by other provisions of this Traffic Code now or hereafter adopted, the parking of vehicles between the hours of 2:00 a.m. and 6:00 a.m. on Milton Street will be permitted on the north side of the street on Monday, Wednesday, Friday and Sunday; on the south side of the street on Tuesday, Thursday and Saturday [between December 1 and April 1.]

Section VI. That § 335-16 **Application of article.** That Section (C) of 335-16 entitled “TIME LIMIT PARKING” is amended as follows;

To remove. “No vehicles shall be parked on any other street in the City of Geneva between the hours of 2:00 a.m. and 6:00 a.m. during a weather event except during the months of April, May, June, July, August, September, October and November.”

Section VII. That § 335-16 **Application of article.** That Section (C) of 335-16 entitled “TIME LIMIT PARKING” is amended as follows;

To add “Except as otherwise prohibited or restricted by other provisions of this Code now or hereafter adopted, the parking of vehicles between the hours of 2:00 a.m. and 6:00 a.m. on South Main Street from William Street southerly to its termination, during a Winter Weather Event, will be permitted on the east side of the street on Monday, Wednesday, Friday and Sunday; on the west side of the street on Tuesday, Thursday and Saturday between December 1 and April 1.” At the beginning of Section (C)

§ 335-16 **Application of article.** Entitled “TIME LIMIT PARKING”

(C) ~~No vehicles shall be parked on any other street in the City of Geneva between the hours of 2:00 a.m. and 6:00 a.m. during a weather event except during the months of April, May, June, July, August, September, October and November.~~——

[Except as otherwise prohibited or restricted by other provisions of this Code now or hereafter adopted, the parking of vehicles between the hours of 2:00 a.m. and 6:00 a.m. on South Main Street from William Street southerly to its termination, during a Weather Event, will be permitted on the east side of the street on

Monday, Wednesday, Friday and Sunday; on the west side of the street on Tuesday, Thursday and Saturday between December 1 and April 1.]

(1)

Weather event regulations.

(a)

For purposes of this article, a weather event shall be defined as a period of snow, sleet, freezing rain, ice, and any other weather event which results or reasonably can be expected to result in accumulation upon a street or highway of snow or ice. A weather event shall continue until such time as the City streets are fully cleared.

(b)

A weather event shall be declared by the City Manager or a designated person after consultation with the City Director of Public Works and the Chief of Police. A declaration of a weather event may include specific directions to the Department of Public Works and the Police Department concerning how the weather event regulations shall be enforced. In the absence of such a direction from the City Manager, the City Director of Public Works and the Chief of Police shall determine how the weather event regulations shall be enforced.

(c)

Official notification of a weather event will be posted on the city website and through alternative notification and social media systems.

(d)

It shall be unlawful and a violation of this article for any person to park or leave standing any vehicle on any of the public streets or state highways maintained by the City of Geneva within the confines of city limits during a weather event while the Department of Public Works plows, salts or engages in other activities to clear City streets and highways.

(2) State of emergency.

(A)

In the event the State of New York or any other authority declares a state of emergency due to serious snow, ice or similar events which is communicated to the public through the news or other media, the notice requirements of this article shall not apply, and any vehicle found parked or standing on or upon a public street or state highway maintained by the City of Geneva within the confines of City limits shall be removed at the owner's expense, without any prior notice, and in accordance with the City's ordinance governing the removal and impounding of vehicles, and all applicable rules and regulations governing removal and impounding of vehicles. No official notification by the City shall be required if a state of emergency is declared by the State of New York.

(3) Enforcement.

(A)

In addition to enforcement provisions set forth above, the provisions of Article **VI** of this chapter pertaining to weather events and states of emergency shall be enforced in accordance with the provisions of this Code, including but not limited to § **335-27** and Article **VII** of this chapter. In the event the City is obligated to institute or defend a civil complaint arising out of enforcement, all attorneys' fees, disbursements and costs incurred by City of Geneva with respect to instituting or defending such action shall be the responsibility of the violator.

(B)

Any vehicle found parked or standing on or upon a public street or state highway maintained by the City of Geneva within the confines of City limits during a weather event or a state of emergency, shall be removed at the owner's expense, without any prior notice, and in accordance with the City's ordinance governing the removal and impounding of vehicles set forth in § 335-27A and C, and all applicable rules and regulations governing removal and impounding of vehicles.

Section VII. That a new subdivision of § 335-16 Application of article to be known and designated as § 335-16 (D) is hereby added to said § 335-16 Application of article to read as follows:

§ 335-16 Application of article

[(D) No vehicles shall be parked on any other street in the City of Geneva between the hours of 2:00 A. M. and 6:00 A. M. except during the months of April, May, June, July, August, September, October and November.]

Section VIII. This Ordinance shall take effect immediately and in accordance with law.

ADOPTED BY THE GENEVA CITY COUNCIL ON October 7, 2026

ATTEST:

Mayor

City Clerk

Resolution # 53-2026

**Resolution to Set a Public Hearing for Chapter 335, Article IV Parking, Standing and Stopping,
Winter Parking**

WHEREAS, the Geneva City Council has determined that it would be in the best interests of the City of Geneva to remove alternate parking during winter weather events and allow for parking restrictions to be enforced from December 1 – April 1 annually; and

WHEREAS, the City has prepared an amendment to Chapter 335 Article IV of the Code of the City of Geneva accordingly, which is on file with the City Clerk; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Geneva that a Public Hearing shall be had on the 15th day of September, 2026, at 7:00 p.m. or as soon thereafter, for the purpose of amending Chapter 335 Article IV of the Code of the City of Geneva, regarding winter and alternate parking restrictions; and be it further

RESOLVED, that the City Clerk advertise for said Public Hearing in a manner consistent with law.

Resolution # 48-2026

Resolution Directing Modernization of the City's Short Term Rental Registry and Preparation of a Local Law Extending the City's Existing Occupancy Tax to Short Term Rentals

WHEREAS, the City of Geneva possesses independent State statutory authority under Tax Law § 1202-y to impose a hotel/motel occupancy tax of up to three percent (3%), which authority the City has exercised under Chapter 318, Article VII of the City Code; and

WHEREAS, Tax Law § 1200, as amended by Chapter 99 of the Laws of 2025, authorizes a municipality with existing occupancy-tax authority to extend that tax to short-term rental units where the municipality is a “covered jurisdiction” under Real Property Law Article 12-D; and

WHEREAS, Real Property Law § 447-a(1)(d) provides that a city becomes a covered jurisdiction in its own right by enacting its own local law creating a registry for short-term rental units; and

WHEREAS, the City's existing short-term rental licensing program, established by Ordinance No. 1-2024 and codified at Chapter 215, Article IV of the City Code, constitutes the City's own registry for short-term rental units, and Corporation Counsel has advised that this registry should be modernized to align with current State requirements; and

WHEREAS, the City Council wishes to position the City to implement an occupancy tax on short-term rental units as promptly as the law allows, with implementation targeted for calendar year 2027, while continuing to request that Ontario County rejoin the State's short-term rental registration system and adopt a municipality-of-source revenue share, and continuing to request that the State Legislature increase the City's occupancy-tax rate ceiling, as set forth in companion resolutions of even date;

NOW, THEREFORE, BE IT RESOLVED by the Geneva City Council as follows:

Section 1. Modernization of the City's Existing Registry.

The Acting City Manager and Code Enforcement Office, in coordination with Corporation Counsel, are directed to proceed with the amendments to Chapter 215, Article IV of the City Code necessary to modernize the City's existing short-term rental registry consistent with Real Property Law Article 12-D — including registration-number, booking-service verification, insurance, and safety requirements — and to coordinate implementation with the Ad Hoc Housing Committee's rental-permitting framework.

Section 2. Extension of the City's Occupancy Tax to Short-Term Rental Units.

Corporation Counsel and City Staff are directed to prepare, for the Council's formal consideration, a local law amending Chapter 318, Article VII of the City Code to extend the City's occupancy tax to short-term rental units at the City's existing rate of three percent (3%), under the City's existing statutory authority. Such local law shall take effect upon its adoption following the modernization of the City's registry described in Section 1, and shall not be made contingent upon any action by Ontario County.

Section 3. County Advocacy.

The City Council shall separately consider a companion resolution requesting that Ontario County repeal its opt-out and rejoin the State registration system, and that any resulting County occupancy tax on short-term rentals include a share of revenue returned to the municipality in which it is collected. This request is made in the interest of regulatory consistency across the County and its

municipalities, and is not a precondition to the City's own action under Section 2.

Section 4. Return to Council.

Corporation Counsel and City Staff shall present the modernized registry amendments described in Section 1 and the local law described in Section 2 for the Council's formal consideration as soon as practicable. Nothing in this resolution shall be construed as adopting or enacting any local law; formal adoption shall require separate Council action following any notice, hearing, or other procedure required by law.

Section 5. Effective Date.

This resolution shall take effect immediately upon adoption.



**GENEVA CITY COUNCIL
AGENDA ITEM BRIEFING**

To: Geneva City Council

From: Mayor Jim Cecere

Meeting Date: September 2, 2026

Item Title: Short-Term Rental Occupancy Tax | Strategy and Path Forward for 2027

Action Required:

Review the short-term rental (STR) occupancy tax strategy described below and consider the following resolutions, prepared for introduction on the date above:

(1) a resolution directing modernization of the City's existing short-term rental registry (Chapter 215, Article IV) and preparation of a contingent occupancy tax extension; (2) a resolution requesting that Ontario County rejoin the State short-term rental registration system and adopt a fifty percent (50%) municipality-of-source revenue share; and (3) a resolution requesting State legislation to raise the City's occupancy-tax rate ceiling from three percent (3%) to five percent (5%).

