

Minutes of a Town Board Meeting held by the Town Board of the Town of Riverhead at Town Hall, 200 Howell Avenue, Riverhead, New York, on Tuesday, April 15 2003, at 7:00 p.m.

Present:

Robert Kozakiewicz,	Supervisor
Edward Densieski,	Councilman
James Lull,	Councilman
Barbara Blass,	Councilperson
Rose Sanders,	Councilperson

Also Present:

Barbara Grattan,	Town Clerk
Dawn Thomas, Esq.,	Town Attorney

Supervisor Kozakiewicz called the meeting to order and the Pledge of Allegiance was recited, led by Mrs. Toni Litka.

(There was a CD error and this part of the meeting was not recorded)

Minutes of the regular Town Board meeting of April 1, 2003 were approved. Motion by Councilwoman Sanders, Seconded by Councilman Lull. 5 yes.

REPORTS:

Receiver of Taxes	Total collected to date: \$42,385,047.49
Recreation Department	Monthly report for January, 2003, total collected: \$13,440.00
Open Bid Reports	Snack vendor, opened 4/4/03 Stotzky Park - 2 bids received Wading River - 2 bids received Food opened 4/4/03, 1 bid received Meat & Poultry opened 4/4/03, 1 bid received Propane bids opened 4/4/03, 2

received

Removal of household hazardous
opened 4/4/03, 2 bids received

APPLICATIONS:

Shows & Exhibition
Permits

Speedwork FX-May 4th, 9:00 a.m. to
8:00 p.m. cars and trucks on
display

Fireworks Permit

Riverhead Raceway July 5, 2003

CORRESPONDENCE:

Cornelius Borgerding

Regarding Crown Sanitation - do not
approve any further expansion

Richard Lawrence

Regarding Crown Recycling Facility
acquisition proposal and land
leasing agreement

Peter Danowski

Regarding subdivision-Aquebogue
Golf Resorts petition for con-
struction of lateral water mains

Regarding subdivision - NF Golf
Resorts petition for construction
of later water mains

Petition

12 signatures in objection to the
zoning change request for Crown
Sanitation

S. Kuhl

Regarding objection to the
expansion of Crown Sanitation and
the consideration of relocating

Raymond Zuppa

Regarding objection to the
expansion of Crown Sanitation and
the consideration of relocating

Greater Calverton Civic
Association

Regarding objection to the
expansion of Crown

There were Committee Reports from Councilman Densieski regarding East End Surf Club. Supervisor Kozakiewicz spoke regarding development rights - Vernon Wells. Athletic Department, Girl's Softball Team.

Public Hearing Opened: 7:05 p.m.

Barbara Grattan: "I have affidavits of publishing and posting for a public hearing to be held at Riverhead Town Hall, Riverhead, New York on April 15, 2003, at 7:05 p.m. regarding the purchase of development rights from Edward and Alice Krupski on approximately 37.3 acres of agricultural lands located on the northwesterly side of Northville Turnpike, at \$30,000 per acre."

Speakers: Hoot Sherman
Supervisor Kozakiewicz

Public Hearing closed: 7:11 p.m.

Public Hearing opened: 7:11 p.m.

Barbara Grattan: "I have affidavits of publishing and posting for a public hearing to be held at Riverhead Town Hall, Riverhead, New York on April 15, 2003, at 7:10 p.m. regarding the purchase of development rights of approximately 10.1 acres of agricultural lands owned by John and Helen Cichanowicz located on the northeast corner of Northville Turnpike and Doctors Path."

Speakers: Hoot Sherman
Supervisor Kozakiewicz

Public Hearing closed: 7:14 p.m.

Speakers: Georgia Gabrielsen
William Schulman
Supervisor Kozakiewicz

Public Hearing opened: 7:24 p.m.

Barbara Grattan: "I have affidavits of publishing and posting for a public hearing to be held at Riverhead Town Hall, Riverhead, New

York on April 15, 2003, at 7:20 p.m. regarding the consideration of a local law to amend Chapter 108 of the Town Code, Section 108-3 Definitions, Country Inn."

Speakers: Supervisor Kozakiewicz
Sid Bail

(At this time the CD started recording)

Sid Bail: "-- article in my office at home who my wife lovingly refers to as junk-rama, and it's a treasure trove of lost goodies. And this one is from July 17, 1996, and it's from Suffolk Life and country inn- it's the first time that Ken Berra and Mr. Russo (phonetic) were here at a work session apparently to talk to Supervisor Stark about the possibility.

And what they were asking for, they said they had some kinks, etc., they were talking about the 11 acre property which was the one that they developed. And originally what they were thinking about was 30 to 40 rooms according to this article and a small restaurant that would accommodate a breakfast or a lunch. This wouldn't be a motel or a hotel- in the article.

So, you know, obviously the project that did get developed on 11 acres is considerably more, considerably on a larger scale than that. And I realize there are certain advantages but there are certain advantages of making it- the country inns appropriate to creating a certain ambiance, conforming to certain kinds of architectural styles in the community.

I've been told out in Southold right now they're looking at this issue of country inns. One of the things that they're exploring is the possibility if someone wants to build a bigger country inn, they have to tie it in with land preservation, and that's, you know, it's an idea that's floating around in there.

But, I don't know if it's appropriate in the CR zone also, which is- we're the lucky recipients in Wading River. And we'll have two, so I support that and I wanted to share this wonderful treasure with you, this article."

Supervisor Kozakiewicz: "Is there anybody else who would like to address the Board either for or against- Jill Lewis."

Councilman Densieski: "Thank you, Sid."

Jill Lewis: "I just had a question. I'm sorry I didn't hear when you were explaining exactly what the zoning- "

Barbara Grattan: "Could you please state your name for the record?"

Jill Lewis: "I'm sorry. It's Jill Lewis, Wading River, New York. Does it describe facades as Sid was talking about? Is there an architectural review set up for when you do the zone change on country inns?"

Supervisor Kozakiewicz: "Country inns would be subject to Architectural Review Board."

Jill Lewis: "So is the country inn that we have now in Wading River, did that go through the same process?"

Supervisor Kozakiewicz: "It went through ARB."

Jill Lewis: "So a brick facade with that type of lighting is considered a country inn?"

Councilman Densieski: "Well, the lighting, we've changed the code since then."

Jill Lewis: "The reason I ask is because I think when people think country inn, I think it's a really nice sounding, something that you might want to welcome to your community. But when you see a large brick building, it's not exactly what you anticipated and I think country inns should incorporate just what I think the average person is going to think when a country inn may be coming to town."

Supervisor Kozakiewicz: "Thank you."

Jill Lewis: "Thank you."

Supervisor Kozakiewicz: "Anybody else who would like to address the Board on the proposed change to the definition of country inn? Not seeing anybody wish to do so, declare the public hearing closed, the time of 7:30 p.m."

Public Hearing closed: 7:30 p.m.

Public Hearing opened: 7:30 p.m.

Supervisor Kozakiewicz: "And, Barbara, would you read the affidavit of publishing and posting for the hearing scheduled for 7:30 p.m."

Barbara Grattan: "I have affidavits of publishing and posting for a public hearing to be held in Riverhead Town Hall, Riverhead, New York on April 15, 2003, at 7:30 p.m. regarding the consideration of the adoption of rules and regulations for the operation for the town owned runway/landing strip located at Calverton Enterprise Park."

Supervisor Kozakiewicz: "Okay. This public hearing is an extensive document. It's been on the website. We are here to hear your comments, what you think, and whether it's been drafted adequately, whether it needs changes, whether it needs modification.

As you can see looking around the room, there's a lot of people here and, presumably, maybe not all, but a lot of you are here to address the Board with respect to the proposed rules and the proposed regulations.

So I'm going to ask a couple things. Please, please, please be respectful of all the speakers. Let them speak, let them say what they believe as far as the proposed language that's before us tonight. Limit your comments to just that as opposed to a question and answer. We're here to receive comments; we're here to hear what you think is either wrong or correct with respect to the proposed draft. And that way, I hope we can get through this in an orderly fashion and as effectively, is possible.

With that said, is there anybody who wishes to address- "

Barbara Grattan: "Name and address."

Supervisor Kozakiewicz: "Name and address, absolutely. I'm going to- I want comments, no question and answers. And we're going to try and get through this as quickly as possible."

(Inaudible question from the audience)

Supervisor Kozakiewicz: "I'm going to ask for names and addresses. Yes?"

Bernard Burton: "Good evening, Mr. Supervisor and Members of

the Board. My name is Bernard Burton, I represent Northeast Holdings who presently holds an agreement with the Town of Riverhead for the operation of the existing runway.

I'm here tonight basically- "

Supervisor Kozakiewicz: "Mr. Burton, I'm going to stop you. I just want to make sure you also state on the record your address. Because I know everyone wants- I'm going to ask that everybody state their name and address for the record tonight."

Bernard Burton: "It's 510 Broad Hollow Road, Melville, New York."

Supervisor Kozakiewicz: "Thank you."

Bernard Burton: "First of all, I'd like to introduce a gentleman that I have with me this evening. He's a former aviation safety inspector for the Federal Aviation Administration. He's an expert in the field. He knows rules. He knows regulations and he has extensive knowledge of these matters. So he's here and he's available to assist the Board in any respect- "

Supervisor Kozakiewicz: "Yeah, actually, I noticed Tom Chastain who helped draft the rules and regs. Tom, I think maybe it would make most sense for us to have started with him. And I apologize to you, Mr. Burton. I didn't see you in the back of the room, Tom. It's a little bit dark back there."

If you would step forward, introduce yourself, place your name on- I mean your name and address on the record, and how it is you dealt- I'm sorry, Mr. Burton. We'll bring you up right after Mr. Chastain finishes."

Tom Chastain: "Yes, sir, Mr. Supervisor and Members of the Board. I'm Tom Chastain. I'm the principal of Tri-State Planning and Engineering, a consulting firm. Our business is located at 208 Glen Cove Road in Old Westbury, New York."

We were asked to serve in an advisory capacity on a number of issues to the Board concerning Calverton air park and approximately a year ago some members of the community, I think of the aviation community, came to you with some suggestions and to rules and regulations that might be applicable to the airport. Those were forwarded to us and we were asked if we could review those, expand on

those, and advise the Board in terms of what normally happens at other airports.

What we did as a result of that was we went to a number of airports, small- very small airports and some of a medium sized general aviation airport across the country and we also went to the national source which is the American Association of Airport Executives and availed ourselves of their recommended rules and regulations for airports.

And we sorted out for the Calverton Air Park those items that we thought not only might apply in the very near future, but we tried to be foresighted and say, okay, in the longer ranger future you may have situations that arise and rather than always updating the rules and regulations to apply to new conditions and new situations that you're presented with, we would suggest laying out initially a full set of rules and regulations that as we could see, would serve you for many years into the future with the air park.

And so we did that and it went through a couple of revision forms and then finally settled into the form that was published for tonight's hearing.

But since not everyone perhaps has seen those or perhaps had a chance to read them in detail, I'll not bore you with the whole thing. It's about 20- I think there are about 24 pages or so. But let me just talk very briefly about the major headings of this-- of these rules and regulations and what they're intended to do.

The rules and regulations have nothing to do with the physical facilities of the air park. They would be applied whether you were dealing with an established airport someplace in the United States serving small GA airport- aircraft, or an airport that was being planned for development sometime in the future.

And these have three basic themes running through them. The first and foremost is safety, safety to the aviation community that's using aviation facilities in a community. Safety to the neighbors of the facility, and assuring that the safe operation of the aircraft at that facility are always foremost in mind as we perceive with the rules and regulations.

The second area is to do with fairness and equality and we wanted to provide you with a document that can assure that all those that come to you wishing to avail themselves of some activity or some

facilities that the town may have at the air park, are treated fairly and equally so that you do not have a situation that you approve now, only to find later on that that may be unfair to someone new that wishes to come in and utilize the facilities.

And, finally, the operating rules and regulations so that everyone using the town facilities understands what the rules are at the outset and understands that they must abide by those rules or they'll simply be asked to not use the facilities in the future.

These are laid out recognizing that Calverton Air Park is a private use facility by permission only and so there's a great deal of control already within the town as to how that facility or uses the facility.

But nevertheless, even with that, as you may review proposals to you in the future. We wanted you to have a document that would encompass almost anything that we could foresee coming to you for use of Calverton Air Park.

And, so with that, I think I'll not go into any more detail unless members of the Board have some specific questions. I am here as your resource. Our firm works only with airports. We work with any number of small GA airports across the country and we've worked with essentially all the airports on Long Island. So we are familiar with aviation, that's all we do.

We interact with the New York State DOT and the FAA on a daily basis. We interact with airport managers, aircraft operators and those using airport facilities on a daily basis. So we are very familiar with the various circumstances that have come to develop at other airports and we'd be happy to be available for either response to questions or response to comments that may come out of the public or from members of the Board."

Councilwoman Sanders: "Mr. Chastain, in an effort to save some time and to avoid maybe possibly everyone getting up to make a comment, I have a question.

There was a list of some issues and concerns that were faxed to you on an earlier date that possibly you can address some of those items that were on that list."

Tom Chastain: "I would be happy to do that. I believe that Councilwoman Blass, if that's the list you're referring to, faxed me a

list of items. The fax is dated April 9th. So it was last week. We did review those, take a look at those to see-- in some cases the questions simply don't apply to rules and regulations of the air park. Where they do, I will attempt to answer those.

Now I see here, if you want me to do that, there are a total of I listed 30 some questions. So, you want me to proceed through those at this time?"

Supervisor Kozakiewicz: "That's fine. I was kind of envisioning actually having everybody get up and then assembling the questions and trying to put together a comprehensive list at the end. I thought that might be a better way to deal with it. Get the comments and the questions and then put them all in one full comprehensive list of questions and have you respond that way. I thought that might be an easier way and less cumbersome way to deal with it, instead of doing it piecemeal."

Tom Chastain: "I just don't want to take up a lot of time here- I see a lot of people want- "

Supervisor Kozakiewicz: "There's a lot of people here so obviously I want to allow everybody an opportunity to make a comment and address the Board. So I thought maybe the better way to do it and, again, if there's disagreement on this we can have further discussion, would be to put together all the questions that come out of- as a result of today's hearing, put them in a comprehensive form, pass them on to Mr. Chastain to have him address all the questions."

Councilwoman Blass: "Toward that end, then I would like to formally submit the copy that- and I think you will agree that this is the document that I sent to you- to Mrs. Grattan to make it a part of the official record so that at least these will be acknowledged. Thank you."

