

**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