Background:

The City currently imposes a hotel/motel occupancy tax of up to three percent (3%) under Tax Law § 1202-y. In 2025, New York State enacted a new short-term rental regulatory framework (Real Property Law Article 12-D) and, under Tax Law § 1200, tied an important piece of taxing authority to it: where a county has not opted out of the State's short-term rental registration system, the county and any local government within it that already holds occupancy-tax authority — including Geneva — is authorized to extend that tax to short-term rental units.

Ontario County opted out of that registration system by Local Law No. 1 of 2026, adopted May 21, 2026 (19-0). That opt-out currently prevents the City from extending its occupancy tax to short-term rentals

Mayor Jim Cecere

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under this pathway — not because the City lacks underlying occupancy-tax authority, but because of the County's registration status.

Corporation Counsel has advised that this obstacle is removed, without the need for any new State legislation, if Ontario County repeals its opt-out and rejoins the registration system. He has also advised that the City's existing STR ordinance (Chapter 215, Article IV, adopted in 2024) should be reviewed and potentially amended to incorporate desired aspects of the State framework.

Strategy — three coordinated, independently valuable actions:

1. Review and potentially amend the City's existing STR ordinance (Chapter 215, Article IV) to add desired aspects of the State framework, such as the registration-number, booking-service verification, insurance, and safety requirements, with implementation details delegated to Code Enforcement Department regulations.
2. Ask Ontario County to repeal its Local Law No. 1 of 2026, which opted out of the State registry, before the end of 2026, and ask that any County STR occupancy tax include a 50% municipality-of-source revenue share.
3. Ask the State Legislature to raise the City's occupancy-tax ceiling from 3% to 5%, in line with Auburn's existing authority, Batavia's newly authorized rate (Chapter 256 of the Laws of 2026, signed August 21, 2026), and Canandaigua's pending request — coordinated with those municipalities and NYCOM rather than pursued alone.

Any local law extending the tax would be expressly contingent on the County's action and would return to the Council for separate, formal adoption.

Alternatives:

Take no action at this time and continue operating under the City's current occupancy tax authority, which does not extend to short-term rentals.

Pursue only one or two of the three actions above rather than all three — for example, amending the City's STR ordinance without pursuing the County or State requests, which would leave the City prepared to act but without a clear path to authority.

Pursue a different legal theory, such as redefining short-term rentals as "lodging facilities" under the City's existing occupancy tax law, as the City of Canandaigua has done. Corporation Counsel has not confirmed that this alternative theory is reliable, and it has not been tested against the current statutory framework.

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24061429.v2-8/27/26



Financial Impact:

These resolutions do not themselves impose or increase any tax and have no direct fiscal impact. Sections in each resolution expressly reserve any tax increase for separate, future Council action following any required notice, hearing, or other procedure.

If the strategy succeeds, the City would gain new occupancy-tax revenue from short-term rentals beginning in 2027, at a rate of three percent (3%) under current authority, or up to five percent (5%) if the State legislation described above is enacted.

Amending the STR ordinance in Chapter 215 may involve modest administrative costs to Code Enforcement for implementation and enforcement; these have not yet been quantified and will be developed as part of the implementing regulations.

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Resolution # 49-2026

Resolution Requesting That Ontario County Rejoin the State Short Term Rental Registration System and Requesting a Municipality of Source Revenue Sharing Approach

WHEREAS, Ontario County exercised its option under Real Property Law § 447-c to decline to establish a registration system for short-term rental units by Local Law No. 1 of 2026, adopted May 21, 2026; and

WHEREAS, Tax Law § 1200 authorizes a municipality with existing occupancy-tax authority, including the City of Geneva, under Tax Law § 1202-y, to extend that tax to short-term rental units where the municipality is a “covered jurisdiction” under Real Property Law Article 12-D, which status a municipality may hold either because its county has not exercised the opt-out described above, or, under Real Property Law § 447-a(1)(d), because the municipality has established its own registry for short-term rental units independent of its county’s registration status; and

WHEREAS, by companion resolution of even date, the City Council has directed modernization of the City’s existing short-term rental registry and preparation of a local law extending the City’s occupancy tax to short-term rental units at the City’s existing rate of three percent (3%), under the City’s own existing statutory authority, and not contingent upon action by Ontario County; and

WHEREAS, the City continues to believe that County participation in the State’s registration system before the end of calendar year 2026 would serve as a mechanism to support the City’s own efforts described in the companion resolution referenced above, would restore a clear, consistent statewide framework for short-term rental oversight across the County and its municipalities, and would benefit the County, the City, and other municipalities alike; and

WHEREAS, under Tax Law § 1202-t*2(9), revenue from Ontario County’s existing hotel/motel occupancy tax is credited to the County general fund and made available for the promotion of tourism and tourist attractions in Ontario County, funding, among other things, the Finger Lakes Visitors Connection and other tourist-related projects, with not more than five percent (5%) of such revenue applied to the administrative cost of the tax, and with no existing mechanism to share proceeds with the municipalities in which that revenue is generated; and

WHEREAS, Ontario County is seeking to implement an occupancy tax on short-term rental units, which would benefit both the City of Geneva and the City of Canandaigua, each of which already possesses existing authority to impose an occupancy tax, and the City supports equitable taxation of short-term rentals and commends the County’s efforts to modernize its occupancy-tax structure; and

WHEREAS, as the County seeks to broaden the use of occupancy-tax revenue derived from short-term rental units, the City of Geneva specifically advocates a municipality-of-source approach for that revenue, returning fifty percent (50%) of net short-term rental occupancy-tax revenue to the municipality in which the taxable activity occurred, rather than directing it solely to tourism promotion and administrative costs as with the tax’s existing base; and

WHEREAS, Geneva is one of Ontario County’s principal visitor destinations, supporting a

concentrated downtown restaurant and hospitality district, Hobart and William Smith Colleges, Cornell AgriTech, the Finger Lakes Welcome Center, and substantial lodging infrastructure, relative to a population of approximately 12,552 residents; and

WHEREAS, data reported by Finger Lakes Visitors Connection's June 2026 Performance Highlights found that 87.4% of tracked Downtown Geneva visitors were overnight visitors and 78.7% were from outside Ontario County, reflecting substantial cross-visitation between Geneva and other County attractions; and

WHEREAS, the City of Geneva provides and maintains substantial infrastructure used by County visitors, including streets, sidewalks, parks, public safety services, and its Seneca Lake lakefront, home to the Finger Lakes Welcome Center, which has sustained an estimated \$7.2 million in weather-related damage; and

WHEREAS, the City's three representatives on the Ontario County Board of Supervisors have requested a clear City position on these matters in advance of the County's consideration;

NOW, THEREFORE, BE IT RESOLVED by the Geneva City Council as follows:

Section 1. Direct Request That the County Opt In to the Registry in 2026.

The City Council directly requests that Ontario County repeal Local Law No. 1 of 2026, or otherwise act, before the end of calendar year 2026, to rejoin the State's short-term rental registration system established under Real Property Law Article 12-D, as a mechanism to support the City of Geneva's efforts to extend its own occupancy tax to short-term rental units, and to restore a consistent statewide framework for short-term rental oversight across the County and its municipalities.

Section 2. Request for a Municipality-of-Source Revenue Share.

The City Council respectfully requests that, as Ontario County seeks to broaden the application of occupancy-tax revenue derived from short-term rental units beyond the tax's existing uses under Tax Law § 1202-t*2(9), including tourism promotion and tourist attractions, including support for the Finger Lakes Visitors Connection, and administrative costs of up to five percent (5%), any occupancy tax the County adopts or amends to apply to short-term rental units incorporate a municipality-of-source distribution formula, under which fifty percent (50%) of net short-term rental occupancy-tax revenue generated within a municipality, after reasonable and documented County administrative expenses, is returned directly to the municipality in which the taxable activity occurred. This request is directed specifically at revenue derived from short-term rental units and does not seek to alter the tax's existing hotel/motel revenue base or its current tourism-promotion and administrative uses.

Section 3. Transparency and Reporting.

The City further requests that Ontario County report short-term rental occupancy-tax collections, expenses, and distributions on a municipality-by-municipality basis to ensure transparency and accountability.

Section 4. Transmittal.

The City Clerk is directed to transmit this resolution to Geneva's County Supervisors, the Chair of the Ontario County Board of Supervisors, the County Administrator, Senator Pam Helmin, Assemblyman Jeff Gallahan, and other appropriate officials.

Section 5. Effective Date.

This resolution shall take effect immediately upon adoption.