Supervisor Kozakiewicz: "Okay. Mr. Burton."

Bernard Burton: "Thank you. Just a moment ago, I think I failed to identify the expert that's here with us tonight from the- formerly the FAA inspector, and that's Richard Wieroski (phonetic), the gentleman sitting to my left.

I just want to say very briefly that the position that my client has with respect to this is essentially very simple. We certainly acknowledge and accept the fact that this is a private use air

facility. As a matter of fact, our business plan centers on that very fact.

We know that when the US Navy was here building this facility, they never intended this facility to be anything but a private use facility. Never did they expect it to be an airport.

Also, when Grumman was here, they didn't expect it to be an airport. And while we're here, we certainly do not expect it to become an airport nor would we do anything to encourage that particular event.

We are bound by the zoning law; we acknowledge that completely. We're bound by the wishes of the voters of the Town of Riverhead at the last referendum on this issue, and we are certainly comfortable with that. And we're here to respond to any question that anybody might have with regard to the rules as we see it.

Certainly, as Mr. Chastain has pointed out quite correctly, the rules will apply to a private use facility and to the extent that they do apply to a private use facility, we certainly are comfortable and accept the rules.

So, with that, if there are any questions that perhaps Mr. Wieroski may address, we'll be very glad to listen."

Supervisor Kozakiewicz: "Again, I think what I'm really trying to do is not get into a question and answer. I'm looking to get, with all due respect, because there's a tremendous amount of people here. This is probably as packed as we've seen this room. I want to get comments and if we can to keep the process moving along, so, again, I'd like to get issues addressed with respect to where there are shortcomings, where there could be additional language added to the proposed rules and regs and to keep it moving.

Okay, I'm sure there's somebody else. Who wishes to speak next? Raise your hand. Sid Bail."

Sid Bail: "Sid Bail, 33 Long Bow, Wading River, New York. May I just ask a procedural question? Mr. Burton, who is he representing?"

Supervisor Kozakiewicz: "He indicated he's representing Northeast Holdings and his office is in Melville."

Sid Bail: "But this hearing isn't about Northeast Holdings."

Supervisor Kozakiewicz: "That's correct. I'm glad you brought that up. I was going- this is about the rules and regulations that were adopted by resolution to go out to a public hearing, a public hearing which was noticed for tonight, tax day, April 15th, at 7:30 p.m. We are here to hear comments as the public hearing notice says, those interested persons or the people who want to address on what has been proposed in this draft."

Sid Bail: "Thank you for the clarification. A few weeks ago, we were told that the town had requested that their aviation consultants draw up a set of rules and regulations for the Calverton Airpark. The proposed regulations are deemed necessary to provide for the maintenance and security for the town owned 10,000 foot runway."

Supervisor Kozakiewicz indicated to me that the rules and regulations would address the concerns that a large number of people had about the extent and consequences of significant aviation activity at Calverton. Councilman Densieski also indicated to our members at one of our civic meetings that the rules and regulations would be consistent with the existing zoning and that nobody is trying to back door an airport. These- please. These remarks were very comforting. However, after having an opportunity to review the proposed regulations and procedures, it becomes clear to us that we couldn't support their adoption.

It's our firm believe that these rules and regulations are not consistent with the reuse plan that was developed for Calverton. We also believe that the proposed airpark regulations fundamentally alter the existing zoning that is in place.

Under the proposed regulations, permitted aviation uses are expanded far beyond the scope of the existing zoning. To put it bluntly, the proposed rules create a de facto general aviation airport.

We also- my mother is back there- We also believe that the rules and regulations do not adequately address quality of life concerns. We were stunned that this proposal did not address the noise issue in any substantial or meaningful respect. We were also disappointed that the regulations adopted the same hours of operation as MacArthur Airport.

It is also interesting to note that there is no mention of any

attempt to control the number of aviation operations or to add restrictions about the types of aircraft that would be allowed to use this private airfield.

We believe that the airport layout- by the way, this paragraph is null and void. I was talking about the absence of an airport layout plan. I believe that's what's on the desk, the two maps. Does that represent the airport layout plan? Does anyone- yes, okay.

My comment was that I think it was wonderful that you put the rules and regulations on the town website and that's a great thing for people to look at but the airport layout plan should have been available far, far earlier than it apparently was tonight.

We're also concerned about the role of the airport manager. We believe that under the rules and regulations, the airport manager is given an extraordinary degree of authority to act on behalf of the town. We believe that more attention should have been given to the procedures by which the air park manager will effectively and fairly enforce the rules and regulations.

We, therefore, respectfully, excuse me, suggest that you do not adopt the proposed rules and regulations for the Calverton Airpark. We would also request that you keep the comment period open for at least another two weeks, because I know there's a lot of folks who couldn't be here tonight and would like to express their opinion, I'm sure on both sides of the issue. Okay.

I have copies and thank you for your time."

Supervisor Kozakiewicz: "Thank you, Sid. Next speaker, please. Yes, Gene Greaves, please."

Gene Greaves: "Hi, Gene Greaves, Sunny Line Drive, Calverton. I have a couple prepared notes as well, comments to take into account.

I was really appalled myself as well when I read the regulations- rules and regulations, because I think they go far beyond what their intentions were, which was to define rules and regulations, not general aviation. I must also point out that it's a complete denigration of the will of the people of this town by a select few that, you know, we were told that we needed to have a voice by Mr. Densieski, but I guess this was before the referendum supporting the airport was defeated and he was only kidding when he said that.

The town website advocates its primary goal for Calverton Enterprise Park which doesn't indicate airpark anywhere in it, as this stimulation of manufacturing, industrial and high technology in order to replace or surpass jobs and tax base realized during Grumman's operations.

The major components listed are industrial park, theme park attraction area, sports park, commercial recreation areas and retained open space. Nothing about an airpark.

I must point out that Grumman's use of these runways while private was an accessory use. Under the reuse plan, the intentions were meant to keep this the same. Tonight's document was supposed to eliminate ambiguities in the current code and maintain these same intentions. It falls short.

Included in this document, is the sale of aircraft in Section 2.2; leasing in Section 2.4; air charter taxi to general public in Section 2.9; specialized commercial flying services including sightseeing, banner towing and crop dusting in Section 2.11; flying clubs in Section 2.13; and subleasing in Section 2.14, all of which support general aviation, not accessory use.

Yet even more incredible is the shortcomings, not to mention there is no mention of the size restrictions on aircraft intending to use this property. No mention on daily flight restrictions. Even the hours of operation are ambiguous. Section 2.1 states the premises will be open and services available eight hours a day, six days per week, every week of the year. Fine. Section 3.7 only limits that there be no take-offs or landings from the hours of 11:00 p.m. to 5:00 a.m., as Mr. Bail alluded to, MacArthur type hours, unacceptable.

The very thing this document was supposed to delineate was the accessory usage and it does not. The document delegates authorization of itself to be supplemented or amended by a third party in Section 1.1. In other words, someone other than the town as Mr. Bail also alluded to. I don't think so. I don't agree with that at all. I think the town should have total control over what is made a rule or regulation over there and the management manages.

It refers to the air plan layout which I as well was not aware until coming here tonight that it was finally made available.

Section 3.5 indicates that- should limit the permission of any air show, contest or demonstration. My comment is that should be the

town only again. Section 3.9 on limiting the change of regulations should be on the town only as well.

And I just wanted to further add that contrary to other opinions, I feel that we do not need an airport. We need to replace jobs and a tax base as your own website advocates. We should be creating an industrial park similar to that in Hauppauge which is home to 1300 businesses and 55,000 employees yet you would never know it by driving past.

I am against this document. I am against general aviation and until the Board proves it represents the interests of its constituents, I'm against any type of aviation, accessory included. This may be a sleepy town, but the people aren't asleep.

Thank you."

Supervisor Kozakiewicz: "Thank you. Next speaker, please. Next speaker, please."

Emil Mollik: "Good evening. Thank you for allowing me to address you. My name is Emil Mollik. I live in Speonk, 34 Hollow Park."

Barbara Grattan: "Sir, could you spell your name please? Last name. Spell your last name."

Emil Mollik: "M-O-L-L-I-K. Emil is E-M-I-L."

Barbara Grattan: "Thank you."

Emil Mollik: "I graduated from Riverhead High School in 1962. My guidance counselor said you're not going to college. I have a job for you out at Grumman. I had never even heard of Grumman. I went out there, I took a few interviews, a few tests, I got the job as an engineering aide. I worked my way for 32 years up to full engineer. It was a wonderful facility. Grumman was a wonderful company.

I just want to say a few things. I won't take too much of your time up. I'm trying to do the right thing for everybody.

We're talking about jobs, prosperity which yields tax revenue for the Town of Riverhead. This would be good. It is a wildlife preserve. I know this for a fact because I jogged it every day for 32 years. And that can live environmentally with business. I experienced

it for 32 years. I jogged the whole perimeter and saw it personally up front. Snakes as large as black hoses, Canadian geese. They owned it. Deer. All kinds of birds and foxes. Fish in the lakes that we fished and threw back in. Swan lake, swans all over the place. Yet jets took off and landed and the wildlife was never affected. I was shocked because I jogged right by them. I ran the runways and taxiways and we co-existed.

I lived it. It is a sin to let such a wonderful facility, a national asset, lie idle. We should allow technical influx to some degree to inspire us to scientific excellence. To watch an aircraft fly is an excellent beautiful scientific excellence. My hero is Charles A. Lindberg, the Wright Brothers.

Aviation is our escape from the earth and all its problems. It gives us hope and faith. The by-product here would be jobs, prosperity and tax revenue for Riverhead. I want the kids of this area to have the same opportunity as I have had, to experience a technical scientific job opportunity. To see a flying machine take off is euphoric and (inaudible).

The place is a highway to connect Riverhead to opportunity, for jobs, prosperity and, again, tax revenue. It can only elevate us all. It must be utilized to benefit us all. It must be productive. That is what capitalism is, our way of life. It's good. It can be good for all.

Thank you for allowing me to address you."

Supervisor Kozakiewicz: "Thank you. Next speaker, please. Next speaker. I have someone coming up. You can be following him, sir? You can follow- you can stand up right after him and queue up."

Steve Kirschenbaum: "Members of the Town Board, Steve, Kirschenbaum, Calverton.

Sometimes I look at this town and I look at the residents of the town and sometimes it's a case of the tail wagging the dog. And I look at things and go- "

Supervisor Kozakiewicz: "Calverton."

Steve Kirschenbaum: "Calverton. 300 South River Road, Calverton."

Supervisor Kozakiewicz: "I'm sorry. What was that? Street address."

Steve Kirshcenbaum: "South River Road, Calverton."

Supervisor Kozakiewicz: "Thank you. Okay."

Steve Kirschenbaum: "The people of Bayport were faced with the same dilemma the people of Riverhead were. A developer bought the Bayport aerodrome property and the people in the community were so thrilled the planes weren't going to fly again, were so thrilled the property was going to be gone, they weren't going to see airplanes. All of a sudden they sat down, they looked at what was going to be there in its place and unilaterally the town got together and got Islip town to purchase the property to preserve the open space and keep it as the Bayport aerodrome which it is today, a good neighbor to everybody."

The Calverton site, I look at it as the tail wagging the dog with these rules and regulations, quality of life. I live in Calverton and I want quality of life for my children in Calverton. The Grumman site, the people are so far to push the worse spectrum of this that it was going to turn into LaGuardia, that LaGuardia was going to fold up shop and come to Calverton, a place where there was no population base. There's no density, there's no need for an airport facility like that. So afraid, they told the Town Board, we'll take anything except the airport.

So the tail wagging the dog syndrome here is they were afraid Queens was going to come to Riverhead and their quality of life was going to be destroyed. So instead all the Civics sat of these redevelopment commissions, they sat on these committees and they came up with a plan. The plan calls for bulldozing 65% of the woodland at Calverton for developing 30% lot coverage, commercial, industrial, recreational destinations that can amount to 20 to 30 million square feet development at the site, Queens. So they were afraid Queens was going to come to Riverhead because of the airport so they're bringing Queens to the airport to replace it.

The aviation entity at Calverton, if you preserve the runway or the runways, you preserve almost 600 acres of open space. You prevent development. If you take this runway rules and regulations which right now, no matter what there's going to be use at the Calverton site. It was brought into the redevelopment plan. You need rules and regulations- "

Supervisor Kozakiewicz: "Steve, Steve- "

Steve Kirschenbaum: "Yes?"

Supervisor Kozakiewicz: "I mean Mr. Kirschenbaum, please address us, the Board."

Steve Kirschenbaum: "Okay, I'm sorry."

Supervisor Kozakiewicz: "We're here to hear from the public."

Steve Kirschenbaum: "I apologize."

Supervisor Kozakiewicz: "To address the rules and regs to us."

Steve Kirschenbaum: "If we address these rules and regulations, there's rules in place that property is preserved forever and we stop over-development within our community. If the- everyone talked about the big, bad FAA, you get them involved, you lose control. What happens when you sell the property? You lose control. What can happen on that property? Anything that's permitted under current zoning."

The aviation use at Calverton came here 50 years ago to a sleepy little town in eastern Suffolk, worked three shifts a day, 24 hours a day, seven days a week, 3,500 employees flying military Mach 2 aircraft. Fifty years later they left. It's still sleepy little Calverton.

Aviation breeds prosperity. It does not degrade communities, over-development does. Thank you."

Supervisor Kozakiewicz: "Sir."

Joe Fureo: "Good evening. My name is Joe Fureo, 174 Fairway Drive, Wading River."

And, I'll tell you. I'll give you the real story. Because what we're being told is that these nice, lush open space runways, you know, they preserve land forever. That's not what affects quality of life. I'll tell you what affects quality of life because my quality of life was affected and this all started almost 30 years ago when I moved into Holbrook, which I saw the development of the Islip Airport, MacArthur Airport.

And here's the problem. The problem isn't that we're going to have a major Islip, okay? I don't see that happening. What I do see is quality of life which we're also concerned with, okay, being affected and here's how it gets affected. Because of little things that are written into these reports as far as concerning touch and go, just for an example, plane space at the airport.

Went to a civic meeting last month and they, this fellow Mark (inaudible), he said there's going to be no touch and goes at the airport. Okay? Well, that's not what this says. And this is just exactly- some of the things that the town has to be aware of and really look into it.

These regulations are full of problems for us and our impact on life, quality of life.