Resolution # 50-2026

Resolution Requesting State Legislation to Increase the City's Maximum Occupancy Tax Rate to 5%

WHEREAS, Tax Law § 1202-y currently authorizes the City of Geneva to impose a hotel/motel occupancy tax at a rate not to exceed three percent (3%); and

WHEREAS, the three percent (3%) statutory ceiling has not been adjusted since it was enacted, while the costs of maintaining the municipal infrastructure and services that support Geneva's visitor economy, including the City's downtown, its Seneca Lake waterfront, and the Finger Lakes Welcome Center, which has sustained an estimated \$7.2 million in weather-related infrastructure damage, have continued to rise; and

WHEREAS, Geneva's tourism-related occupancy tax revenue is seasonal, while the municipal streets, sidewalks, public safety services, sanitation, and lakefront infrastructure that support the visitor economy must be maintained and staffed year-round; and

WHEREAS, Geneva is not alone in seeking this relief: the City of Canandaigua adopted a resolution on December 15, 2025, requesting State home-rule legislation to increase its own occupancy-tax ceiling from three percent (3%) to a rate not exceeding five percent (5%), citing substantially the same rationale, the outcome of which had not yet been reported as of the date of this resolution; and

WHEREAS, the City of Auburn possesses existing statutory authority under Tax Law § 1202-z-5 to impose an occupancy tax of up to five percent (5%); and

WHEREAS, the New York State Legislature passed, and Governor Hochul signed into law on August 21, 2026, Chapter 256 of the Laws of 2026, authorizing the City of Batavia to impose a hotel/motel occupancy tax at a rate not exceeding five percent (5%), demonstrating that the Legislature continues to grant municipalities occupancy-tax rates above the three-percent level historically afforded to cities such as Geneva; and

WHEREAS, a rate of five percent (5%) would bring Geneva's occupancy-tax authority into line with the rate already authorized for the City of Auburn and newly authorized for the City of Batavia, and with the rate requested by the City of Canandaigua, rather than seeking a rate beyond what has already been extended to comparable New York State municipalities; and

WHEREAS, a coordinated request, advanced together with the City of Canandaigua, the City of Auburn, other similarly situated municipalities, and the New York State Conference of Mayors, is more likely to succeed than a single municipality acting alone, and better reflects the shared, statewide nature of the fiscal pressures facing New York's tourism-dependent municipalities; and

WHEREAS, this resolution addresses the City's general occupancy-tax rate ceiling under Tax Law § 1202-y and is independent of, and in addition to, the City's separate efforts regarding the taxation of short-term rental units, so that any increased rate ultimately authorized would apply to the City's occupancy tax generally, including short-term rentals to the extent the City is or becomes authorized

to tax them;

NOW, THEREFORE, BE IT RESOLVED by the Geneva City Council as follows:

Section 1. Request for State Legislation.

The Geneva City Council requests that the New York State Legislature enact home-rule legislation amending Tax Law § 1202-y to increase the maximum occupancy-tax rate the City of Geneva may impose from three percent (3%) to five percent (5%), consistent with the rate already authorized for or sought by other New York State municipalities identified in this resolution.

Section 2. No Automatic Tax Increase.

This resolution does not impose or increase any tax. It requests only the State authorization necessary to provide the City with rate flexibility, to be exercised, if at all, by separate future action of the Geneva City Council following any notice, hearing, or other procedure required by law.

Section 3. Coordination with Other Municipalities.

The Acting City Manager is directed to transmit this resolution to the Senator Pam Helming, Assemblyman Jeff Gallahan, the City of Canandaigua, and NYCOM.

Section 4. Transmittal.

The Acting City Manager is directed to transmit this resolution to Senator Pam Helming, Assemblyman Jeff Gallahan, and the New York State Conference of Mayors, with a request that they support and advance the legislation described in Section 1.

Section 5. Effective Date.

This resolution shall take effect immediately upon adoption.

Resolution # 51-2026

Resolution - Sale of City Owned Properties Located at Maryland Street (90.84-1-3, 90.84-1-4, 90.84-1-5)

WHEREAS, the City of Geneva has identified surplus real estate that is not serving a city goal, parcel numbers 90.84-1-3, 90.84-1-4, 90.84-2-5 (the "Properties"), and

WHEREAS, said public hearing was held on August 5, 2026, in the Geneva City Hall Council Chambers, and all persons wishing to speak were given an opportunity to be heard; and

WHEREAS, the City Council has reviewed all comments received, and has deemed that the properties located at Maryland Street (90.84-1-3, 90.84-1-4, 90.84-1-5) no longer serve a public purpose and should be sold to Flint Hall; now, therefore be it

RESOLVED, that the Geneva City Council hereby authorizes the sale of the properties located on Maryland Street (90.84-1-3, 90.84-1-4, 90.84-1-5) for a purchase price of \$4,000 in accordance with the terms and conditions approved by the Acting City Manager, Comptroller, and City Attorney; and be it further

RESOLVED, that the Acting City Manager is hereby authorized to execute all documents necessary to effectuate the sale, including but not limited to a purchase and sale agreement, deed, and any closing documents, subject to approval as to form by the City Attorney; and be it further

RESOLVED, that the proceeds from the sale shall be applied in accordance with City policy and any applicable budgetary direction adopted by City Council.



GENEVA CITY COUNCIL AGENDA ITEM BRIEFING

To: The Members of the Geneva City Council

From: Taylor Youngs, Acting City Manager

Meeting Date: September 2, 2026

Item Title: Resolution Supporting a Sale of Surplus Real Estate Parcels located at Maryland Street (90.84-1-3, 90.84-1-4, 90.84-2-5)

Action Required:

Approval of this resolution authorizes the City Attorney and City Manager to execute a sales agreement

Background:

The City received a purchase offer from Flint Hall for three City-owned vacant parcels located on Maryland Street. The applicant has offered \$4,000 for the properties and proposes to redevelop the site as a small hobby farm featuring a commercial greenhouse, garden space, native plantings, accessory structures, and a future single-family caretaker residence. The proposal also includes site cleanup, fencing, driveway improvements, and ongoing maintenance of the property.

Conceptual plans submitted with the application depict the installation of a 1,500-square-foot greenhouse, workshop space, future residential and studio structures, agricultural growing areas, and associated site improvements.

Consistent with the City's property disposition procedures, the proposal was reviewed by the Property Acquisition and Disposition Committee. In evaluating offers for City-owned vacant property, the Committee considers factors including neighborhood enhancement, future tax generation, operational cost avoidance, consistency with adopted plans, and the overall public benefit of the proposed use. The applicant states that the project will return the parcels to productive use, eliminate ongoing City maintenance responsibilities, support community gardening and food production efforts, and eventually create one residential unit on the site.

Alternatives:

Council could choose not to sell these undeveloped parcels

Financial Impact:

\$4,000 in payment, an eventual community garden, and return to the tax roll.

Resolution # 52-2026

Resolution Setting a Public Hearing for CDBG 2026 Housing Activities Infrastructure in Support of Existing and Housing Rehabilitation

WHEREAS, the Geneva City Council supports programs and projects that align with the 2016 City of Geneva Comprehensive Plan and the 2026 Strategic Plan; and

WHEREAS, the 2026 CDBG funding opportunities are currently available; and

WHEREAS, the City of Geneva desires to pursue appropriate funding for projects that implement the City's Comprehensive Plan, Strategic Plan, and other adopted plans and programs; and

WHEREAS, the applications require a public hearing for the purpose of hearing public comments on the City of Geneva's community development needs, and to discuss the possible submission of Community Development Block Grant (CDBG) Housing Activities applications for the 2026 program year; and

WHEREAS, the CDBG applications may include submission to the CDBG Housing Activities: Infrastructure in Support of Existing Housing Program and the CDBG Housing Activities: Housing Rehabilitation Program; and

NOW, THEREFORE, BE IT RESOLVED that the Geneva City Council establishes a public hearing on the 2026 CDBG funding applications for September 15, 2026 at 6:00 p.m. or as soon thereafter at the regularly scheduled Council Meeting.

BE IT FURTHER RESOLVED, that the City Clerk and Grant Coordinator are directed to publish the appropriate required notifications advertising the public hearing and application plans as required by the funding agency.



Geneva City Council
Agenda Item Briefing

To: Geneva City Council
From: Taylor Youngs, Assistant City Manager

Meeting Date: September 2, 2026

Item Title: Setting a Public Hearing for 2026 CDBG Grant Applications – Housing Activities.

Action Required: Schedule a Public Hearing for considering grant applications through the New York State Office of Community Renewal for 2026 Community Development Block Grant funding's Housing Activities Program.

Background: The City currently successfully administers five CDBG grants, including one housing rehabilitation program. These new applications could bring CDBG Housing Activities funding support for two possible projects:

1. Infrastructure in Support of Existing Housing: to reduce the cost of the Lead Service Line project to taxpayers
2. Housing Rehabilitation: to provide housing rehabilitation services to additional single family owner-occupied homes not yet served through our current housing rehabilitation program.

Alternatives: Without a public hearing this application/s cannot be submitted.

Financial Impact: Pursuing these applications and administering the grants if awarded will require City staff time. If awarded, the grant will include funding for managing the funding and compliance of the grants that should cover all our ongoing staff costs; the only cost is the upfront work on the hearing and grant submittals. The City Grant Coordinator will expend time and effort completing the application process. This effort would be covered within current staffing levels.

Office of the Assistant City Manager

Taylor Youngs

CITY HALL- 47 CASTLE STREET- GENEVA, NEW YORK 14456

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The Geneva City Council
Journal of Proceedings
Regular City Council Meeting
City of Geneva, New York
August 5, 2026 – 7:00 PM

City Hall
2nd Floor Council Chambers
47 Castle Street
Geneva, NY

Presiding - Jim Cecere Mayor

I. Call to Order – Mayor, Jim Cecere

II. Pledge of Allegiance

III. Roll Call

IV. Amendment to the Agenda

Action taken by Councilmember Petropoulos; seconded by Councilmember Brennan

**Moved that the agenda be amended to add a resolution declaring blight for the
2026 CDBG Imminent Threat Program and a resolution setting a public hearing
under the 2026 CDBG Imminent Threat Program**

Motion Passed Unanimously

V. Proclamations

a. National Night Out

VI. Public Comment

Jessica Farrell shared the following comment with Council:

The briefing introducing your discussion for tonight proposes to “eliminate ad hoc announcements”
“therefore restoring a consistent and predictable set of rules.”

- I’d like to suggest it already is consistent and predictable
- I think we are taking a problem with signage and suggesting a solution which will cause great hardship to lots of people in this city.

4 units – it is entirely reasonable that we could have 8 adults or more – 2 parking spots

I would suggest that instead of reverting back to an archaic policy we should instead continue to use today’s technology and commit to the implementation.

- Signs which direct people to the website where they can sign up for notifications would encourage people to use those systems

Also, I personally think that people ignore the system because the city is not ticketing and not towing. If we did that more consistently and put on the ticket information about how to sign up for the notification system, I think you would achieve better compliance.

- This is along the lines with what has been suggested would be the goal of reverting back to the old system. Councilors have said if we revert back, people who don't realize will likely get tickets, and after a few of those, we'll have compliance. Why not apply the same logic to keeping the system that doesn't mandate so much car shuffling?

If you do move forward with going backwards:

City Code 335-16 (referenced in the agenda briefing)

Section B "Time Limit Parking" – unless I'm misreading or there is a resolution somewhere that supersedes this

- There are 6 numbered subsections
- Three of them talk about winter parking
- The other three do not include that seasonal language and create alternating parking year-round on designated areas of South Main, Lewis, and Milton
- o Signs are already wrong about that

VII. Public Hearings

- a. Sale of City owned Property - Maryland Street parcels (90.84-1-3, 90.84-1-4, 90.84-1-5)

Mayor Cecere opened the Public Hearing at 7:08 pm

Ken Camera of Lafayette Avenue spoke in favor of the sale of City-Owned property at the end of Crystal and Virginia Streets. He recalled great plans for the area, including connecting those two streets, and putting in some Habitat for Humanity homes. Mr. Camera can't think of anything that would enhance the area more than having another community garden on that unused property. He spoke to the character of the couple who wish to purchase the property and turn it into a community garden, as well as using the property to expand their own garden. Mr. Camera went on to share that the proposed owners plan to host gardening workshops, and host a farm stand for people who need food.

With no one else requesting to speak, Mayor Cecere closed the public hearing at 7:12pm

- b. Establishing Enforcement of Dangerous or Unsafe Structures GMC Ch. 111 at 555 South Exchange Street (104.12-2-22)

Mayor Cecere opened the public hearing at 7:12pm

Jessica Farrell shared the following comment with Council:

I share Councilor Petropoulos' concern about aesthetics. As a historian, I care about historic buildings. I am frustrated action wasn't taken sooner, although if action had been taken sooner, we might have ended up in the same place. But all this time people have been living there. This is a statement about housing in Geneva. As councilors, you are responsible for standing up for constituents. People living in such conditions might feel precarious and unable to raise code complaints. It is your job to look out for them.

Many councilors have spoken about first-hand knowledge of serious structural issues years ago, including Councilor Petropoulos who shared that he almost fell through the stairs in 2020. You knew about this and it is your job to do something more proactive.

This public hearing will remain open

VIII. Reports

a. Mayor's Report

Mayor Cecere shared that three ad hoc committees are currently in process. The Housing Committee is collecting data on long and short-term rentals, and reviewing code and permitting processes in other municipalities. The Economic Development Ad Hoc Committee received presentations from the LDC and City. The committee listened to some IDA recommendations, suggesting that the county should administer the IDA. The Finance Committee is reviewing short-term cash management functions. The committee is recommending to retain 3 + 1, with an \$18,000 per year price tag, to determine investments and reduce administrative burden on the Comptroller. Mayor Cecere further shared that he gave opening remarks at the Geneva 2030 Annual Networking Summit earlier this week. This entity helps students from cradle to career, to find a path to college and a career. Heather Miller, Executive Director of 2030 and Superintendent Bo Wright will present at a future meeting on Geneva's kids and their future. National Night Out was a success, where the Mayor spent time in the dunk tank. EMS, State Police, the Ontario County Sheriff's Office, Geneva Fire Department, and a host of community agencies were there. The Mayor explained that there will be a reorganization of staff and council to make an enhanced, more professional organization. Council is preparing to present something to the public for review as they look to improve how council runs and how staff are managed and run. In closing, Mayor Cecer shared that the City Manager search will launch sometime in October, after a small committee is formed, of council, staff, and the community.

b. Council Reports

Councilor Petropoulos shared that the LDC didn't meet this month, and shared numerous local events he attended.

Councilor Kaim shared details of the Housing Ad Hoc Committee, and shared numerous local events that he also attended. Councilor Kaim congratulated the Geneva General Hospital Senior League Softball for their win last night, and encouraged everyone to attend the Italian Festival later this month.

Councilor Brennan shared the Shade Tree Report Annual Report with Council. He complimented this active committee for their firewood sales, contributing close to \$22,000 to the City to put towards trees over the years, and encouraged everyone to take a look at the report, and the scale of their work.

Councilor Gillotte shared Geneva BID upcoming and past successful events. He called the Ironman/America 250 weekend a great success, and noted that the BID's Schumann Grant has wrapped up. He also shared that the Friends of Loomis Woods walked through the woods with a horticulturist recently to identify significant trees and plants growing in the woods.

Councilor Gummoe had no report this month.

c. Comptroller's Report

Comptroller Blowers shared that reports were circulated last week, discussed with the Acting City Manager and Mayor. Some updates were made to the reports, which will be recirculated.

IX. Presentation

a. Capital Plan

Acting City Manager Youngs explained that this is an opportunity to discuss capital improvement opportunities identified over multiple years, noting that the presentation is to facilitate discussion. She

shared that the proposed 2027 Capital Improvement Program is larger due to updated project costs, an expanded understanding of infrastructure needs, and a major project that wasn't originally planned. She noted that 84% of the requests are for Critical Infrastructure and Risk Mitigation. Acting City Manager Youngs clarified that these are preliminary planning estimates of costs. She shared the scale of the proposed debt reduction and how it would impact the capital improvement plan. Rather than asking if projects should be deferred, she reviewed tradeoffs like putting off the roof replacement on City Hall, which will only get more expensive over time, including the delay of Pulteney St. reconstruction, which will increase the risk of conditions that will continue to deteriorate. Assistant City Manager Youngs then reviewed the estimated projected costs to repair the seawall damaged in storms this spring, at an estimated \$7.3 million plus environmental and other soft costs. She reviewed the consultant's recommended phasing of the project, with phases 1–3 in 2027, and the remainder in 2028.

Acting City Manager Youngs asked council to consider if they are comfortable with the proposed prioritization framework, wondering if the primary objective to reduce overall debt is the only guiding objective, how council wants to balance affordability with infrastructure risk, what projects Council wishes staff to study for phasing or deferral, and what additional financing strategies Council would like to explore.

Comptroller Blowers added that a strategy used in the past is to break a single capital project up into phases, to avoid borrowing everything all at once.

Councilor Petropoulos wondered what could be deferred, and what needed to be taken on soon. He wondered if FEMA could be involved in funding the sea wall restoration. Acting City Manager Youngs explained that the costs for the seawall project fall below FEMA's threshold. He then wondered if the sea wall could last another year. Acting City Manager Youngs reviewed the serious safety concerns of the damaged sea wall. She explained that if repair is deferred, more of the lakefront will need to be blocked off. She noted that the City Hall roof has been deferred for years, and the cornice continues to crumble.

She indicated the staff's positing that City Hall roof replacement is a priority, but it's up to Council to determine the priority.

Mayor Cecere explained that Council can pass anything, but looked to philosophy, to give direction to staff.

He recalled the City's debt load, and the goal to slow it by investing in items that are critical and in need.

He noted retiring \$5.9 million in debt, and would like to bring the discussion around what target for debt should be given to staff as it relates to the 2027 budget. He wondered if anyone on Council has an appetite to borrow more than \$6 million. Councilor Kaim said no, Councilor Petropoulos wants to see less debt being added than retired. Councilor Gillotte wondered what the city can do to accomplish some projects and be less in debt. He agrees that focus should be on reducing debt. Comptroller Blowers explained that staff are trying to solve this as well, noting that the seawall numbers came in higher than expected. He agreed that phasing may be a viable option. Mayor Cecere wondered if staff could give a five-year trajectory of projects and what the debt load would look like. He recommended spacing out projects in a way that helps manage the debt and provide some relief to the taxpayers. Discussion followed.

Councilor Petropoulos recalled the philosophy of reducing debt while not wanting the City to fall apart. He wondered what the happy medium is. Acting City Manager Youngs explained that Council needs to decide what they want staff to do, and provide that direction. Councilor Kaim recommended that council members review the list and choose what they want done now, and what they want deferred. Councilor Gillotte wondered what would happen if Crystal St wasn't extended. Acting City Manager Youngs explained that Habitat for Humanity wouldn't be able to complete their housing project, unless they chose to take on the additional cost of building out the road. He reviewed the impacts of deferring the seawall, including the Ironman race and the Garlic Festival not being able to be held on the lakefront. Mayor Cecere then wondered what projects need to occur to complete other projects, and called for extending Crystal Street,

so Habitat for Humanity can construct new homes. He acknowledged that difficult discussions will have to be made. Mayor Cecere asked staff to look at debt coming off over five years, and what can be added on over five years and what it will do to the debt profile of the City.

b. 2027 Budget Update

Acting City Manager Youngs reviewed what the City needs to sustainably operate, shifting focus to the operating budget. She reviewed guiding principles, above regular maintenance requests, and council direction provided on July 21. Comptroller Blowers reviewed the General Fund gap, which is now just under \$200,000. He noted some revenue increases from second quarter sales and occupancy tax, trending better than projected, allowing staff to be a little more aggressive for 2027. The water fund gap sits at \$655,164, while the Sewer Fund gap sits at \$382,737.

Councilor Kaim wondered why they're looking at a structural gap rather than a budget that is zeroed out.

Comptroller Blowers explained that they are sharing with Council where staff is at, and a balanced budget will be presented in September. Acting City Manager Youngs explained the method further.