Getting back to my story is that I lived in Holbrook and at that time MacArthur Airport did a lot of the touch and goes. A lot of touch and goes. Touch and goes happening about every three minutes affecting a huge area. Don't think just because you live in Calverton, that's the only area that's going to be affected. Wading River is going to be affected, there's a huge area of affect. Because what these planes do is they land and they take off, they make a tremendous amount of noise and it's 7:00 a.m. or in these regulations they could do it at 5:00 a.m. You know, all you hear is buzzing all day long.

Now, to me quality of life is being able to go out in your backyard and for a fair amount of time- I don't mean there's going to be a plane coming over here, a plane coming over- we have that now. We have helicopters, we have Southwest Airlines has a number of flights coming in. Okay? That's affecting to a small degree.

But you start touch and goes at this airport and I can guarantee you and I know from experience, okay, that you're going to ruin the quality of life of all the people in the area because all they're going to hear is these loud planes that come across, buzzing, just go (inaudible), that's all they do and this is to affect the people who have a lot of money, who have recreation, who want to burn a leaded fuel, too, for an environmental damage.

That's one of the main things- I don't want to talk about the whole airport situation, but I want to mainly affect touch and goes. I've seen it; I've witnessed it; I've lived it and I'd like to see it written out correctly and not play games with the wording."

Supervisor Kozakiewicz: "Thank you. Next speaker, please.
Jill Lewis."

Jill Lewis: "Hi. Jill Lewis, 62 Gully Road, Wading River, New York.

I just have a couple questions regarding Mr. Chastain's-- to go on the record actually."

Supervisor Kozakiewicz: "That's fine."

Jill Lewis: "He said that he was asked to draft applicable rules and regulations to Calverton and I'm trying to understand, was he given zoning or codes so he could write, to conform to what current zoning allows for and if not, why not?"

He also said that they must abide by the rules and they need permission. It appears to me after reading the document that the town does not have control over who's allowed in and out of the airport. So who- I just think that it's a terrible risk to the town to have that kind of liability to not know who's flying in and out of there, what they're doing there, and I think that needs to be addressed in the rules and regulations as well.

I also have a prepared statement from the Pine Barrens Society that I'd like to read.

We don't think that anyone would disagree that rules and regulations need to be implemented to govern accessory aviation use at Calverton. And, we don't think that anyone would disagree that some of the proposed aviation uses within the draft operating rules and regulations are not even permitted under current zoning, as I said.

Moreover, the rules set forth in the draft operating rules and regulations do not restrict aircraft size or weight, limit hours of operation or contain noise abatement rules.

We are also concerned about the broad discretion apparently being given to a fix based operator. Ultimately, the town has liability for use of the facility and Riverhead residents are entitled to know how the facility is being used and by whom. The final rules and regulations should state more explicitly what can and cannot be done at Calverton.

I am personally offended as a resident, taxpayer, civic person and homeowner by recent comments made by Councilman Densieski that these rules and regulations were leaked to the civic association people. To characterize the sharing of important community information with residents as undesirable leaking, misunderstands citizens' proper role in policy development. In fact, early community input could have saved taxpayers significantly on the draft operation rules and regulations and more important, the draft would have better reflected public preferences concerning aviation uses at the site.

The time is now to finally clarify zoning so there aren't any misconceptions about the intended use of the property. It has always been explained that zoning was put in place to allow air traffic at Calverton as an accessory use by industries and businesses at the site. Clear rules, regulations and zoning would both reassure the public that prohibited aviation uses will not occur as well as reinforce the entitlement of some current users to continue their operations.

We urge the Town Board to be clear and explicit about permitted aviation use of the Calverton facility. The public has repeatedly made its position clear on this matter. Riverhead's zoning and the operating rules and regulations for Calverton must reflect the public will. Thank you."

Supervisor Kozakiewicz: "Thank you. Sir, all the way in the back. Yeah, you raised your hand. Right in front of the door. Yes, dark shirt. Okay. And I noticed that there appeared to be people straining in the back to listen as people are talking. So if you can keep your mouth as close to the mike and keep your voice up so that all- everyone in the room can hear you."

Mike Carrigan: "Hi, Mike Carrigan, 2374 North Wading River Road in Wading River.

My basic comment and actually it's going to be twofold in that one, where in the aspect of this whole ball of wax has the public input been allowed in, in a contract of rules and regulations which is geared towards the aviation industry or aviators in general? Where is the public input? Now, after the fact?

Public money is being used to come up with rules and regulations. Was the public at least given an option at that developmental period? I didn't- I didn't hear that.

And, secondly, I don't understand the town government that is willing to give up their control for whatever period of time to a management facility who basically has a free run, basically the property and the runways, for their own use.

Where's my tax dollars going, for a management company? Should I go to them to vote or should I go to you to vote. Thank you."

Supervisor Kozakiewicz: "Thank you. Next speaker, please. Gentleman in the back. Yes."

Mark Reilly: "My name is Mark Reilly. I live at 2356 North Wading River Road, in Wading River.

I have some questions. I know you said you didn't want questions, but I have a couple questions. Is this a done deal? Is this already done? Has this decision already been made?"

Supervisor Kozakiewicz: "We're here to hear the comments, sir."

Mark Reilly: "But that's a different answer. Is this decision, are they already going to do it and the only thing we're here is to discuss the rules that you want to put around it or have you not made the decision yet whether to allow this to go through or not?"

Supervisor Kozakiewicz: "We are here to hear your comments on these rules and regulations and to specifically tell us how they need to be addressed in order to address the concerns."

Mark Reilly: "So, it is done. We just have to- "

Supervisor Kozakiewicz: "That's not what I said. You're not- you're- I said that we're here- "

Mark Reilly: "I'm not getting a clear answer."

Supervisor Kozakiewicz: "It's not about- "

Mark Reilly: "I'm not getting a clear answer."

Supervisor Kozakiewicz: "It's not about- "

Mark Reilly: "I'm asking specific- "

Supervisor Kozakiewicz: "It's not a done deal. You know- what

you're suggesting is that we went through the expense of putting it on- go through the trouble of putting it on the website and you're suggesting it's a charade. That's not the case. We're here to hear the comments of you in order to decide if this is the right way to go.

The other- the other thing is something that's with- I'm sorry that the Northeast Holdings issue got confused. We are here solely to address rules and regulations to make sure they're addressed in a proper fashion.

That other issue is one that's going to be addressed separately as a result of the hearing. There's going to be a need for a hearing for that as well."

Mark Reilly: "But my question is not the Northeast, but my question is with regard to this particular issue, are we here now just to give comments about how we feel the rules and regulations are going to be set up for this company that's going to run the airport or are we here to let these folks know, let you folks know, whether or not we- I'm sorry, Mr. Lull, is there something I'm- "

Supervisor Kozakiewicz: "No. What we're here for- "

Mark Reilly: "Is there something that's funny?"

Supervisor Kozakiewicz: "-- what we're here- no, it's not funny. No, no, no. We're not here to get into a debate. What we're here for is what a public hearing is supposed to be and unfortunately probably for the last three years or so, I've allowed public hearings to become an exchange, a debate, between individuals coming up to the podium and the town board.

And I know in speaking with the news media and they tell me this all the time when I meet with them, other towns don't do that. They have public hearings, they have individuals come up and say, okay, this proposed legislation is not a good idea, Mr. Supervisor, Mr. Town Board, because it doesn't address this or it does address this or it should address this or you could maybe make it more exact by addressing this, and that's really what the purpose of a public hearing is for. To hear whether we've got it or whether we don't have it and then to go back and change it, modify it, and, hopefully, get it correct as public (inaudible) states."

Mark Reilly: "Well, let me ask- I mean, it was my understanding that there was a referendum on this type of use in the airport."

Supervisor Kozakiewicz: "No. I'll tell you what the referendum was on because I think that's where it got again unfortunately awry and again it shouldn't be a revisiting of a public referendum.

The public referendum dealt with three issues as I recall. One, the question of opening up both runways. We're not talking about opening up both runways. Two, changing the private use scenario to a public use scenario. Once again, there is absolutely no discussion, absolutely no indication, nothing, on record nor any discussions amongst the town board to do that. Take it from a private use scenario to a public use scenario.

And, three, the last aspect that was dealt with in that public referendum was the question of budgeting and using taxpayer monies to make the improvements and maintain the runways and taxiways. Again, not a topic, not an item of discussion tonight."

Mark Reilly: "But would that not- I mean, wasn't really the crux of that people saying that they didn't think that the folks who live around there wanted that facility to be used for what you're proposing now. And now somebody's found a way to kind of split the hairs and revisit that issue again. But it was already discussed. Are you going to put this back out again and allow us to determine what goes on in our town, like a referendum or something again? Or is it just going to be closed, we're going to go ahead and do this and here's the rules?"

Supervisor Kozakiewicz: "I'm not sure if I understand it. Again, we seem to be getting off the topic."

Mark Reilly: "Are you going to put this back out-"

Supervisor Kozakiewicz: "The referendum- just- and this is why I knew if we opened it up to question and answer this was going to happen. Not that I'm afraid of answering the questions, but I think that, quite frankly, that's not the purpose of a public hearing.

Again, the referendum was specific. Whether, you know, the suggestion that really that's not what the vote has decided, I don't know that. The question was fairly simple, whether it could have been worded better, whether it could have been worded clearer, maybe, we could make that until the cows come home. But it was clear. The language stated public use, the language stated runways and taxiways, and the language stated taxpayer money to support the improvements and to support the maintenance."

Mark Reilly: "So- "

Supervisor Kozakiewicz: "And we're here today to address rules and regulations that have been drafted, have been put out to the public for comment. That's why we're here and that's what I'm looking for, for you to address how the rules and regulations can be changed, can be added to, can be deleted, can be modified or whether we should just say no."

Mark Reilly: "I would- I would suggest that you do the same thing that you thought was a good idea the last time, was put it out and let all of us vote on whether we think it's a good idea or not, with the same mechanism you used before. I think that's fair."

Supervisor Kozakiewicz: "All right. Thank you, sir. Next speaker, please. Yes."

Sue Cosgrove: "I don't know if you are going to allow me to speak. I live in Manorville. I'm four miles from the airport."

Supervisor Kozakiewicz: "Your address and your name, please."

Sue Cosgrove: "Okay. Sue Cosgrove, 82 Silas Carter Road, Manorville. I don't have a prepared speech but I just want to say a few comments about this. I do believe that it's a good idea to have this. I think we have enough shopping malls. I think we have enough abandoned properties that need to be utilized better. This is sort of has been an abandoned property that is set up now with an airfield. I think it should be used for that purpose.

I don't believe that it should be used for airlines because I think that that's what a lot of people are afraid of, that the noise with airlines is going to be a problem. We don't need an airline airport serving the area. We have Islip already.

I believe that this will bring jobs back that was lost by Grumman. I think there are a lot of people who are very proud to work for Grumman in the aviation industry and that there are still people out there that are underemployed. I- the guy that changes my oil at Jiffy Lube was an avionic specialist at Grumman and he's now changing oil. And I believe that if you bring something like this in, it will employ people, it will improve the quality of life of the people.

No. Do I think that you should have airplanes coming in at 3:00 in the morning? Absolutely not. Do I think that a buffer zone that

is already there should be set up so that there could be nature and that would absorb some of the noise and the problems? I believe that that should be.

I think it's a waste if that airport was to be closed and chopped us, I think it would be a terrible waste and I really feel that the town should consider the use that is proposed and, you know, in a sane and just a sensible way. And that's my feeling."

Supervisor Kozakiewicz: "Thank you. Next speaker, please. Mike Spindler."

Mike Spindler: "Mike Spindler, 2749 River Road, Calverton. Calverton, Town of Brookhaven- Town of Riverhead. Town of Riverhead.

A couple comments. Bayport airport was mentioned earlier. That airport is in the process of being closed to the best of my knowledge.

I'd like to thank Supervisor Kozakiewicz and the Board for providing the opportunity to review the requirements standards, rules and regulations for use of the runway at Calverton. Although this document has been around for some time, it appears there's been an attempt to conceal this document from the public until the last minute. Fortunately justice did prevail and we are all here tonight.

I'd like to apologize to those who are here tonight to address other concerns but Calverton's runway use and the document in question is of grave importance and will take time to address. I appreciate your patience.

Anything I say or ask of anyone tonight should not be misconstrued as being disrespectful in any way. Understand also that there is no way I can cover all concerns I have regarding Calverton's runway here tonight due to time constraints.

I strongly believe the decisions this Board makes regarding this document will be some of the most critical and influential decisions they will ever have to make as a Board member. Your attention to detail, knowledge level, judgment, and final conclusions will be felt through this community for generations with disastrous ramifications if done in haste or in a reckless or cavalier manner.

As most legal documents should, all grammar, every word, sentence and paragraph within this document must be studied and reviewed

meticulously for proper intent and clarity eliminating to the greatest extent possible any unwanted loopholes or gray areas that would allow the intent of the rule to be circumvented.

Case in point, I had a gentleman up here stating the town over and over again. Everyone thinks the town. Correct? Not true in this document. The town is referred to in the definitions in this document, the town, the Airpark Management, New York, is what is referred to when you hear town in this document, that is the definition, the Airpark Management. Very confusing to me.

For the record, let me state my position on aviation at Calverton. I believe the airpark should not turn into a playground for special events or clubs for special interests, although exceptions could be made for special events, i.e., the air show. I believe the runway at Calverton should be used for what it was intended for, exclusive, high end controlled access corporate aviation, in support of the industrial park as an accessory use to include aircraft maintenance, refurb, and manufacturing operations. Period.

I had two questions for Mr. Chastain. They're very critical questions and I would just like to have permission to ask them to him. They are simple yes or no answers."

Supervisor Kozakiewicz: "Are you going to put them on the record and we're going to assemble this and get- "

Mike Spindler: "Okay. On the record."

Supervisor Kozakiewicz: "Okay."

Mike Spindler: "I would just like to have his answer tonight so I can continue. Would you agree with the statement that general aviation is all aviation with the exception of military and the scheduled airlines? That is the statement by ALPA (phonetic) and the General Aviation Manufacturers Association is a leading manufacturer's trade group.

General aviation is defined as all aviation other than military and commercial airlines.

The other question that I had was are you familiar- Mr. Chastain, are you familiar with the town's aviation zoning in the planned industrial park? Did you use this zoning section as a guide or a reference as you prepared the airpark document? Are you familiar with

the town's reuse plan? Did you use the reuse plan as a guide? I believe it is virtually impossible to write rules, guidelines and procedures without referring directly to and abiding by the town's zoning code in Chapter 108.