Comptroller Blowers reviewed the primary drivers of all three funds, which remain the same. Revenue Updates were reviewed next, noting that Quarter 2 sales tax is trending higher, looking at adjustments to fees, and adjusting penalties. Deferred operating needs were reviewed next, in dollars. She then reviewed management refinements and policy options with their tradeoffs.

Comptroller Blowers reviewed the City's total taxable value: \$871,885,578, the 2027 Tax Levy at \$9,272,724, and the 2027 Tax Rate of \$10.63525. He also reviewed what 1% tax increase increments would look like, noting that council direction is to maintain the 2026 levy into 2027.

Councilor Petropoulos wondered where Comptroller Blowers sees inflation going. Mayor Cecere explained that it's roughly 3.9%, and should remain the same next year.

Acting City Manager Youngs reviewed key decisions for council, and is looking for feedback on tradeoffs to create the final budget.

Councilor Gillotte acknowledged that it's hard to keep up with inflation at this point, noting that he'd like to keep debt down. Councilor Kaim acknowledged that there are always things that will come up unexpectedly, but people want the city to keep spending down, noting that everyone deals with inflation, and it's time to tighten their belts. Councilor Gillotte hopes that residents can share what they can live with.

Councilor Petropoulos explained that maintaining services is important to him and his constituents. He recalled deciding on zero percent came because the Council was bickering and needed to start somewhere. Mayor Cecere thanked Acting City Manager Youngs and Comptroller Blowers for the transparency they're providing. He thanked staff for being serious about what they need to operate as currently structured. He called the path the city is on unfeasible, leaving them with choices to increase taxes and fees, or make cuts, calling the philosophy fiscal responsibility. Mayor Cecere noted that even a 2% tax increase beats inflation, and by definition is a cut. As council looks at the budget and makes hard decisions, the challenge will be that it's not up to council to decide what departments need. He considers anything under a 3.9% tax increase a cut. He recommends keeping debt at or below where the city is at, still a cut, and making the City fiscally responsible. Councilor Kaim sees priorities to keep Geneva safe and sanitary, calling beauty in the eye of the beholder. Acting City Manager Youngs looked for clarification on whether a September 9 budget could have a 1 or 2% tax increase. Mayor Cecere explained that he's comfortable with anything below the rate of inflation. Mayor Cecere noted that there will be cuts if the budget is created at 0% levy increase, and staff will be reduced. Mayor Cecere suggested proposing a budget that includes what a 2% increase would look at, for discussion purposes. Councilor Brennan noted that the tax rate of zero produces a tax rate that is a tremendous reduction, and will become the investment tool that people will see. Discussion followed around water and sewer fund rates. Councilor Kaim

recommended staying at zero percent in 2027. Mayor Cecere asked for a 2% increase to be included in the budget, to show what an added \$100-\$200,000 would do. He'd like to see flexibility to avoid shock to the system.

X. Discussion

a. Winter Parking - Councilor Kaim

Councilor Kaim recalled winter parking and circumstances around the change, recalling complaints he's received since joining City Council. He reviewed the City's code as it's currently written, where some have no parking restrictions at all, and others go into a lot of regulation detail. He noted some of the changes to individual street parking, as well as parking lots. He recalled some enforcement challenges he sees as well. He explained that his updates would only limit parking from 2am to 6am.

Councilor Petropoulos explained that the problem is with communication. He recalled his concern for downtown residents parking in the winter.

Chief Eveland offered his experience on road patrol and parking enforcement overnight in the winter. He agreed there were communication issues, and explained how the Police Department prioritizes winter parking enforcement. He noted that in 2025 a point of sale system was brought to the Public Safety Building, to pay parking violations, which is very time-consuming for staff. He also acknowledged a lot of old homes with very limited parking that should be considered. Councilor Kaim wondered if officers would be bogged down if they had to enforce it. Chief Eveland said that after the first week of December, it's easy. He called the significant confusion with the new system.

Mayor Cecere calls clarity key, residents know what the parking regulations are, and when they're in effect.

He reviewed the impact to residents, and cautioned that when looking at the differences between then and now, what about the convenience as neighborhoods have changed? He explained that he would like to see if there are further changes that can be made for the elderly and people whose homes don't have parking. How would that be addressed? Calling it a stumbling block to supporting this.

Acting City Manager Youngs brought up the South Main Street alternate parking, which will impact those residents all winter, as Council will be considering taking away parking from one side of that street entirely.

Councilor Kaim recommended focusing on the larger problem across the whole city, rather than focusing on one street.

Councilor Brennan wondered if the signage could be improved. Discussion followed.

XI. Unfinished Business

a. First Reading - E Bike Ordinance

Chief Eveland reviewed the proposal that makes state laws simpler, clearly indicating when police have authority to impound a vehicle, should it be necessary, and provisions for operators under 16 years of age.

He addressed Councilor Gummo's concerns, noting that the Police Department isn't trying to remove e-bikes from the city, rather they need to follow the laws. Currently, he sees a complete lack of compliance, noting that about 50% of e-bike stops include individuals fleeing police. Chief Eveland explained that police can work with families to get the bike safely to their homes. Mayor Cecere wondered if a 12-year-old could be on an e-bike. Chief Eveland explained that they may not be; No operators are allowed under the age of 16. The current language in the City code doesn't address motorized vehicles in any parks aside from Lakefront Park. He also noted that kids riding e-bikes in parks won't be a high priority for enforcement.

Councilor Brennan wondered why fines are double for gas-powered vehicles over battery-operated. Chief Eveland explained that it's more of a burden to move or impound a gas-motor-powered dirt bike, than a battery-powered e-bike or e-scooter. Councilor Petropoulos wondered if signals are required. Chief

Eveland explained what equipment is required for different classifications of vehicles, noting complete recklessness the Police Department observes, and operators not following the rules of the road. Discussion followed around education and licensing.

- b. Setting a Public Hearing for Adopting Chapter 336 of City Code Establishing Regulations for Alternative Motorized Vehicles

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that this resolution be approved

Motion Passed Unanimously

XII. New Business

- a. Resolution Amending the 2026 General and Water Fund Budgets

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that the resolution be approved

Motion Passed (5-1-3 absent)

- b. Resolution Declaring Blight for the NYS Grant Funding Under the 2026 Federal CDBG Imminent Threat Program

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that this resolution be approved

Motion Passed Unanimously

- c. Resolution Establishing a Public Hearing for the NYS Grant Funding Under the 2026 Federal CDBG Imminent Threat Program

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that this resolution be approved

Motion Passed Unanimously

XIII. Board and Commission Appointments

- a. Jacob Balamut, Board of Ethics

Action taken by Councilmember Gillotte; seconded by Councilmember Kaim, Jr.

Moved that Jacob Balamut be appointed to the Board of Ethics

Motion Passed Unanimously

XIV. Consideration of Meeting Minutes

Action taken by Councilmember Kaim, Jr.; seconded by Councilmember Gillotte

Moved that minutes from the July 1 and July 21, 2026 meetings be approved

Motion Passed Unanimously

- a. July 1, 2026
- b. July 21, 2026

XV. Adjournment

City Clerk

**The Geneva City Council
Journal of Proceedings
Amended August 14, 2026**

City Council Operations Meeting

City of Geneva, New York

August 18, 2026 – 6:00 PM

City Hall
2nd Floor Council Chambers
47 Castle Street
Geneva, NY

Presiding - Jim Cecere Mayor

I. Call to Order – Mayor, Jim Cecere

II. Pledge of Allegiance

III. Roll Call

IV. Reports

a. City Manager's Report

Acting City Manager Youngs provided the following report:

One of the surest signs of summer in upstate New York isn't just warm weather — it's construction season. If it feels like there are projects happening all over the City right now, you're not imagining it. Road improvements, utility work, infrastructure upgrades, and private development projects all tend to converge during the few months each year when weather allows crews to get the work done.

What isn't always visible is that many of these projects have been in the making for months — or even years. Before construction begins, projects move through planning, engineering, permitting, environmental review, grant applications, bidding, and contract negotiations. By the time equipment arrives on site, a tremendous amount of work has already happened behind the scenes.

Construction can certainly bring inconveniences — road closures, detours, and noise — but it's also one of the most visible signs that we're continuing to invest in Geneva's future. We'll continue keeping residents informed as projects move forward and appreciate your patience along the way.

After months of construction, Castle Street is entering its final phase. Asphalt paving is expected to begin the week of August 10, bringing the project to approximately 90% completion.

Once paving is complete, crews will focus on the remaining punch list items before the project concludes later this fall. Residents and businesses near Castle Street have shown tremendous patience — we're almost there.

The Long Pier contractor is expected to mobilize during the week of August 24, with construction beginning August 31. This project will replace aging infrastructure and improve public access along Geneva's lakefront.

Norfolk Southern is preparing to rehabilitate the Lake Street and East Castle Street railroad crossings

beginning in September. City staff worked with Norfolk Southern to secure a staging area behind Bicentennial Park, eliminating the need for equipment storage on nearby residential streets. Each crossing will be completed separately to minimize traffic disruption.

Crystal Street infrastructure work is now out to bid — an important step forward for new housing construction in Geneva. This project lays the groundwork for future residential development and has been a priority for the City's housing strategy.

V. Public Hearing

- a. Adopting Chapter 336 of City Code Establishing Regulations for the Operation of Alternative Motorized Vehicles

Mayor Cecere opened the Public Hearing at 7:09 pm

Elias Freeman spoke to plead his case on the proposed e-bike ordinance. Elias, age 14, shared that he uses his e-bike as a mode of transportation to get to school and work. He acknowledged people not being safe, calling it a parenting issue, recommending education to see results. He encouraged people to wear a helmet and obey traffic laws. He also explained, and demonstrated, that he wears light strips for added visibility during dusk and darkness, and has signals on his bike. Elias explained that this should be an educational opportunity, not to put the kibosh on e-bikes.