Mr. Supervisor, I've asked you this before, you don't have to answer it, just a question to think about. Supervisor Kozakiewicz and Members of the Town Board, do you find the town's aviation zoning for the planned industrial park confusing and/or difficult to clarify? I spoke to all of you. I believe the answer is yes. I'm not being humorous here but that's what I've been told.

I believe I would be correct in saying this document cannot overrule or allow for a violation in the town's zoning code. Correct? There has been much debate and confusion over the current aviation zoning in the planned industrial park. Rather than read quickly through this section, I chose to analyze and find every word and use the process of elimination to come to reasonable conclusions as to what the originators of the zoning were trying to say.

When closely analyzed, I believe it becomes clear. By excluding general aviation and scheduled airline service, scheduled passenger service, as the zoning clearly states, I believe the authors of the zoning wanted to limit public use and access to the highest degree possible but still allow for another Grumman, which they did because it's military. And that's exactly what they did, with one exception, flight schools.

Some people don't want to accept this and chose to ignore the zoning because it is very restrictive. But that's what the zoning says. I believe many of the suggested uses in these airpark rules are in direct violation of the town's current zoning and recent airport referendum.

For the record, Mr. Supervisor stated that it was public airport. This allows for a tremendous amount of unlimited public access. Perhaps the current zoning is too restrictive and for some not clear enough. For me it is both, restrictive and although I am able to, it is difficult to decipher. I have good reason to believe that most of our elected officials feel the same way. For our elected officials to disregard these feelings of confusion and uncertainty without taking every effort to correct the problems is both, I feel, reckless and irresponsible. And it can also lead to litigation by concerned citizens.

I believe an amendment to the zoning would prevent all of this. This amendment should not be unreasonable, unreasonably restrictive. In fact, the one presented by Councilwoman Blass at a recent work session allows for aircraft manufacturing, maintenance and refurb without restriction and also clarifies the GA issue by not prohibiting its use.

I believe the only type of restriction is placed on passenger service which, I believe, has very little support in the town anyway, any type of passenger service, be it part 135, 121, scheduled, unscheduled, air taxi. There's a number of them. Part 125. Even among our elected officials and public airport proponents. Not much support for passenger service.

I believe our elected officials have basically two choices. One, amend and clarify the zoning and proceed accordingly, or implement these rules and guidelines and ignore the admittedly confusing aviation zoning. Two choices.

Okay, now we get to the airpark in general. Okay. I'm just going to comment this on face value. This is what it says. That's what I'm going to comment on.

Paragraph 1, it's not even numbered correctly. This is- and no insult to Mr. Chastain, but he could have numbered it a little bit better, easier to read. Page 2, first paragraph, the town of Riverhead and Community Development Agency being the owner and responsible for the administration of Calverton Airpark does hereby establish a policy for the general requirements, etc. This paragraph clearly states that Riverhead town is owner and administrator of the airpark, not user.

Zoning requires any user of any runway or airport in Riverhead town to hold a special permit for its use. Calverton is especially applicable as the zoning is now, as permission to use the runway is granted on an individual basis. A zoning amendment could and should clarify this issue.

This- and it goes on- does hereby establish policy, blah, blah, you know, guidelines. This should continue, that these rules and guidelines are based on and comply with the intentions of the town's planned industrial park aviation zoning, Chapter 108, etc. The town's zoning or reuse plan is never mentioned as a reference in this document. I feel that's a critical issue there. You can't write the document without doing that.

1-1(b) I have listed. It's the second paragraph down. This minimum standards paragraph, again, omits consideration of the town's aviation zoning, which this document clearly violates. It's the second paragraph down.

1-1(c) down about midway, thereby protecting both the established aeronautical activity and the airpark patrons. Never mentions preserving and maintaining the surrounding community as the zoning clearly requires in PIP Section 108-228 of the town code. All it says is that they're protecting the aviation and the aeronautical activity. Never mentions what the purpose, this is the purpose, preamble and policy.

1-1(d). The operating rules and restrictions are established to encourage the safe and efficient use of the airpark to benefit- to the benefit and enjoyment of our community at large. Enjoyment of our community at large. That's an interesting statement. I don't know how the community at large is going to enjoy an airport, especially in the absence of strict noise abatement procedures. No one is going to enjoy this airport, not even the guys flying out of there probably.

Enjoyment? No. With these rules it's more like tolerate at best.

1-1(e) midway down. Minimum standards may be supplemented and amended by the town and airpark management from time to time in such manner and to such extent and as is deemed proper or necessary. Change? One issue, by the town and airpark manager. That's a conflicting statement. They're one in the same according to this. It has nothing to do with the five people we see in front of us. The town, in this document, is airport management.

Would public hearings be required for a change or amendment to this document? It doesn't say so. According to this paragraph these rules could be changed by the town and airpark management, and this is after I found out what the town meant, go from the front to back, this town could be changed by airpark management alone as they see fit without public input. If this paragraph is not changed, then why are we here tonight?

A public hearing at a minimum should be required for any changes and/or amendments. And that public hearing requirement should be contained within this document and wherever else appropriate within the town, the town attorney and the Supervisor, you guys know that.

Town as defined in this document is confusing and misleading and should be changed. I found that out (inaudible).

Okay, page 2, lease rates and fees. Okay? Remember, as I read this, every time I say the word town, it is not Riverhead town as one would think. It's the airpark management. Why was this done? I have a question for Mr. Chastain. Why was this done? It makes absolutely no sense to me. (Inaudible) trying to mislead. Surely raises suspicion.

1-3(a), lease rates and fees. How can the town set lease rates- it says here the town, which now I know is airport management people, shall determine uniform lease rates, etc., on the leased property. How can the town or the airpark management set lease rates on property it does not own? Are there plans to lease town owned property? If the land to the east of the 10,000 foot runway gets changed to industrial, which some people have suggested, is the town planning on leasing industrial land to aviation tenants? Municipalities leasing land to aviation tenants is a common practice at public airports. This question was raised in Councilman Densieski's 2001 survey which I have a copy of right here. He asked about leasing property for aviation use. This paragraph needs to be addressed further and be more specific.

1-3(b), the town shall determine lease rates and fees for permits. What will these fees and lease rates be based on? Will they be on par with other airports' lease rates or will they be discounted as I have read on the pro-public airport campaign a couple years back. Come to Calverton for discount lease rates. That was quote, as some have suggested in the past.

1-4(a) page two. In cases where the- this is loss of lease or operating rights. In cases where the person and the airpark manager cannot agree on the corrective action to be taken or if a difference of opinion exists concerning the violation itself, the person or airport manager may review the issue with the town itself. In cases- and this is my comment- in cases where the violator and airpark manager cannot agree on the corrective action, the violator or the airpark manager may review the issue with the town. No. It should read airpark manager will review the issue with the Riverhead Town Board and town attorney.

I have copies of a system at a local New York airport in the New York metro area. I will make sure- I will make sure you receive a copy of it. This is an excellent system. It's used at Teterboro.

It's put out by Boeing. They do not tolerate nonsense. End of story. I don't have to read it here but you'll get a copy of it.

Okay. Applications and qualifications. Still on page two. It says demonstration of intent to conduct a business operation at the airpark shall be by application to the airpark management. The written application (inaudible). So, in other words, if you want to do business at Calverton airpark, you deal with airpark management, not also the Town Board, the RDC. Airpark management appears to replace the RDC and the Town Board for airport business- airpark business. I don't think that's a very good idea. I don't think the place is going to be that busy where the Town Board couldn't handle that.

Okay. 1-5- this is on page three, it's halfway down. I believe I have the same document that you have dated March 4, 2003. Page 3, I have marked it 1-5, page 3. It's right above action on application. Could you please read the sentence above action on application beginning with the word such? Such- this is a sentence in a guideline for airport rules that we're going to be living with forever done by professionals.

Such other information as the airpark management period. What does this sentence mean? It's a disgrace. I've been told that people on the Town Board, Councilman Densieski, Councilman Lull, the Supervisor, have all read this. Other people have told me- I'm not- or quoted in the paper, that they're ready to vote on it. They're ready to go. I don't know where they're going with that statement. You have to read every word. I don't mean to embarrass anyone but that's not good.

Application of application. Non-application. The first sentence, all applications will be reviewed and acted upon by the management company within 90 days from the receipt of the application. So if somebody wants to come and do business, they apply, the management company has to respond. Substitute the word may be denied. Oh, yes. Applications may be denied for one or more of the following reasons. Now all of these following reasons are gross safety violations, the applicant does not meet the standards, the applicant's proposed operations (inaudible) construction will create a safety hazard, all this stuff right down. These are not willy-nilly things. These are concrete safety problems.

And what is their answer to that? Applications may be denied for one or more of the following reasons. No. They will be denied. The

word may leaves a loophole as this whole document is one giant loophole and it's-- because it's really intended for a public airport. That's why. And, therefore, this critical section holds little to no weight.

Also add Riverhead Town Board to the reviewing authority.

1.6(d). Okay, I know I'm taking up a little time here. I don't mean to do this but there are all examples of this type of things run right through this document like the Mississippi River. It's ridiculous.

The management company and the town or any applicant cannot apply or receive FAA or any other public funding. I would like this to be put in there. I spoke to a gentleman in Washington, D.C.. He's the head of general aviation (inaudible) in the northeast out of Washington, D.C. He said you take a dime of FAA funding or public funding, you're a public airport. He told me that. I'd like you to verify that. Any funding, from the state or anywhere.

Page 4, airport layout plan. Never saw that. It's the first time I ever seen it. I've been dealing with this for way too long.

Oh, okay, this is somewhat important here, as it all is. Okay, 1-, halfway down on page 4, any party applying or having interest- and interest in the business that has a record of violating the rules of any airpark and it stops there. So let's say, if a heliport or airport, okay. It doesn't say that. Okay? And we all know how little g small a in the general aviation in the town code is trying to be circumvented. We cannot have this in there.

After the words airpark, add airport, heliport or any other aviation or non-aviation facility. So if a man wants to fly out of a farm field out in back of Sound Avenue and the FAA violated him, well, I'm not doing it at an airport or an airpark or heliport. Well, you've still got a violation. You still acted reckless or whatever the case may be.

Okay. 1-6(j), again, add airport, airpark, heliport or any other aviation facility or related experience, however the lawyers want to word that. It should be in there.

This is also critical, I hate to take up so much time, I could be up here forever. Environmental, page 4, this is critical. Any person, party, firm or corporation operating at this airpark must

comply with all federal, state and local environmental requirements. The zoning clearly states that all PIP development must preserve and maintain the existing character of the environment. That's a local environmental requirement in the town code, to preserve and maintain the environment. Noise is without question an environmental issue that could alter and impact the environment negatively.

As per this section is the town code, effective noise abatement procedures are required in this document in order for this document to comply with this local environmental requirement. Without effective noise procedures, which there are basically none in here. I've been flying for 26 years, I have never seen anything- some of the stuff is ridiculous. Without effective noise procedures, the town would be violating its own airport rules and local zoning and be subject to litigation.

As written, this document contains almost nothing, no touch and goes for airport- airplanes there 50% of the time, and I'll hit that later. Let me read a few sentences about noise from a study done at Ohio State University. Noise is defined as unwanted sound. I know that Councilman Densieski also went out there and they put on a little show for him, a little jet flying over, and, wow, that wasn't too loud. Mild noise can be annoying. It does not have to be loud.

What may be a disturbing noise for one person may be a pleasant sound for someone else. When I was in the Air Force, jet noise was the sound of freedom and guys used to love going down there and seeing it but this is a different story. This is not an Air Force base. What may be a disturbing noise for one person, may be a pleasant sound for someone else. It is not so much the pitch, and this is from the study- it is not so much the pitch or loudness of a sound that makes it unbearable as its repetitive nature. The distraction it causes- and this is important- the lack of control over it. People don't want to, you know, people want to say, well, at least they put noise abating procedures out there the best they could. Move on. This does nothing.

According to some studies, people consider noise to be the main local environmental problem, sometimes even more important than air pollution and water quality. Noise and this is really probably the heat of this because if airplanes didn't make any noise, you'd probably have no problem here. Noise generates conflicts between participating and non-participating groups. People generally tolerate noise more easily if they are causing it. I think that's pretty hard to argue.

So if I'm going to go there and fly in and out and makes all kind of money, what the heck? Right? Okay.

Page five, I apologize again. This is really not something I enjoy doing."

Supervisor Kozakiewicz: "I can tell, Mike."

Mike Spindler: "Okay, operators, operator. It goes on to define- minimum standard for operators. That's like what are they talking about, operators? I don't know. If it's not an FBO, what is the different between an operator and a fixed based operator?"

Okay, I'll try to scoot ahead here. Agreed to by airport management. Another-- 2.1(c) on page 5, another thing where the town doesn't get involved, where the airport manager makes all the decisions.

This section in particular raises the municipally owned, privately managed public airport question and must be clarified as not to allow this. There's all kinds of stuff in here, page 5 and 6. All prospective operators shall demonstrate to the town's satisfaction evidence of approved in writing by the town. No. Airport management it should say because that's what it means. That's what they define.

Aircraft sales. This is general aviation and not permitted under the current zoning. The zoning needs to be amended. And then also in here it says type of new aircraft for which sales privileges are granted. Who grants the sales privileges? The town? Aircraft-airport management? This is right out of a public airport. This is just- I believe it's pretty much a public airport. I would like to ask Mr. Chastain that, but I can't.

Aircraft maintenance. Aircraft maintenance. The town excludes this on GA aircraft. You can't have general aviation over there according to the code. The zoning needs to be amended to allow this. This document cannot facilitate violating the town code.

And this is also very interesting when people- and I have the ultimate sympathy for people that worked for Grumman and got laid off. That's certainly tragic. All of these jobs, aircraft, airframe engine accessory maintenance and repair, aircraft lease, most of the jobs that (inaudible) talk about say that you have to work between certain hours and needs to have certain requirements and certain standards but never less than one person in each shop. How can you get less than

one? How does that compare to Grumman? And why was that put in there? It makes absolutely- it's asinine. Excuse the phrase. Never less than one person and this was ready to be approved, by the way.

Now if you really had high expectations for Calverton airpark, I would put, you know, you heard what I said. I would put- I want a minimum 10 employees per shop, or five. Or three. Less than one? That's zero. So what does that mean? It's ridiculous. And personally it's a disgrace.