Angela Freeman, mother of two, explained that in her home they take a harm-reduction approach to life.

Ms. Freeman shared details about New York State's youth hunting program, noting that it has been extended through 2028 due to positive results. She noted that NYS allows youth hunters beginning at age 12, and reviewed hunting safety statistics attributed to hunter education, highlighting the value of youth education. She wonders if the goal of the e-bike ordinance is to eliminate all risk, or educate. She recommends prohibition for kids under 12, and for kids ages 12–15 a safety course and supervision, then at 16+ following safety rules. She called for a well-developed education program that could lead to teaching safe participation in the same manner New York State has done for youth hunting. Ms. Freeman recommended piloting an e-bike safety program, offering to help develop a program.

Pat Schiller of West Street agreed with what Ms. Freeman said. She noted that ball fields, schools, the YMCA and other places that kids gather are geographically located in the west end of town, a long way for many kids to walk.

Josh Pador, of Clinton Street shared concerns about this law, as a parent whose children have scooters and hoverboards on sidewalks. He then explained that the concern includes his neighbor, and other adults, using their e-bikes to get to work. He's concerned that the law is targeting the most vulnerable people in the community. Mr. Pador explained that he doesn't want his children to be harassed for playing on the sidewalk or at the park, noting that there isn't a lot for young people to do in the City, and fears that this will make it harder for young people to live here.

With no one else requesting to speak, Mayor Cecere closed the public hearing at 7:21 pm

- b. New York State Grant Funding Under the 2026 Federal Community Development Block Grant Imminent Threat Program

Mayor Cecere opened the public hearing at 7:22 pm.

With no one requesting to speak, Mayor Cecere closed the public hearing at 7:22 pm

- c. Establishing Enforcement of Dangerous or Unsafe Structures GMC Ch. 111 at 555 South Exchange Street (104.12-2-22)

With no one requesting to speak, Mayor Cecere closed the public hearing at 7:23pm

VI. Public Comment

Jerry Buckley of South Main Street spoke on the proposal to remove more South Main Street parking spaces, calling it a bad idea. As a gateway to the City, people park, sit, and admire the City from the overlook. Mr. Buckley called it welcoming to remove more parking. He acknowledged safety concerns, and wondered how many speeding tickets have been written on South Main Street, noting that he rarely sees people being pulled over for speeding on South Main Street. He strongly encouraged the speed limit to be reduced to 25 miles per hour. Mr. Buckley applauded the City's efforts on sidewalks and crosswalks, again noting that he doesn't see enforcement of motorists yielding pedestrians on crosswalks. Mr. Buckley also noted that the fountain at Pulteney Street Park is spraying pretty high, and encouraged DPW to look into it before the statue is damaged.

Susan Henking of South Main Street, shared that the crosswalk in front of her house is kept clear by them, not the City. She also learned that tax assessments are affected by whether a home has parking. Ms. Henking agreed with Mr. Buckley's speeding comments, and noted that the Village of Aurora has a sign alerting drivers of their speed as they drive into town, and noted that she also never sees people getting speeding tickets on South Main Street. She explained that the parking issue will continue, calling it inequitable, explaining that property owners deserve to have parking. She noted that the row hose deeds show property lines ending at their front doors, with the city owning the front yard and sidewalk.

Bard Roesch Rokow of South Main Street provided the following comment to Council via email:

Dear Mayor Cecere and City Council:

Per Mr. Kaim's suggestion, I reviewed City Council meetings on Youtube. The discussions have not led me to agree with Mr. Kaim's position that the current text and/or email alert system as to when alternate side of the street parking is required is untenable. To the contrary, the proposal of returning to alternate side parking from December 1st to April 1st of each year, regardless of need, is unreasonable and inefficient. At the August 5, 2026, the police chief and others acknowledged that we only had to move our vehicles 2 or 3 times last year. As I indicated before, why on earth would the City go back to an antiquated system that says we have to move them 120 times per year, even when there is no need for more than 2 or 3 times per year? On South Main Street, this is particularly onerous, because as all of you know, there is insufficient parking on the street as it is.

Mr. Kaim claims the current system is confusing. Respectfully, this argument is nonsensical. He reasons folks know they have to move their car under the old system every other day, so there is no confusion. If you use the current electronic alert system, you move your vehicle when the alert tells you it is required. No confusion. If you don't use the electronic system, follow the signage. No confusion. Realistically, as pointed out by Councilman Brennan, there are hardly any residents and visitors without cell phones, so it so easy to get the alerts on their phones. This system has worked extremely well, and I submit the purported problems claimed to be in existence are far outweighed by the vast improvement the current system has brought.

Mr. Kaim claims people's cars got stuck when they remained parked in the same spot for a few days in a row. That falls back on the City. If the snow is piling up to a degree that plowing is needed, tell us we need

to move our cars. Nothing limits the City to tell us to move our cars only in the event of City emergencies. If the City finds there should be more occasions for cars to be moved, whether for “routine street plowing” or “average snowfalls”, then so be it. As I indicated in my previous email, that might mean we have to move our vehicles 10 times per winter, instead of 120 times. Further, if folks fail to move their vehicles (which they regularly failed to do during the old alternate side parking system Mr. Kaim wants to bring back), then the City needs to enforce the parking restrictions by having vehicles towed. Those vehicle owners not only have to pay the towing company to get their vehicles back, they also have to pay whatever fine the City imposes for failing to heed the parking restriction.

Mr. Kaim claims school buses couldn’t make turns due to parked cars. I am not sure in what context he is making this claim, but again, this is and should be addressed under the enforcement options available to the City. Mr. Kaim claims business owners downtown said spots were being taken up by parked cars.

Again, the context is not clear. Why does he think alternate street parking fixes this issue, if the vehicle owners didn’t move their cars when told by the City they needed to? This is an enforcement issue, not a parking restriction alert system issue.

He claims the DPW has to go down the streets more than once because cars haven’t moved. This was also the case under the old system. Some people do not follow the rules. The City needs to have the vehicles towed.

Then there was the argument that a return to having to move vehicles every night would make the police patrol the streets more regularly, looking for parking violations. As the police chief pointed out, the officers patrol every night, regardless of what parking restrictions are in place. If indeed there is a slow night, and the police department makes a review of parking restrictions a priority for an evening, they only had to do that 2 or 3 nights last winter. Under a return to the old system, they would have to do that every night.

That is a very inefficient use of our police force.

I reiterate what I said in my prior email: “The bottom line is the current system is efficient and directly administered to address when winter conditions actually warrant moving vehicles to one side of the street.

The old system was inefficient and unnecessarily restricted parking spots in areas where parking is limited to begin with. It makes no sense to go backwards.”

I ask that this email be made part of the record. Thank you.

VII. Presentation

a. Budget Structure Update

Acting City Manager Youngs reviewed where Council left off with 2027 budget guidance, sharing what a 3% levy increase looks like. Comptroller Blowers shared that all three funds are now balanced, and will continue to change as fund balance appropriations and other reserve funds are adjusted. He reviewed General, Water, and Sewer Fund projections as they stand today.

Acting City Manager Youngs explained that the proposed 3% tax levy increase comes in below the rate of inflation. Current projections include updated revenue based on current accruals, fee schedule updates, management efficiencies and vacancy savings, with no additional reductions required to reach a balanced budget, which includes a 1% contribution to fund balance, or \$120,000. She went on to explain that the water and sewer funds now show a 2% rate adjustment for direct inside and outside customers, and wholesale customer adjustments to better reflect system costs.

Next, Assistant City Manager Youngs reviewed a path to a 60% General Fund Debt to Revenue Ratio, putting off Pulteney Street reconstruction to 2030, City Hall Roof replacement to 2028, Lead Service Line Replacement beginning in 2028, Lakefront Seawall repair beginning in 2029, and water treatment plant sand filter replacement coming in 2027.

Capital needs outside the 5-year general fund program include the replacement of two fire engines,

lakefront seawall, Milton, Union, and Howard Street reconstruction, Gates Ave. reconstruction, boat launch replacement, a local match for the Rec Complex, the Fire Department elevator, Center and Toledo Street reconstruction, John Folger and Rose Street reconstruction, and Jackson and State Street reconstruction. Tax impacts for Council to consider for this proposed levy increase include a \$9.55 million, or a \$10.95 tax rate in 2027. An average household would see an increase of \$46 in 2027. Acting City Manager Youngs emphasized that these are proposed figures that will continue to be refined. She explained that staff isn't looking for more direction, as she and the comptroller have taken Council's guidance, and are working to prepare the City Manager's budget on September 9.

Mayor Cecere thanked Acting City Manager Youngs and Comptroller Blowers for the update and capital improvement program, that demonstrates the City is investing in reasonable means that it can afford. He reviewed how this would put less stress on the taxpayers of Geneva. The mayor then discussed how to achieve a structural surplus, and how revenue could be increased over time as well. He also noted that a pay-go fund will be created to pay for projects.

Discussion followed around the 2026 vs. 2027 tax rates.

VIII. Discussion

a. South Main Street Speed Reduction Ordinance

Mayor Cecere opened the discussion recalling Councilor Lavin bringing forward a speed reduction on South Main Street. Councilor Petropoulos spoke in favor of speed reduction. Councilor Kaim expressed his support of the reduction, recommending immediate enforcement.

b. South Main Street Parking Ordinance

Mayor Cecere explained that this ordinance would begin in the south of St. Clair, covering the bench section of South Main Street. Councilor Gillotte called enforcement important, noting a safety issue for those crossing the street. Councilor Gummoe clarified that parking on the East side of the street only, is impacted. He wondered how to achieve safety at crosswalks, recommending protected berms jutting out towards where traffic is, beyond parked cars. He suggested keeping all parking, and installing berms, losing maybe a few parking spaces while achieving crosswalk safety while keeping most of the parking.