2.3, aircraft- okay, lease and rental. This is also general aviation. You can't do it. Amend the zoning with Councilwoman Blass and you'll be fine.

Define flight- I wanted to ask define- you have to define flight training and flight schools and for what type of aircraft. You have to define aircraft. What type of aircraft? The FAA, after speaking to the folks down in Washington, came out with a whole bunch of new rules on parasail, paragliders, para everything with motors on them. People with motors on them. They're going to call themselves aircraft now. You have to define what type of aircraft you want out there. It's important. As Mr. Chastain said, these rules were written for the future down the road, define what you want in there now.

Skydiving. This is general aviation, not permitted under the current zoning. Skydiving was listed as Section 2.6 in the table of contents. In the text on page 7, skydiving was not numbered and appears to be included in flight schools section. It was not numbered. This was either a typographical error, which is inexcusable for a document that's been around this long and reviewed by so many, or an attempt to include skydiving in the flight section- in the flight training section as flight schools are allowed under the zoning.

Skydiving is not by any means a flight school and does not fall under the FAA regulations for flight schools which is part 141. Skydiving is without question a part of the general aviation community and not allowed under the current zoning. I recommend as I said a zoning amendment to clarify this. I'm not trying to have any problem. I know Skydive Long Island is out there. I'm not making this statement to get rid of them in any way, shape or form. I'm doing it to do it right.

Aircraft fuels and oil service. This is unbelievably critical because this is where you get unlimited access. This is where you get

your public access from, people coming in for a donut and a couple pounds of gas.

2.7(b), the operator. Release of petroleum base liquids upon the ground or other airport property. That's all it says. A guy pumping gas, if he drops fuel on the ground, petroleum based. Let's say he drops synthetic fluids and oils and powders, liquid oxygen, whatever. It doesn't address it there. It's not thorough enough.

Operator conducting, 2.(c), okay. Except as otherwise provided in any agreement between the operator, blah, blah, blah, operator conducting aviation fuel and oil sales or service to the public, i.e., public airport, on the airpark, public on airpark, public airport, shall be required to provide the following services and equipment. This is an FBO. This is a fuel dispensary- fuel distribution center, whatever you want to call it. Not allowed. And that has to be really looked at close because that's going to give people an excuse to come in here and just play lollygag. Okay.

It mentions fire fighting equipment. I would have much liked to have done with this in your office and I extended, you know, I said I would do with this and you never called.

This brings up the issue of crash rescue. These rules as written allow and even encourage a virtually unlimited public access aviation. There is not limit on the size, type of aircraft, numerous passengers and hazardous cargo. It allows for carrying passengers in here. Now the FAA looks at that as a whole other ball game. When you get to carrying passengers, the airport, everything changes.

But I have a question. Who provides and pays for crash rescue, fire fighting equipment, personnel, and training and- personnel and training? The airport management? You are going to bring people in here on a 737 which is totally legal under these documents, at 5:00 in the morning which is totally legal, who's going to provide crash rescue? Manorville Fire Department? I don't think so. I don't think so.

And this is where the unlimited airplanes and the 100,000 pounds gross weight thing I was talking about, this all comes together.

Avionics instrument shops. Right? Great jobs for everybody. Not less than one employee. Very high standards. We have high expectations here.

Aircraft charter and taxi. This is very critical. This is general aviation and in direct violation of the zoning and not permitted. I believe the majority of public airport advocates have discouraged this type of activity which I heard people up here tonight and they do not want that, passenger service.

Now I don't care if it's passenger service with United Airlines on the side or a 737 coming in here with nothing on the side but they're bringing in passengers for hire. That's called air charter, or air taxis, Part 135, also Part 125. No passengers on airplanes, paying passengers, allowed to come into Calverton. It's for re-work, manufacturing and jobs like all the folks have wanted. Allow for it.

Schedule- okay (inaudible). Never less than one employee again at this guy's passenger terminal. Never less than one employee.

Specialized commercial flying service, this again, is general aviation. It's excluded in the zoning. You have to fix the zoning or else there's going to be a problem. Somebody is going to come up to you and say, here's the lawsuit. I've already talked to the guys in the FAA, general aviation, this is all general aviation and it's excluded in the zoning, black and white.

Flying clubs. General aviation, clear violation of zoning. I would not advocate this even if it didn't violate the zoning. One would never see a flying club operating at Calverton when Grumman was there. And they should not be allowed now. A flying club is just too- there's no benefit in it for the town as far as jobs and taxes.

Talking about subleasing from another commercial contractor. Airport management approves all agreements, Section 2.14 I have here but it's not labeled properly and I can't refer you to it.

Development and maintenance, page 12. 2.15, development and maintenance, c and d. Okay. A written agreement in the form of a plot plan, etc., etc. Are proposals for the airpark public record? It doesn't say that. This is a little agreement between the airpark management, and I'm not picking on Northeast, this has nothing to do with Northeast. Airpark management. I don't care if it's Bozo the clown.

Between airpark management- are these development proposals between airpark management and the applicant? That's what it says here. Should not be. You run into all these problems when things are behind closed doors. You put it out in the open, public hearing, let

people know about it, no problem. They make a couple comments and you're in the go. This is fuel for controversy.

Operating rules and regulations. Touch and goes. This rule as written is a joke and in no way, shape or form comes close to accomplishing what a no touch and go rule should. It is not specific enough and leaves an out for just about anyone who wants to do multiple approaches to the airpark.

I come in for business. I'm not there 50% of the time. I'm in a flying club. Whatever I am. I don't stay there 50% of the time. I can do touch and goes until the cows come home at five in the morning or eleven at night. That's what this says. Inexcusable. No touch and goes. No practice or approaches or multiple approaches or instrument or visual approaches.

No practice approaches, no practice rotations. The thrust of that is when an aircraft makes an approach to the runway at Calverton, their intention and their mission should be to land, exit the runway, and taxiways as soon as possible.

Aircraft storage. Subleasing is not addressed here, okay. Specialized flying- flying clubs, okay.

Noise abatement. This is another good one here. On page 17- I know I'm skipping some stuff here in the interest of time which is a shame, really.

Noise- "

(Inaudible remark from the audience)

Supervisor Kozakiewicz: "Well, I was going to do the five minute rule tonight. I was never expecting a filibuster by Mr. Spindler and I was never- I really- I admire him for his strict adherence to zoning. It's something that I'd like to take up with him at another time since the zoning and strict adherence to zoning is a big concern of his."

Mike Spindler: "Two more minutes. I'll just get it out. Operation on field noise abatement procedures. Okay. This is a big thing. People wouldn't care if they didn't hear airplanes, believe me. May enact? It says may enact. The airport management may enact noise abatement procedures. Wrong. The airport management- forget the airport management, somebody will enact noise abatement procedures

before one airplane touches down at Calverton. End of story.

And these procedures should be contained in this document now before this document or any variation thereof gets approved.

No touch and goes including low approaches and practice approaches or any variation thereof for all aircraft authorized to use the runway to include transit, part time and permanent tenants. No stop and goes, no taxi backs, nothing.

Helicopters, gross weight limits, okay. I'm not going to-- there's a lot of stuff in here I'd like to sit down and address-- "

Supervisor Kozakiewicz: "Yeah. I will make a comment. I know that earlier one of the speakers said at least keep this open for two weeks. We will."

Mike Spindler: "Okay. I would suggest-- "

Supervisor Kozakiewicz: "-- you put all this in writing."

Mike Spindler: "-- thirty days. I would suggest thirty days."

Supervisor Kozakiewicz: "Thirty days is fine. It means that you'll limit your comments and allow other speakers to be heard."

Mike Spindler: "Yes. All right. I apologize. This is a very big issue here, Mr. Supervisor. I don't take it, we're going to live with this forever. It's quite obvious-- "

Supervisor Kozakiewicz: "As I said, I gather-- you say it very strongly."

Mike Spindler: "Thank you. I don't know if they're clapping to get rid of me or-- "

Supervisor Kozakiewicz: "I'm not sure which one either but I know that it's clear you made a lot of points and the public-- and how you feel about the zoning, expansion of zoning, changes of zoning, and-- "

Mike Spindler: "Not expansion, amendment. Just on page 21, if I could, I don't mean to be disrespectful. Just one second, it's very important. Requirements for a business plan, a short resume for each of the owners-- requires from the owners. Short resume, no. In light

of recent aviation related events and potential threats and considering what we know today and the unknowns of the future, I would prefer a long detailed resume by interested parties and I'm not being funny here. I believe that by specifically asking for a short resume, again, in light of our changing world, the town could be, in fact, probably should be, considered negligent and reckless in assessing business agreements at the airpark in that manner. Short resumes are unacceptable.

For that matter, a thorough background check of all applicants would not be unreasonable. I believe that Home Depot does that for someone who sells paint.

Okay. There's a bunch of stuff I'd like to talk to you about. Sorry for taking so much time. Thank you."

Supervisor Kozakiewicz: "Thank you. Next speaker, please. Thank you. Lou Passantino, please."

Councilwoman Blass: "Mr. Supervisor, as the speaker is approaching, I would just like to comment that this Board has been presented with a zoning text amendment, a proposed change in text and we will be discussing it at this Thursday's work session, sometime in the morning. I have not been given a particular or a schedule time. But sometime this Thursday on the 17th, the Board will be taking up the matter of the clarification of the aviation use- uses at- within the planned industrial park district. So I just thought I would put that out there for anyone's interest."

Supervisor Kozakiewicz: "Mr. Passantino."

Lou Passantino: "Lou Passantino, Wading River. One- I just put down a few notes here. One is I can't believe that we have to address this now. And, again, obviously we- having to do this again, I'm saying, I know over the years we've had to do this many times. And we're actually looking at the rules for a- there's a public hearing on the rules and regulations before we're allowed to even have that us there. I believe that should have been done the other way around.

We're going to have this public hearing on rules and regulations when the current zoning, as I said, won't allow it. Most of them are not even described as uses with an accessory use which is the way it had been addressed before.

Three town Supervisors have been against the use. The plan

finally came to a final draft- we went through a draft, we got a final on it and we used it and the term was called accessory use. I don't understand how this could possibly misconstrued as accessory use but, again, that means you have to change the zoning to get this to even be here.

So having a public hearing on the rules and regulations on something that's not even allowed, I can't see how we could do it that way.

A couple other comments that I have are noise abatements. I know that having that vast open space there, having those trees and everybody thinks of that as a buffer. But that's only when the plane's on the ground. Once it gets in the air and it goes screaming out of the airport and, again, Mr. Spindler, I think, brought a lot of useful information to everybody here and if any of you hadn't heard any of those points, it's a credit to him because he went through the trouble of reading it.

I look through this audience here and I know a lot of people that were on this- on the \$486,000 feasibility study. We tore that apart. Me, personally, I didn't. But I looked through this audience here and there were people who found exactly what Mr. Spindler found and proved it to be wrong, tore things apart, and found that there were mistakes in it.

I've sat at the diner at MacArthur airport and looked at my watch and said, gee, it looks a little later than 11. And I know that planes did take off or land after 11. They paid fees. These fees were actually cheaper than having the people go to other airports to be landed, have their arranged transportation for them back to MacArthur. So it actually works out to be not that expensive, so that's under one of the uses that we're talking about, a passenger service. And if there is no limit to the size, passenger service can go in there.

Let's see. Basically, I see that this is a situation where, yes, we're addressing the rules and regs before we get to something that we're actually allowed to have here and there was a line that I heard about during this quote jet port fight, and that had to do with letting the camel's nose underneath the tent, because sooner or later you turn around, he's there. I don't want to see that happening here. And I see that as one of the reasons that we're having discussion on this. Thank you."

Supervisor Kozakiewicz: "Thank you. Eve Kaplan."

Eve Kaplan: "Hi. Eve Kaplan, Northville. I'm the Riverhead Coordinator for the North Fork Environmental Council. And most people who are here tonight probably know that I'm a big fan of public involvement in government. It's something that I think is tremendously important and I find it interesting that in most towns, so I've heard, it's the elected officials who make the zoning and the public who makes the proposal. Tonight, we find ourselves in the opposite situation with the public suggesting zoning to a proposal that's been coming from our elected officials. Certainly not the way we like to see things continue."

In fact, I found out about this whole issue a couple of weeks ago when I got a call from a reporter saying how come you guys aren't out protecting the Epcal site from becoming another public airport? And I said, well, knowing that the North Fork Environmental Council had been involved for many years in working on the jet port campaign when- on the referendum campaign two years ago and long before that, and I said, you know, when public officials keep things secret, it makes it almost impossible for people to truly be involved in their government, for people to make decisions about the way they want their community to look. And, that if things are kept secret enough for long enough, it does make it impossible for people, regular people, to have input.

So I'm glad that somehow we've come from that, just several weeks ago, that situation, to having a public hearing today. I think it's something of an accident, but I'm glad it's happened.

This document, as some people said, it's a little sloppy. And I'd like to go straight to the end. Maybe not everybody's gotten there yet, it's pretty long but I'd like to talk about enforcement specifically. I agree with many of the other speakers here tonight on many of the other topics. I think that we need to clarify zoning, that's number one important issue, something I thought the Town Board might have taken up two years ago after the referendum, but never happened.

I think that the hours need to be addressed. Obviously, the size of planes, the staffing, the authority of the airpark manager. But, specifically, regulations enforcement. You look at the section, it's really only three paragraphs long. Three short paragraphs. And all it says is that the airpark manager has the authority to enforce the regulations. Anyone who would like change in the regulations, it directs them to ask the airpark manager who will then decide whether

or not to make the change. That's it.

Monitoring? How do you know? How do you know what's going on at the Grumman site? Not- forget how will we know, but how will you know as the chief officer of this town? How will anyone else know? How will the police know? How will the fire department know?

Security. Where's the security? There's no monitoring. What if the airpark manager doesn't enforce the regulations? Are we going to be put in a situation as with many other town rules, where citizens now have to resort to legal action against the town to get things enforced? That's something we all want to avoid.

This section must be completely rewritten. It needs specifics on monitoring and enforcement and I hope that you will work with a group, perhaps including citizens, including all the authorities in the town that do enforcement of zoning and rules and regulations, code enforcement, to come up with something that's a little bit meatier and that we can trust to protect us. Thank you."

Supervisor Kozakiewicz: "Thank you."

Gordon Danby: "My name is Gordon Danby and I live at 126 Sound Road, Wading River. And many of my comments really are competitive of previous speakers, but I'd like to give you an experience that, in fact, it even directly reflects on Calverton.

My business, which is designing and building and other advance form of transportation, we rent to adjacent hangers at Brookhaven Airport on William Floyd Parkway. Why? Because it was the cheapest rent we could get anywhere. We looked around and specifically last autumn someone pasted a sign on the door of our office which said, come to Calverton. Cheaper rates. Call number such and such. Somebody did that. I don't know if you guys know who it was, but it's true.

Furthermore, and one thing hasn't been mentioned, which is since 9/11 tragically there's a great effort there to control access and everybody has to at all hours go through guards and so forth and somebody will have to pay for this. And if this owner/operator is running it, I presume he has to pay it. That's going to come out of anything he's going to give to the town. So be it. But it's complicated.

Running an airport is complicated. We've heard far more expert

testimony than me of the ramifications and if this guy is semi-independent because of our ambiguity, he can go to the FAA which is a notorious bureaucracy of protecting the airplane business and you might end up with them on his side and that was referred to earlier or at least to end up in suits because the ambiguity, we give him all this authority over our land. I know you want him to take on the responsibility but you can't give people responsibility and then claim that you can control them.

So at the very minimum this deal should be reviewable in good faith by either party every three years or something. I'm sorry. Now, I probably broke it.

The newspaper said this was a deal for 20 years. Well, hell, you know, that's almost a lifetime. It certainly is for me. So, and one final remark, years ago an earlier town board when the airport came into our possession, set up a broad base committee of citizens and they monitored and participated to decide what to do with that property. And I just want people to know, particularly the people who think everybody's anti-aviation, I was on that a while myself, and we tried to get any airport using business in here but nobody was trying to operate it as a public airport. It was all associated with industrial airplane maintenance. Why? Because that's where you make money.

These damn small airports may be profitable for two or three people and some obvious like it. But the fact is the town of Riverhead is a poor use of the land and if you insist on trying, at least make a deal that you can change your mind in two or three years. That's- you can see I'm skeptical and I'm not anti-technology- "

Supervisor Kozakiewicz: "Thank you."

Councilman Densieski: "Dr. Danby- "

Gordon Danby: "Yes?"

Councilman Densieski: "Up here."

Gordon Danby: "Where? Oh."

Councilman Densieski: "You sparked my interest. You said you were working on alternative transportation. Is that something that you could share with us?"

Gordon Danby: "Yeah. But maybe this isn't the time."

Councilman Densieski: "Oh."

Gordon Danby: "It's electro-magnetically levitated- "

Councilman Densieski: "Oh. Okay."

Gordon Danby: "The Japanese have used some of our earlier ideas. That will be- we can work on that at Grumman once we get some more money."

Councilman Densieski: "Thank you."

Supervisor Kozakiewicz: "Thank you. I saw a hand over here, and then I'll get to you, Rita."

Rev. Woodson: "Rev. Robert Woodson, 11 Industrial Blvd., Riverhead, New York. Pastor of New Life Ministry, 116 Main Road, Aquebogue."

You know, I- I'm just listening and I have to really speak from my heart what I feel because I feel that that's what most of the people here want, someone to speak from their heart and represent them on this issue which is certainly a quality of life issue.

If drug dealers are dealing in my neighborhood and I want them out, that's a quality of life issue to me; it's important to me. And this basically seems to be for the most part quality of life issue and I think that we should be not only interested in this issue but other issues and other issues.

But, if the consensus against Mr. Bush was 9 to 1 not to go to war with Iraq, I don't believe he would have. And it seems that when people are elected, I think that you are elected to represent the people. So the if consensus is 9 to 1, then I think we need to let the will of the people speak. That's what I think."

Supervisor Kozakiewicz: "Thank you, Pastor."

Rev. Woodson: "And this is where we are either politicians or we are concerned about the community. This is where we cannot hide behind our title or our party. This is when we have to make decisions for the people and it's really a challenge because now we're able to see. We're able to see that (inaudible) Wading River and Calverton is

a large part of our constituency so we know if we make the wrong decisions, we may not get the vote.

So it takes a little bit of conviction. I would not want an airport built next to me and my family, I wouldn't. I just wouldn't. And that's the beauty of the town hall meetings when Dr. King and Martin Luther and others were speaking 30 years ago, certain things you could say behind the platform, you could be killed for. You could be ostracized for. But that's the beauty of the town meeting, we can all express our opinions, and openly.

But I think this is where the rubber meets the road because a lot of the constituents are from Calverton and from Wading River and either we will make decisions that we feel are right for the people or we may not get elected next time. But we can't make decisions because we don't want to get elected. We have to make decisions because it's good for the people of Riverhead. That's how I would (inaudible)."

Supervisor Kozakiewicz: "Thank you. Rita Hoden."

Rita Hoden: "Rita Hoden, Middle Road, Calverton. I've been listening to this. You are working for the taxpayers in the town of Riverhead. Are you going to sign papers and say that it will not cost the taxpayers in the town of Riverhead any money? This has gone on, that's gone on. But you're working for the taxpayers. And are you going to sign papers that say the taxpayers will pay nothing? Or are we going to pick up- if something goes wrong and us taxpayers are going to pay for this.

There's a lot of out of town people going oh, how wonderful. But it's the taxpayers in this town that we elected you to represent us and to make sure that it don't cost us money. Are you willing to sit up there and sign papers and say the taxpayers will not be responsible and it won't cost us any money? I want this to come out- "

Supervisor Kozakiewicz: "I don't believe- "

Rita Hoden: "-- this thing was on the website. Put that on the website, that us taxpayers will not be charged, it will not cost us any money. Because you're representing the taxpayers in this town."

Supervisor Kozakiewicz: "Thank you, Rita. Next speaker, please. Yes, Ann Miloski, please."

Ann Miloski: "My name is Ann Miloski, I live in Calverton, very

close to the Grumman facility which is now the airpark (inaudible)."

Supervisor Kozakiewicz: "Enterprise Park at Calverton, Epcal."

Ann Miloski: "Enterprise Park at Calverton. I just want to say something very short and that is I am totally against these rules and regulations. They are very poorly written and I think it's really an insult to the people of Riverhead the way these rules and regulations are written and I think that the Town Board should go back to the table and make new rules and regulations and use some of the things that Mike Spindler showed to you when you started these rules and regulations and you didn't use any of them. So that's all I have to say."

Supervisor Kozakiewicz: "Thank you, Ann. Anybody else who would like to speak who hasn't had a chance to address the Board yet? Yes. Okay. All right, I didn't see you over there, sir. Sorry."

Kerri Figurneak: "Hi. Kerri Figurneak, 20 (inaudible) East, Baiting Hollow. I'd just like to say I agree with and support the comments of Sid Bail and another gentleman who lived on Sunny Line Drive in Timber Park. Timber Park seems to be the neighborhood across the street from Grumman and it often gets forgotten. And Wading River, Calverton, they're growing communities and I really think you need to listen to their views. That's what the aviation usage will- who- the aviation usage will affect the most."

I also don't agree with the rules and regulations. It's my personal view that either you are leaving it open for a MacArthur type airport or I don't know what's going on, but you're trying to, you know, back door one in the future and if that's not the case, then I think you guys are over your head with these rules and regulations. You know, they're left open to interpretation and, you know, anything can happen in the future.

And I also think with helicopters, has anybody addressed that? Because they're very noisy. We deal with that every Friday night and Sunday night with the Hamptons traffic. And do we really want that over head Riverhead and Calverton?

And just another view as far as the future for Grumman. You know, I'd like to see more technology, not just aviation. Go towards something that this Stony Brook Incubator will produce in the future so I can get a job out here and not have to go west."

Supervisor Kozakiewicz: "Thank you. The gentleman who's in the doorway. Your name and address, please."

John O'Neil: "John O'Neil and it's 14 Woodchuck Path in Wading River. My background is a corporate pilot for Pepsi Cola, American Express and a few others. Now I briefly looked through the rules and regulations and I see that a lot of people are leery of a lot of things that they think are going to happen here. But from what I see in your rules and regulations, as you go along, I think you could modify them or adjust them."

I think you can address a noise abatement issue and just as every other airport does, for example, Westchester County. Everybody who takes off out of Westchester County now follows a noise abatement and every other airport. So I think that's something that you can address somewhere along the line.

I think this airport would be well suited for someone like air research, people that work on corporate aircraft engines. General Electric, they have a major engine program and one time they came to Westhampton Airport and after speaking with the county, they felt it was going to be too difficult to deal with them so they decided to go to another county. Now that would have put about 400 jobs on the payroll or 400 people employed, mechanics down to janitors.

I think also if the airport is a viable airport, I think you might encourage larger corporations to come here because many have private jets nowadays. And I think you have, what, 25,000 people in the town of Riverhead?"

Supervisor Kozakiewicz: "Twenty-seven plus."

John O'Neil: "Okay- "

Supervisor Kozakiewicz: "According to the 2000 census."

John O'Neil: "I think we have 80 to 100 people at this meeting."

Supervisor Kozakiewicz: "There were more before."

John O'Neil: "Okay. And how many are objectionable to the airport?"

Supervisor Kozakiewicz: "Sir, sir- "

John O'Neil: "Fifty percent?"

Supervisor Kozakiewicz: "This is really not a question. I mean, again, with all due respect, I know what you're- we're trying- it's the rules and regs that we're here."

John O'Neil: "Okay. Well, as I said, I think your rules and regs can be adjusted and modified. I don't think these are set in stone yet. I mean, we amend the constitution."

Supervisor Kozakiewicz: "A point well taken. Sir, excuse me, excuse me. I started out by stating that all speakers should be allowed to say what it is they wish to say. It's not okay to let someone speak on- and not interrupt them when they're saying something you like to hear and then interrupt someone when they say something that you don't like to hear. I think that's what our first amendment is about. So let everybody have a say and a shot at it. We're here to hear what's good or bad or wrong, needs modification again. Thank you."

John O'Neil: "I also own an aircraft, a twin engine aircraft, and I base it over at Westhampton. And I probably use the aircraft- we use it for business purposes and some pleasure. But we fly maybe 25 hours a month. Okay? If your aircraft- if you go to Westhampton, is there 100 aircraft based there? I doubt it or maybe there is. This is an issue that they faced in the beginning, all this noise, all the pollution, everything that it was going to cause. But I think in the United States, there's only 400,000 pilots, so they're not going to be all in Calverton.

But I think- I think the main issue here is that you have a viable asset here, something that you couldn't replace for a billion dollars today. So, I think that the town should consider what you could do with it and I don't think it should be let go and be wasted because we have to move along economically. We have to have people up and coming have jobs, people to look forward to something. Not just, you know, okay, I have my position, I have my job, I don't really need the airport here. But I think you should really consider that.

And, again, with your rules and regulations, you'll adjust them and I don't think you're going to let anything happen at the airport like someone said that the town is not going to police it or something is going to be disastrous there. I'm sure this town is responsible and they've always been responsible.

I guess that's about all I have to say."

Supervisor Kozakiewicz: "Thank you. Anybody else who wishes to- yes, Tom Baird."

Tom Baird: "Good evening, Tom Baird, Wading River, Town of Riverhead. Aviation definitely means business. I'd like a show of hands of how many people in this room have never even flown in an airplane. Okay, fine. How about on the Town Board?"

Supervisor Kozakiewicz: "Piloted an airplane?"

Tom Baird: "No. Just, used it as a business?"

Supervisor Kozakiewicz: "I think we all know the answer to that."

Tom Baird: "Thank you. I feel the whole town has. Okay?"

Supervisor Kozakiewicz: "Excuse me. Hold it. Please address the Board. No comment from the gallery, please. Let's let the speaker speak."

Tom Baird: "I agree with the gentleman before. This is a valuable asset. The rules should be a little amended to please the people. But the one thing that everybody is forgetting, all airports are governed by the federal government. Rule. All pilots have to abide by rules with the FAA. No one's even addressed that. That's all I've got to say."

Supervisor Kozakiewicz: "Thank you. Rex Farr."

Rex Farr: "Rex Farr, 156 Youngs Avenue, Calverton. Briefly. I've heard a lot about economics here. The airlines are in trouble. Grumman, as much as we want it to come back, is not coming back. All I ask is that you either sit down with some of our citizens who seem to be a little bit more knowledgeable about regulations than some of the members sitting up there, sit down with us, let's get these regulations in place. We're not against no aviation. We're just against sloppy regulations. Thank you."

Rich (inaudible): "Good evening. I'm Rich (inaudible), I live in Bayport, Long Island, right next to that airport that's not closing, may I add."

I'm glad I can come here tonight. I've worked for the FAA for many years and when I worked for the FAA, I was not allowed to come to meetings like this. I wasn't really privy to information that I'm hearing tonight. However, I've been listening quietly there in the corner and I've heard some inaccurate statements from people who supposedly have a lot of experience.

And I'd just like to say that the FAA governs all pilots. There's a book of regulations that's probably three inches thick that I probably pretty know- I know pretty well. And the FAA would not allow pilots to do anything in an airport or have anything happen at an airport, whether it's private or commercial, and I guess the main point here is, of course, I'm pro-aviation, I've been in aviation for 30 years as a pilot, a mechanic, and, of course, the FAA. And I'd like to see Calverton be something. I don't know exactly what- "

(Inaudible comment from the audience)

Supervisor Kozakiewicz: "Excuse me."

Rich: "I don't know exactly what Calverton is right now. It's- it's got a runway that's probably the best runway I've ever seen in my career. It's buffered on all sides for a test facility which means if there's ever an accident at the airport, probably no one would even hear it.

And my main point is I think it could be a safe operation. I think if we work together to straighten out the rules and I'd be glad to help you if you need it, fairly and come up with a kind of rules that we can all live with. And I've heard some of them and they sound silly and it's really not for a private airport, but I think that they were originally drawn together to be a commercial airport. Of course, we have to fix that.

And I've heard also that the management, the management. And I know that a lot of airports, the government hires a manager to run the airport, to since he knows how to do it and usually people that are in positions of- political positions wouldn't know everything about an airport. So they would hire somebody to do it which is, I think, what's happening here tonight or which you would do.

Pretty much, that's what I had to say."

Supervisor Kozakiewicz: "Thank you."

Rich: "Okay. Thank you."

Supervisor Kozakiewicz: "I know, George, you wanted to get up and address us. I know you've been sitting there with your hand up a number of times. Not 25 minutes, George, although maybe we should let him go for 25 minutes."

George Schmelzer: "Oh, the town has done to the airport there like- "

Supervisor Kozakiewicz: "Your name and address for the record, George."