Councilor Petropoulos shared that he's not in favor of removing any parking spaces. Councilor Grimaldi wondered if any difference has been made with the removal of some parking spaces in the same area of South Main.

c. Short-Term Rental Occupancy Tax Strategy

Mayor Cecere reviewed details of a proposed County occupancy tax on short-term rentals, noting that the City's tourism will contribute significantly to this tax. He wondered what the County would use this tax revenue for. The current county occupancy tax is used to fund the Finger Lakes Visitors Connection and destination marketing for the county. Mayor Cecere pointed out the infrastructure the City maintains for tourism, including roads, lakefront, and public safety, pointing out the \$7.2 million in recent storm damage to the lakefront. Additional revenue from a tax like this can help the city fund repairs and support infrastructure. The Municipality of Source model for occupancy tax means that the local municipality gets 50% of these county collected taxes, something he supports here. Mayor Cecere noted that the County would be charging 6%, and wondered if the City could look at the same approach.

Councilor Gummoe recalled that county occupancy tax is earmarked for county-wide marketing. Mayor Cecere explained that if the County does adopt the Municipality of Source approach, the city would use these funds to directly support infrastructure. Councilor Gummoe supports pursuing the Municipality of

Source approach. Councilor Brennan agreed, as did Councilor Petropoulos.

IX. Unfinished Business

a. Second Reading - E Bike Ordinance

Councilor Gummoe agreed with residents that spoke with concern about the age limit, which he noted is a State law, and not open for the City to change. He recalled proof of ownership, and wondered how people could provide that proof. Discussion followed. Councilor Brennan complimented the Freeman Family's presentation, agreeing with the education component. He also recognizes the need for the police to have an enforcement mechanism. Mayor Cecere wondered if there could be an education program for ages 12+. Councilor Petropoulos agreed, noting that the target is irresponsible e-bike use. Discussion followed.

Action taken by Councilmember Petropoulos; seconded by Councilmember Kaim, Jr.

Moved that the second reading of this Ordinance be approved

Motion Passed Unanimously (7-2 absent)

b. Resolution Designating 555 S. Exchange Street as an Unsafe Structure and Ordering its Repair or Demolition Pursuant to Geneva Municipal Code Chapter 111

Action taken by Councilmember Gummoe; seconded by Councilmember Petropoulos

Moved that this resolution be approved

Motion Passed Unanimously (6 -1 abstain -2 absent)

X. New Business

a. Resolution Designating Representatives to the GTCMHIC Board of Directors

Action taken by Councilmember Petropoulos; seconded by Councilmember Gummoe

Moved that this resolution be approved

Motion Passed Unanimously (7-2 absent)

XI. Adjournment

Action taken by Councilmember Gillotte; seconded by Councilmember Kaim, Jr.

Moved that the meeting be adjourned at 8:36 pm

Motion Unanimously (7-2 absent)

City Clerk

ORDINANCE # 2-2026

TO ADOPT CHAPTER 336 OF THE CODE OF THE CITY OF GENEVA, ESTABLISHING REGULATIONS FOR THE OPERATION OF BATTERY AND GAS POWERED ALTERNATIVE MOTORIZED VEHICLES

Chapter 336 – Alternative Motorized Vehicles

Article I – General Provisions

336 – 1 Definitions of words and phrases

The words and phrases used in this chapter shall have the meanings ascribed to them by Article 1 of the Vehicle and Traffic Law of the State of New York. The following words and phrases not defined therein shall have the meanings set forth in this section:

- A. **Alternative Motorized Vehicle:** Includes all-terrain vehicles (sometimes referred to as ATVs) as that term is defined in Section 2281(1) of the New York State Vehicle and Traffic Law; Off-highway motorcycles as that term is defined in Section 125-a of the New York State Vehicle and Traffic Law; Motocross or dirt bikes, dune buggies, go-carts, or minibikes; Micromobility devices which includes electric scooters, electric bicycle or other devices such as mopeds, electric skateboards, segways, hoverboards, and electric unicycles; and all other types of motorized trail bikes or vehicles that are manufactured for sale or operation primarily on off-highway trails or for off-highway competitions and are only incidentally operated on public highways.

Nothing contained herein, however, shall be deemed to apply to or prohibit the use of bicycles or any manual or electrically driven mobility assistance device, scooter, tricycle, or similar device used by a person with a disability as a substitute for walking. An "electrically driven mobility assistance device" specifically means any wheeled, electrically powered device designed to enable a person with a disability to move from place to place.

- B. **Operate** shall mean to ride in or on, other than as a passenger, or use or control the operation of an off-road vehicle in any manner, whether or not said off-road vehicle is under way.
- C. **Operator** shall mean every person who operates or is in actual physical control of an alternative motorized vehicle.
- D. **Public highway** shall mean any highway, road, alley, street, avenue, public place, public park, public driveway or any other public way.

- E. **Sidewalk** means that portion of a street between the curblines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

Article II – Battery Powered Alternative Motorized Vehicle

336 – 2 Prohibited Acts

The following acts are prohibited within the city of Geneva with respect to battery powered alternative motorized vehicles:

- A. Any person who violates any provision of the New York State Vehicle and Traffic Law within the jurisdiction of the city of Geneva shall, in addition to any penalties imposed under state law, be subject to prosecution, fines, and penalties as prescribed under this local law. The imposition of local penalties shall not be construed to limit, supersede, or otherwise affect the authority of the State of New York to enforce its own laws, nor shall a state enforcement action bar a separate any concurrent local enforcement action arising from the same conduct.
- B. No person under the age of sixteen shall operate a battery powered alternative motorized vehicle upon any public highway, or city owned property.
- C. Any person under the age of sixteen (16) found operating a battery powered alternative motorized vehicle in violation of any provision of this chapter shall be presumed to have done so with the knowledge, permission, or acquiescence of his or her parent or legal guardian. The parent or legal guardian of such minor shall be subject to prosecution and, upon conviction, shall be guilty of an offense for facilitating the unlawful operation of a battery powered alternative motorized vehicle, punishable by the same fines and penalties set forth in Section 336-7 of this chapter. It shall be an affirmative defense to prosecution under this section that the parent or legal guardian took reasonable steps to prevent such operation and did not knowingly permit, authorize, or fail to prevent the minor's use of the vehicle.
- D. No person shall operate a battery powered alternative motorized vehicle upon any sidewalk within the city of Geneva.
- E. No person shall operate a battery powered alternative motorized vehicle upon any public highway with a posted speed limit of over 30 MPH.
- F. No battery powered alternative motorized vehicle shall be operated at a speed exceeding the maximum speed permitted by state law for that device class anywhere within the city of Geneva.

- G. No battery powered alternative motorized vehicle shall be operated in a reckless or unsafe manner, including weaving through traffic, unsafe passing, excessive speed for conditions, or distracted or impaired operation.
- H. No person shall operate a battery powered alternative motorized vehicle within or upon any city owned park, pathway, playground or cemetery.
- I. This ordinance shall not apply to vehicles under the control of the city of Geneva or any other governmental agency operated in the course of a lawful municipal or governmental function, or to emergency vehicles engaged in rescue operations.

Article III – Gas Powered Alternative Motorized Vehicle

336 – 3 Prohibited Acts

The following acts are prohibited within the city of Geneva with respect to gas powered alternative motorized vehicles:

- A. Any person who violates any provision of the New York State Vehicle and Traffic Law within the jurisdiction of the city of Geneva shall, in addition to any penalties imposed under state law, be subject to prosecution, fines, and penalties as prescribed under this local law. The imposition of local penalties shall not be construed to limit, supersede, or otherwise affect the authority of the State of New York to enforce its own laws, nor shall a state enforcement action bar a separate and concurrent local enforcement action arising from the same conduct.
- B. No person shall operate a gas powered alternative motorized vehicle within or upon any city owned park, pathway, playground or cemetery.
- C. No person shall operate a gas powered alternative motorized vehicle upon any public highway, or on any public property except those vehicles properly equipped and licensed to do so by the New York State Department of Motor Vehicles.
- D. No person shall operate a gas powered alternative motorized vehicle off a public highway on private property in the city of Geneva unless such person has first obtained the express consent of the owner or occupant of such property to operate the gas powered alternative motorized vehicle on the property.
- E. No person under the age of sixteen (16) shall operate a gas powered alternative motorized vehicle upon any public highway, or city owned property.

- F. Any person under the age of sixteen (16) found operating a gas powered alternative motorized vehicle in violation of any provision of this chapter shall be presumed to have done so with the knowledge, permission, or acquiescence of his or her parent or legal guardian. The parent or legal guardian of such minor shall be subject to prosecution and, upon conviction, shall be guilty of an offense for facilitating the unlawful operation of a gas powered alternative motorized vehicle, punishable by the same fines and penalties set forth in Section 336-7 of this chapter. It shall be an affirmative defense to prosecution under this section that the parent or legal guardian took reasonable steps to prevent such operation and did not knowingly permit, authorize, or fail to prevent the minor's use of the vehicle.
- G. No person shall operate a gas powered alternative motorized vehicle upon any sidewalk within the city of Geneva.
- H. This ordinance shall not apply to vehicles under the control of the city of Geneva or any other governmental agency operated in the course of a lawful municipal or governmental function, or to emergency vehicles engaged in rescue operations.

Article IV – Reserved for future use.

Article V – Reserved for future use.

Article VI – Reserved for future use.