George Schmelzer: "You know my name and address."

Supervisor Kozakiewicz: "I know, but I have to have it- your name is George Schmelzer, and your address?"

George Schmelzer: "Yeah. River Road, Calverton."

Supervisor Kozakiewicz: "Thank you, sir."

George Schmelzer: "Town of Riverhead. So, I like airplanes. The biggest noise we ever had in Calverton was the freight trains heading west, with 100 cars of potatoes and cauliflower. That stopped people from sleeping. Well, I slept anyway because I was working 12 hours a day."

Now what the town has done to that airport is like taking a big beautiful shade tree and put it into a stump grinder. Really. You made a mess of everything. It's a shame, selling part of it, and even selling part to make, I think, it's a fresh water ski run or something. No, for that, you didn't have to build one. You've got the cranberry marsh here, just flood it, it would only be a foot deep, nobody would get drowned, and perfectly safe.

Now, if you want to preserve land, all you do is have an airport. The noisiest one you can make and these people would run off like scared rats. Then you'd preserve the farms, preserve the open land, no cost at all. That's the best thing you could do.

What are you afraid of this bunch for, these noisemakers? You don't see any people here from Riverhead or Jamesport or Aquebogue. Just Wading River and Calverton. Are you scared, too? Am I supposed to wait until he comes back?"

Councilman Densieski: "Keep going, George."

Councilman Lull: "It's on the record, George."

George Schmelzer: "Huh?"

Councilman Lull: "Everything's on the record. Go ahead."

George Schmelzer: "It's on the record? Okay. Well, I wish you'd consider that. Just don't listen to these people. If they don't like it, let them move away. The airport, the airfield has been there before they came here, most of them. It's a shame to waste it. What you're doing is a disgrace. We've got the biggest, one of the best runways in the country and you don't use it. You're going to kill it. And you sold part of that land for nothing and as soon as the guy took title, he wanted twice as much for it. It's really a shame. Riverhead is the laughingstock of the county, maybe the state. You could call it Riverhead-less. I guess that's all I've got to say, so, really, so long."

Councilman Lull: "Thank you, George."

George Schmelzer: "You really mean that?"

Councilman Lull: "Really mean it, George."

George Schmelzer: "Thank you, then."

Councilman Lull: "Next. Michael."

Michael Reilly: "My name is Michael Reilly. I live- actually I should say I sleep at 279 Edge of Woods Road. I actually live at 4062 Grumman Blvd. which is right at the end of that runway."

Actually I have every confidence actually in everything that I've heard here tonight, that between the citizens and the Town Board, that you will arrive at, I think, a workable and a set of regulations that would protect the town now and in the future.

No one is probably more impacted by what happens at the end of that 10,000 foot runway than I am. And I'm in business. I actually am employed by 110 people. We are woodworkers which is about as far as you can get away from aviation and what I'm interested in seeing is a viable economic community in- at this site, that has a lot to do with what's happening now in Riverhead and also, I think, partly what

we're also engaged in here is something that's going to really affect the future.

It has been mentioned that that runway is an asset and it is. And I think that if you can- if we can come to an agreement about the future, that maybe we can both protect the environment and not wake people up at night with noisy aircraft and at the same time create a job market that might take advantage of that asset. Just might. There's certainly no guarantees.

I have seen countless people come to the site that have businesses that could and I will put that in parenthesis could create high tech or well paying jobs. But until there is a very clear direction and a very clear management on that site, none of that will happen. None of those people are gambling- will gamble the investments that they have unless there is, again, a very clear direction on the site.

So, it's my wish that, again, you can't make everybody happy but I think you can come pretty close, and I think it would be a real advantage for the town now and for the town in 50 years to have this asset appropriately utilized. Thank you."

Councilman Densieski: "Thank you."

Supervisor Kozakiewicz: "Thank you. Is there anybody else who hasn't had a chance to address us who would like to? Okay. Who hasn't had a chance? Okay. We're going to close it for the comment period. We're going to keep it open, what do we want to do, for a month?"

Councilwoman Blass: "I want to make sure that the, if we could, that the comments that were submitted in writing and questions are answered and I'm just respectfully asking what that vehicle will be."

Supervisor Kozakiewicz: "Will be a future work session discussion- "

Councilwoman Blass: "Okay."

Supervisor Kozakiewicz: "-- and we'll bring Mr. Chastain back to- after we've had a chance to digest the questions and comments."

(Unidentified - from the audience): "Will there be another public hearing for this?"

Councilman Lull: "There will have to be."

Supervisor Kozakiewicz: "I have a feeling based upon everything we've heard, chances are, yes. I mean- again, if it's going to be changed, the answer is yes, and there's a lot of comments that have been made. The public hearing is closed. We're going to keep it open for a month for written comments and at this point in time we're going to take a break to allow people who I expect will want to depart after this hearing and we'll take a little bit of a recess ourselves and come back at 9:45."

Public Hearing closed but left open for
written comment for one month

Recess: 9:45 p.m.

Meeting reconvened: 9:50 p.m.

Supervisor Kozakiewicz: "The time being- is it ready? Are we taping away? All right. If I may have everyone's attention, please. We're resuming. The time of 9:50 p.m. having arrived. It's time for individuals who wish to comment on resolutions. Yes, Sal Mastropolo. Is this on the veal patties, Sal? I was afraid when I got to that one today, I was oh, oh."

Sal Mastropolo: "I didn't look at veal patties but I found another one. Resolution 401, the number that's printed and the written description of the figure contradict each other. The number says 45,000 and the written description says 44,500."

Supervisor Kozakiewicz: "Yup."

Sal Mastropolo: "Okay?"

Supervisor Kozakiewicz: "Yup."

Sal Mastropolo: "I have a question in general about 401 through 404."

Councilman Densieski: "Railroad Avenue."

Sal Mastropolo: "Huh?"

Supervisor Kozakiewicz: "Go ahead. What's your question?"

Sal Mastropolo: "The question is, is the owner of the property given the option to take the fixtures out or do we just- "

Councilman Densieski: "Yes."

Sal Mastropolo: "And in each case they said no?"

Councilman Densieski: "No. It's a little deeper than that. It's like built in fixtures and improvements to the building."

Supervisor Kozakiewicz: "Under the real property law, when we talk about a fixture claim, this is defined as something that's so intrinsically part of the structure, you can't- and it's something that's improved, so that by law, eminent domain, they're entitled to a offset or payment for this type of stuff. This is unique and it's something that we have to do. We're obligated to proceed forward and have an appraisal. It's a unique type of appraisal. We had that appraisal done. This is the amount that the independent appraiser came up with, these four properties. And we have to offer this. If we don't, we can't move forward to take the final steps which are the actual eviction of the tenants."

Sal Mastropolo: "Well, were these numbers taken into consideration when you decided to move forward to take these properties? And is this money budgeted?"

Councilman Lull: "It's all in the bonds."

Councilman Densieski: "It's bonded, yeah."

Supervisor Kozakiewicz: "Yes."

Sal Mastropolo: "Okay."

Councilman Densieski: "I think- "

Supervisor Kozakiewicz: "And also understand, Sal, that if we don't provide the parking, it's been made repeatedly- the comment has been made repeatedly to the town. You don't provide it, the courthouses don't come."

Sal Mastropolo: "Well, it would be nice to see at least something start on the courthouses before we continue to spend money

for parking."

Supervisor Kozakiewicz: "June they're supposed to take it up in the county legislative body as far as the funding for the actual construction. They have already authorized the work done by (inaudible). A design has been completed and in June, I'm told in speaking with the legislative body as well as with Judge Alan Oshrin who is the administrative judge, they are expected to take up the funding for the project."

Sal Mastropolo: "Okay. Resolution 415, basically 415 says nothing. I mean, you pass this resolution, two years from now, somebody looks at this resolution, I don't understand what you're going to get out of it. It says authorizes the Supervisor to execute stipulation of settlement. With who? I mean, you might as well not even bother passing the resolution."

Supervisor Kozakiewicz: "You're right. We'll say with a town employee."

Sal Mastropolo: "Thank you. 427, it says Whereas, grant funds have been secured to cover the cost of a part time deputy town attorney to address the needs of the Riverhead Youth Court. When I read that statement, it says that the funds are there to address the needs of the Riverhead Youth Court. Then the next Whereas says the town attorney has recommended this position to responsible for prosecuting town code violations. Town code violations with reference to the Riverhead Youth Court or all town code violations? And if it's all town code violations, then don't you- aren't you putting yourself- aren't you exposing yourself to have the grant funds be taken away because you're not addressing the Riverhead Youth Court for which it was allocated? It says- I mean, I give you money for Riverhead Youth Court, how could you use it for town code violations?"

Dawn Thomas: "It's not being used for (inaudible). It's in addition to and that person will be responsible not only for Youth Court but for prosecuting town code violations partly in connection with the Youth Court and partly not in connection with the Youth Court. The grant money will be probably expanded upon at some point once the Youth Court gets a little more viable."

Sal Mastropolo: "Does the grant specifically say that the money could be used for the Riverhead Youth Court and town code violations? And if it doesn't- "

Supervisor Kozakiewicz: "It's a (inaudible) grant which is more generic."

Sal Mastropolo: "All right. Fine. And you brought up the pork patties. 430, awards bid for food. I just happen to catch one item in there which is wrong. There's no way that you're going to get 12 to a case of one gallon white vinegar for \$5.90. They only pack white vinegar in gallons, four to a case, because 12 in a case would be too heavy and too big and bulky. So somebody's not reading the details, okay, in the attachments."

Councilman Densieski: "BJ's Club has them big sized."

Sal Mastropolo: "Yeah. I want to see you pick it up."

Councilwoman Blass: "I have- actually I have a case in my car."

Sal Mastropolo: "The most you are going to get is six. It's probably 12 quarts to a case for \$5.90, not 12 gallons. And that's all I have."

Supervisor Kozakiewicz: "Thank you."

Sal Mastropolo: "And with that, I'll bid you good night."

Supervisor Kozakiewicz: "Good night. Anybody else who wishes to address us on resolutions before we take them up? Okay. Not seeing anybody wish to do so- "

Resolution #392

Councilman Densieski: "Bob, give me one second. I've got to grab my glasses, please."

Supervisor Kozakiewicz: "We'll talk slowly while you go get your glasses, Councilman Densieski. Go ahead."

Councilwoman Sanders: "Authorizes publication of notice to amend Community Development Block Grant Program. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes;

Kozakiewicz, yes. Resolution is adopted."

Resolution #393

Councilman Densieski: "Authorizes the Town Clerk to post and publish public notice for a public hearing regarding a local law to amend Chapter 108 zoning of the Riverhead Town Code. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #394

Councilman Densieski: "Authorizes the Town Clerk to post and publish a public notice for a public hearing regarding a local law to amend Chapter 108 zoning of the Riverhead Town Code. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #395

Councilman Lull: We're getting there. 395 authorizes the Town Clerk to publish and post a public notice to consider a proposed local law for an amendment of Chapter 101 Vehicles and Traffic of the Riverhead Town Code. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #396

Councilman Lull: "Authorizes the Town Clerk to publish and post

public notice of a public hearing to consider a proposed local law for an amendment of Chapter 9808 Dumpsters of the Riverhead Town Code. SO moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski."

Councilman Densieski: "Thank Councilman Lull for his work. Yes."

The Vote (Cont'd.): "Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #397

Councilwoman Blass: "Resolution authorizes the Town Clerk to publish and post public notice of a public hearing to consider a proposed local law for an amendment of Chapter 12 known as Coastal Erosion Hazard Areas of the Riverhead Town Code. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #398

Councilman Densieski: "Adopts a local law amending Chapter 108 entitled Zoning of the Riverhead Town Code, Article XXXV - Pine Barrens Overlay District. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz."

Supervisor Kozakiewicz: "Yes. The only thing I did want to note on page 9, the section that deals with the violations, there's a

typo. It's line number- it's 108-179, the violation, it says 2510 and then an additional fine of 1000- instead of (inaudible). So if we can correct that, it should be \$1,000 per day for continuing fines. So if we can make that change and (inaudible). Yes."

Barbara Grattan: "Resolution is adopted."

Resolution #399

Councilman Lull: "Authorizes the Town Clerk to publish and post a help wanted ad for a part time homemaker. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #400

Councilman Lull: "Yeah, I think I already did. Yeah, I already did. Yeah. Mr. Supervisor, I'd like to- after our discussion at the work session, I think we should withdraw this motion or table it, one or the other."

Supervisor Kozakiewicz: "Whatever your druthers."

Councilman Lull: "Okay. Move to table it."

Supervisor Kozakiewicz: "Okay."

Councilman Densieski: "Second."

Supervisor Kozakiewicz: "Motion and second to table."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is tabled."

Resolution #401, 402, 403, 404

Councilwoman Sanders: "I'd like to recommend that I move Resolution 401, 402, 403 and 404. They're all dealing with authorizing an offer pursuant to Section 303 of the New York Eminent Domain Procedure Law in connection with the condemnation of 201, 207,

217 and 210- I'm sorry, 201, 207 and 217 Railroad Street and 210 Court Street in Riverhead, New York. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded. And as indicated by Mr. Mastropolo, the first one, 401, should reflect \$45,000 both in words and in numerals. So we need to make that one change."

Councilman Densieski: "That's for the chandelier in the bodega."

Supervisor Kozakiewicz: "Vote, please."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #405

Councilwoman Blass: "This resolution accepts the offer of sale of development rights from Richard Meyer and Donna Meyer. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #406

Councilwoman Sanders: "Appoints interpretation consultant for the police department and justice court. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #407

Councilwoman Blass: "This resolution is calling for a public hearing in connection with the lateral water main for Gatz Estates on

Hubbard Avenue. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #408

Councilman Lull: "Resolution authorizing the Supervisor to execute a water service contract with Field Day LLC."

Councilwoman Sanders: "Move to table."

Councilwoman Blass: "Move to table."

Councilman Lull: "All right."

Councilman Densieski: "Second to table."

Supervisor Kozakiewicz: "Yes. Moved and seconded to table."

Barbara Grattan: "This is going to be tabled."

Supervisor Kozakiewicz: "Vote on the table."

The Vote: "Sanders, yes; Blass."

Councilwoman Blass: "Yes, to table."

The Vote (Cont'd.): "Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is tabled."

Resolution #409

Councilwoman Sanders: "Resolution authorizing the Supervisor to execute a change order 1 & 2 for the Riverhead Water District repainting of Pulaski Street tank, and that was to- for brackets for the braces and for the- what was the second item?"