Article VII – Enforcement and Penalties

336 – 7 Penalties for Offenses; Impoundment and redemption

- A. Any person who operates an alternative motorized vehicle in violation of this chapter shall, upon a first offense, be guilty of an offense punishable by a fine not to exceed five hundred dollars (\$500.00), or imprisonment not to exceed fifteen (15) days, or both. Upon a second offense, such person shall be punishable by a fine not to exceed seven hundred fifty dollars (\$750.00), or imprisonment not to exceed fifteen (15) days, or both. Upon a third or subsequent offense, such person shall be punishable by a fine not to exceed one thousand dollars (\$1,000.00), or imprisonment not to exceed fifteen (15) days, or both.
- B. In addition to the penalties set forth in subsection (a) of this section, a police officer or other law enforcement official may immediately impound an alternative motorized vehicle that has been operated in violation of this chapter. Such impounded alternative motorized vehicle shall be stored by the police department or enforcement agency pending the identification of the owner of such

alternative motorized vehicle as registered with the New York State Department of Motor Vehicles. Alternative proof-of-ownership such as receipt, serial number, photographs, sworn statement or other creditable proof of ownership is acceptable. Notice of the impoundment shall be provided to the person from whom the device was seized at the time of impoundment. Neither the police department impounding such off-the-road vehicle, nor the City of Geneva, nor any agent, with jurisdiction within the city, nor city employee thereof, shall be liable for any damages arising out of this provision for an erroneous name or address of such owner. The owner of the alternative motorized vehicle operated in violation of this chapter may redeem such alternative motorized vehicle upon satisfactory proof of ownership and payment of a redemption fee in accordance to the schedule in subsection D, plus any applicable towing expenses. Satisfactory proof of ownership shall be consistent with the documentation that is required by the New York State Department of Motor Vehicles to register the off-road vehicle. An alternative motorized vehicle impounded under this subsection shall only be released to the owner of such alternative motorized vehicle, or to such owner's agent as evidenced by a written, notarized proof of agency, or duly executed power of attorney. If such property is not claimed and redeemed by the lawful owner within 60 days of the certified mailing, the city may sell or auction such property in accordance with state and local law.

- C. In the event that the underlying charge is dismissed or the operator is acquitted, the Chief of Police or his designee may waive the redemption and storage fee. However, any fees associated with towing the vehicle will not be waived or reimbursed.

D. Redemption Fee Schedule

Battery Powered Vehicle	
First Offense	Flat Rate of \$250.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.
Second Offense	Flat Rate of \$500.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.
Third & Subsequent Offense	Flat Rate of \$750.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.
Gas Powered Vehicle	
First Offense	Flat Rate of \$500.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.

Second Offense	Flat Rate of \$1000.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.
Third & Subsequent Offense	Flat Rate of \$1500.00; plus \$10.00 storage fee per day, not including the date the vehicle was impounded.

336 – 8 Severability

- A. If any provision of this local law is adjudged invalid or unconstitutional, such judgment shall not affect or impair the validity of the remaining provisions.

ADOPTED BY THE GENEVA CITY COUNCIL ON AUGUST 18, 2026.

ATTEST:

Mayor

City Clerk

Resolution # 45-2026

Resolution Designating 555 S. Exchange Street as an Unsafe Structure and Ordering its Repair or Demolition Pursuant to Geneva Municipal Code Chapter 111

WHEREAS, a resolution was duly adopted by the City Council of the City of Geneva on the 1st day of July 2026, calling for a Public Hearing to be held by the City of Geneva on the 5th day of August 2026, at the City of Geneva City Hall, 47 Castle Street, Geneva, New York, at 7:00 P.M., to hear all interested parties regarding the designation of the building at 555 South Exchange Street (the "Building") as an unsafe structure and ordering its repair or demolition pursuant to Geneva Municipal Code Chapter 111; and

WHEREAS, notice of said Public Hearing was duly served and advertised in accordance with law; and

WHEREAS, said Public Hearing was duly held at the City Hall on the 5th day of August 2026, at 7:00 P.M., and all parties in attendance were permitted an opportunity to speak on behalf of or in opposition to the designation of the Building as being unsafe and the ordering of its repair or demolition; and

WHEREAS, all testimony and evidence submitted by any interested parties have been made a part of the record of these proceedings and have been considered by City Council; and

WHEREAS, said proposed action is a Type II action for the purposes of the New York State Environmental Quality Review Act and therefore requires no further environmental review; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby makes the following findings:

1. The City Council has reviewed the enforcement file of the Code Enforcement Officer, including the Orders to Vacate, Notices of Violation, Notice of Unsafe Building, related correspondence between the City and the owner, Cecere Holdings LLC and/or its agents (the "Owner"), as well as photographs of the unsafe conditions at the Building.
2. The Building is structurally unsound and unsafe because of age and deterioration; specifically, the Building's street-facing façade is visibly deteriorating, with significant cracks in the brickwork, such that the brickwork façade has become detached from the frame of the Building, and is leaning towards the sidewalk and the street, and is in danger of collapse or having bricks or other parts of the Building fall into the street or sidewalk without warning. Additionally, the Building's structural integrity and framing members are severely compromised, in that the floors, ceilings, and walls have become detached from their structural elements, leading to sagging floors, ceilings, and walls and windows that are no longer securely attached.
3. The City Code Enforcement Officer investigated the Building and reported that it is unsafe.
4. The City provided a Notice of Unsafe Building to the Owner on March 10, 2026, in accordance with Chapter 111, advising the Owner that the Building is unsafe, and requiring the submission of a satisfactory plan for the repair or removal of the Building.
5. Photographs in the enforcement file depict the aforementioned unsafe conditions at the Building.
6. The Owner has failed to provide a satisfactory plan for the repair or removal of the Building within ninety days as is required by Chapter 111-4.

BE IT FURTHER RESOLVED, that upon consideration of the testimony and submissions in this proceeding, City Council hereby designates the Building at 555 South Exchange Street as an unsafe

structure, and hereby ORDERS that the owner shall repair or demolish the Building no later than September 30, 2026; and
BE IT FURTHER RESOLVED, that, pursuant to Chapter 111-5(B) and (C), in the event the Building is not repaired or removed by September 30, 2026, the Acting City Manager is authorized to arrange for the repair or demolition of the Building in accordance with the City's standard policies for procuring public work, and all costs and expenses incurred by the City in connection with these proceedings, including legal fees, to repair or demolish the Building, shall constitute a lien against the land upon which the Building is located and shall be added onto the next tax roll to be filed.



STATE OF NEW YORK)
COUNTY OF ONTARIO) ss:

I, Nicole Tillotson, City Clerk of the City of Geneva, New York, do hereby certify the foregoing to be a true and complete copy of an original resolution on file in the City Clerk's Office, which said original was adopted at a Regular Meeting of the Geneva City Council held on August 18, 2026.

Dated: August 19, 2026

Nicole Tillotson

City Clerk

Resolution # 44-2026

Resolution Designating Representatives to the GTCMHIC Board of Directors

WHEREAS, the City of Geneva is an active Participant in the Greater Tompkins County Municipal Health Insurance Consortium, and

WHEREAS, in order to maintain our membership, the City of Geneva must provide updated representative information to the GTCMHIC, now therefore be it

RESOLVED, that on behalf of the Geneva City Council, the Consortium is hereby notified that following individuals are hereby designated to serve as:

Director to the GTCMHIC Board of Directors: Acting City Manager, Taylor Youngs (Delegate)
Alternate to the GTCMHIC Board of Directors: Human Resources Director, Jennifer Slywka, (Alternate).



STATE OF NEW YORK)
COUNTY OF ONTARIO) ss:

I, Nicole Tillotson, City Clerk of the City of Geneva, New York, do hereby certify the foregoing to be a true and complete copy of an original resolution on file in the City Clerk's Office, which said original was adopted at a Regular Meeting of the Geneva City Council held on August 18, 2026.

Dated: August 19, 2026

Nicole Tillotson

City Clerk

The Geneva City Council
Journal of Proceedings
City Council Special Meeting
City of Geneva, New York
August 19, 2026 – 6:00 PM

City Hall
2nd Floor Conference Room
47 Castle Street
Geneva, NY

Presiding - Jim Cecere Mayor

I. Call to Order – Mayor, Jim Cecere

II. Pledge of Allegiance

III. Roll Call

IV. Discussion

a. Strategic Plan Review

Mayor Cecere opened the meeting by recalling that this Council has surfaced more information in the City than normal. He calls transparency the number one accomplishment this Council has achieved.

The mayor recommended using strategic objectives for the budget process, hoping for a majority idea of where the budget should go when it is presented by the City Manager. Mayor Cecere presented a document accompanying the Strategic Plan, and tying it to the proposed budget.

Council then had a high-level conversation about their top three priorities for the remainder of the year.

Suggestions for focus for the remainder of this year included: Water and Sewer Rates, Occupancy Tax/Short and Long Term Rentals, Reorganization, Cash Management, License Fees, a branding North Star, winter parking, and South Main speed and parking.

Paths to implementation were discussed for each priority.

Must-do items for 2026 were decided to be Water/Sewer Rates, Short and Long Term rental tax, reorganization, winter parking, and South Main Street parking and speed reduction.

A calendar was developed to guide the remainder of the year.

V. Executive Session

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that Council move into executive session at 7:31 pm to discuss the employment of a particular person

Motion Unanimously (7-2 absent)

Action taken by Councilmember Petropoulos; seconded by Councilmember Gillotte

Moved that Council exit executive session at 7:45pm

Motion Passed Unanimously

VI. Adjournment

Action taken by Councilmember Petropoulos; seconded by Councilmember Gummo

Moved that the meeting be adjourned at 7:46 pm

Motion Passed Unanimously (7-2 absent)

City Clerk