Councilman Densieski: "Antenna bracket."

Supervisor Kozakiewicz: "The first one was for the antenna

brackets which is being picked up by Sprint, and the second one was for the- "

Councilman Densieski: "Gussets."

Supervisor Kozakiewicz: "Gussets or whatever you want to call them that when they took apart the tank, they discovered they needed to be refurbished, so- "

Councilwoman Sanders: "Okay. Thank you. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz- "

Barbara Grattan: "Okay. Resolution is adopted."

Resolution #410

Councilman Densieski: "410 approves application of Speedworld FX. So moved."

Councilwoman Sanders: "I'm sorry. And seconded."

Barbara Grattan: "Moved and seconded?"

Councilman Lull: "It's moved and seconded. Sorry."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz."

Barbara Grattan: "4 yes and 1 absent."

Supervisor Kozakiewicz: "Just- I was asked, did anyone leave behind a briefcase? There's a briefcase in the- you got it? Okay. All right. Thank you."

Councilman Densieski: "Just missed it."

Resolution #411

Councilwoman Sanders: "Awards bid for Horton Avenue basketball

court improvement project. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #412

Councilwoman Blass: "This resolution approves the temporary sign permit of Curves. So moved."

Councilman Lull: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull."

Councilman Lull: "Curves is a store. Yes."

Councilwoman Blass: "It's an exercise studio."

Supervisor Kozakiewicz: "Yes."

Barbara Grattan: "The resolution is adopted."

Resolution #413

Councilman Lull: "Authorizes attendance of two police officers to the Long Island New York City Emergency Management Conference. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #414

Councilman Densieski: "Authorizes the attendance of an assessor at a seminar. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #415

Councilman Lull: "Authorizes the Supervisor to execute a stipulation of settlement with a town employee. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #416

Councilman Densieski: "Appoints Chris Barker as a part time recreation aide at the skate park to the Riverhead Recreation Department. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #417

Councilwoman Blass: "This is a budget adoption in connection with a computer upgrade capital project. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski."

Councilman Densieski: "I did not originally vote for the bonding of this so I'm not going to support it, so I vote no."

The Vote (Cont'd.): "Lull, yes; Kozakiewicz."

Supervisor Kozakiewicz: "Yes. This is something that's computer upgrades and I vote yes."

Barbara Grattan: "The resolution is adopted."

Resolution #418

Councilman Lull: "It's a risk retention fund. Budget adoption. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #419

Councilwoman Sanders: "It's a budget adoption for Aquebogue Golf Resort water extension. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #420

Councilman Lull: "Reeves Avenue Golf Resort water extension budget adoption. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #421

Councilman Densieski: "Appoints David Hornung, Jr. to be a Park Attendant I to the Riverhead Recreation Department. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #422

Councilwoman Blass: "This resolution authorizes a bid award for the Hallockville Museum Farm. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #423

Councilwoman Blass: "This resolution authorizes the Town Clerk to publish and post a notice to bidders for annual maintenance for diesels and generators for the Riverhead Water District. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #424

Councilman Lull: "We've got diesels. Authorizes Town Clerk to publish and post a notice to bidders for quick lube maintenance for the Riverhead Water District. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #425

Councilwoman Blass: "This accepts the performance bonds of Sound Housing LLC also known as Willow Ponds on the Sound Condominium Phases I and II and these bonds represent park and rec fees and water key money. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #426

Councilman Lull: "Calverton Sewer District establishes nitrogen reduction fund. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #427

Councilman Lull: "Appoints Mary Hartill part time Deputy Town Attorney. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #428

Councilman Densieski: "General fund budget adjustment. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #429

Councilwoman Blass: "This resolution awards a bid for propane. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #430

Councilman Lull: "Awards bid for food, white vinegar included. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded. Tomorrow I'm going to go out there and see if they've got 12 in a case. I'm telling you, it's going to be the biggest thing I'm doing."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Barbara Grattan: "I guess I better check that, huh?"

Supervisor Kozakiewicz: "Yeah, I'm going to have to make sure of that. I'll get my exercise and my weight lifting by working on that tomorrow."

Resolution #431

Councilman Densieski: "Awards bid for meat and poultry. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #432

Councilman Densieski: "Discussion, Bob. I think we're closing a portion of the road here on Sigal Avenue, correct?"

Supervisor Kozakiewicz: "Correct. This is a result of the subdivision approval that's gone on, I think, probably longer than anybody has wanted it to. The map was signed timely in order to avoid the Planning Board resolution approval and now the county is saying that this must occur or they will not accept the map for filing."

Councilman Densieski: "I understand that. My question was isn't that subject to a public hearing? It's not?"

Supervisor Kozakiewicz: "No."

Councilman Densieski: "Okay. That's my question. Authorizes an abandonment of Sigal Avenue pursuant to New York State Highway Law Section 212-a. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull."

Councilman Lull: "Every step closer to home to Millbrook Gables is a good one. Yes."

The Vote (Cont'd.): "Kozakiewicz, ditto, yes. The resolution is adopted."

Resolution #433

Councilwoman Blass: "This resolution approves an amended site plan for Talmage Farm Agway. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #434

Councilwoman Sanders: "Authorizes the Town Clerk to publish and post public notice to consider the purchase of development rights of a parcel located in the Town of Riverhead owned by Louis Caracciolo and Ottavia Caracciolo. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #435

Councilman Lull: "Amends resolution and authorizes Town Clerk to publish and post notice of scoping hearing regarding an amendment to the zoning use district map of the Town of Riverhead - Planned Recreational Park District to the Planned Industrial Park District - Enterprise- Enterprises Park at Calverton. So moved."

Councilman Densieski: "Second the motion."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, no; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #436

Councilman Densieski: "Approves the site plan of 31 Main Road Riverhead Corp. So moved."

Councilwoman Blass: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders."

Councilwoman Sanders: "Just a discussion. Did- at work session we had conversation relative to the entrance and where it was proposed along Route 25 and I thought there was going to be another consideration for that or was I mistaken?"

Supervisor Kozakiewicz: "This resolution? I know that there were- I think that we were supposed to get back from Rick whether the traffic analysis could have done this the other way."

Councilwoman Sanders: "And we didn't get that information?"

Barbara Grattan: "This is 31 Main?"

Supervisor Kozakiewicz: "There's no further discussion? Why don't we table it?"

Councilwoman Sanders: "Fine, great."

Supervisor Kozakiewicz: "Is there a motion to table?"

Councilwoman Sanders: "Motion to table."

Supervisor Kozakiewicz: "All right."

Councilwoman Blass: "And second."

The Vote: "Sanders."

Councilwoman Sanders: "Yes, to table."

The Vote (Cont'd.): "Blass."

Councilwoman Blass: "Yes, to table."

The Vote (Cont'd.): "Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is tabled."

Resolution #437

Councilwoman Sanders: "Approves the site plan of Over in 2050 Riverhead Ford. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #438

Councilman Lull: "Amends Resolution 351. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Resolution #439

Councilwoman Blass: "This resolution approves the special permit petition of Paul Martin/Riverhead Commerce Park. So moved."

Supervisor Kozakiewicz: "Is there a second?"

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, yes; Blass, no; Densieski."

Councilman Densieski: "I've been advised to abstain."

The Vote (Cont'd.): "Lull."

(Some inaudible discussion among the Board members)

Councilman Lull: "I'll abstain."

The Vote (Cont'd.): "Kozakiewicz."

Supervisor Kozakiewicz: "I vote yes."

Barbara Grattan: "Okay."

Supervisor Kozakiewicz: "Resolution did not pass."

Barbara Grattan: "Did not pass."

Resolution #440

Supervisor Kozakiewicz: "It was on 439 and it was two yes, 2 abstentions, and a no. Okay. 440. Did not pass. Resolution was not adopted."

Resolution #440

(Some inaudible discussion among the Board members)

Councilman Lull: "I thought we were going to table this."

Councilwoman Sanders: "Table it."

Councilwoman Blass: "Can we have a special meeting on Thursday to adopt this?"

Councilman Densieski: "I'd be willing to take a five minute break now if we can resolve it in five minutes."

Councilwoman Sanders: "We can't. It's a whole scoping document we have to- "

Councilman Densieski: "Oh, so we have no choice."

Councilwoman Sanders: "So we can do it Thursday."

Councilwoman Blass: "Can we do it Thursday?"

Supervisor Kozakiewicz: "We're only going to have an abbreviated work session on Thursday so I'm not sure we'll have time to do a special Board meeting."

Councilwoman Blass: "To consider this single resolution? I only got- I got the scoping document- "

Supervisor Kozakiewicz: "Two Town Board members can call for a

special Town Board meeting. I'm not sure whether there's enough notice period though here."

Councilwoman Sanders: "How many days?"

Supervisor Kozakiewicz: "Three days."

Councilwoman Blass: "The problem is the scoping document only came attached to the resolution late in day and most of the Board members haven't seen it. I started to take a look at it and there is corrections. So rather than pass on a document that we know needs to be corrected, I thought if we could take it up on Thursday, but if we have time- "

Supervisor Kozakiewicz: "I don't have time on Thursday. I- "

Councilwoman Sanders: "Can we do a special Town Board meeting tomorrow?"

Councilman Densieski: "Call a special- "

Supervisor Kozakiewicz: "You guys can call a special- "

Councilwoman Blass: "Friday we're closed."

Supervisor Kozakiewicz: "Friday we're closed."

Councilwoman Sanders: "Monday."

Supervisor Kozakiewicz: "Monday. If the Board wants to do that."

Councilman Densieski: "Motion to table 440."

Supervisor Kozakiewicz: "Is there a second?"

Councilwoman Blass: "Yes."

Supervisor Kozakiewicz: "Okay. Vote, please."

The Vote: "Sanders."

Councilwoman Sanders: "I'm sorry. There's too many conversations. Thank you."

Barbara Grattan: "This is to table."

Supervisor Kozakiewicz: "A motion to table."

Councilwoman Sanders: "Yes, to table."

The Vote (Cont'd.): "Blass."

Councilwoman Blass: "Yes, to table."

The Vote (Cont'd.): "Densieski, yes; Lull, yes; Kozakiewicz."

Supervisor Kozakiewicz: "I guess I'll say yes."

Barbara Grattan: "The resolution is tabled. Now I think we've got the other resolutions here, right?"

Supervisor Kozakiewicz: "Anything coming off the floor?"

Barbara Grattan: "Yeah. You've got Krupski, development rights. Edward Krupski."

Supervisor Kozakiewicz: "Okay."

Barbara Grattan: "All right. One, two, three, four, five."

(Some inaudible discussion among the Board members)

Supervisor Kozakiewicz: "Okay. Is there a- "

Barbara Grattan: "No. We're going to do bills first, 431?"

Supervisor Kozakiewicz: "Yes."

Resolution #431

Barbara Grattan: "Resolution 431 to pay bills."

Councilman Densieski: "Second."

Supervisor Kozakiewicz: "Motion and second to pay bills."

Barbara Grattan: "Eddie did. Densieski."

Supervisor Kozakiewicz: "I know. I said there was a motion and

second. Vote, please."

Councilman Densieski: "Jim moved it; I seconded it."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. Bills are paid."

Barbara Grattan: "This is going to be Resolution #442, accepts the offer of sale of development rights Edward Krupski and Alice Krupski."

Supervisor Kozakiewicz: "Are you going to move it?"

Councilman Lull: "I'll move them both at the same time."

Supervisor Kozakiewicz: "All right. Move both, this is- accepts sale of development rights from Edward Krupski and Alice Krupski?"

Councilman Lull: "Yes."

Supervisor Kozakiewicz: "And the second one is 443- the second is accepting the offer of sale of development rights, John Cichanowicz and Helen Cichanowicz."

Councilman Lull: "443, 444, accept the offer of sale of development rights. 443 from Edward Krupski and Alice Krupski; 444 from John and Helen Cichanowicz. So moved."

Barbara Grattan: "No, wrong. 441 was to pay bills. 442 is Alice Krupski. 443 is- "

Councilman Lull: "Oh, sorry."

Barbara Grattan: "-- Cichanowicz."

Councilman Lull: "442 and 443. Thank you."

Councilman Densieski: "Second those resolutions."

Barbara Grattan: "Good."

Supervisor Kozakiewicz: "Okay. Moved and seconded."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes;

Kozakiewicz, yes. The resolutions are adopted."

Barbara Grattan: "We also have here a tabled resolution."

Supervisor Kozakiewicz: "Which is that?"

Barbara Grattan: "Approves the application of Allan Edmonds Co. shore store, Tanger. That's what you told me- "

Councilman Densieski: "I'll move it if you give me the number."

Supervisor Kozakiewicz: "We tabled it."

Barbara Grattan: "They're bringing it. It's 348."

Supervisor Kozakiewicz: "Is there a motion- "

Councilman Densieski: "I'd like to bring 348 off the table. So moved."

Councilwoman Sanders: "And seconded."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders."

Supervisor Kozakiewicz: "Vote on taking it off the table."

The Vote: "Sanders, yes; Blass, yes; Densieski, yes; Lull, yes; Kozakiewicz, yes. Resolution is off the table."

Councilman Densieski: "Okay. 348 approves the application of Allan Edmonds Co. Shore Store in Tanger I. So moved."

Councilman Lull: "Second."

Supervisor Kozakiewicz: "Moved and seconded."

The Vote: "Sanders, abstain; Blass, abstain; Densieski."

Councilman Densieski: "We tabled this two weeks ago for more information. Since that time I did speak to representatives of Tanger Mall and this is the same exact thing they had last time and I'm going to vote yes."

The Vote (Cont'd.): "Lull, yes; Kozakiewicz, yes. The resolution is adopted."

Councilwoman Blass: "Madam Clerk, I was not aware that the information had actually been determined. It's one, two or three tents? We know- "

Councilman Densieski: "I believe it's two."

Councilwoman Blass: "Two. Okay. Knowing that, I'd like to change my abstention to a yes, please."

Barbara Grattan: "Okay."

Supervisor Kozakiewicz: "Any other resolutions?"

Barbara Grattan: "The resolution is adopted."

No, that's it."

Supervisor Kozakiewicz: "Thank you. Open comment period, five minute rule. Anybody wishes to address the Board? Oh, we have cards, two of them from Mr. Kasperovich. It's still five minutes, Bill."

William Kasperovich: "Your humor is not appreciated. I waited all this part of the evening to get to this point."

The street I live on is 15th Street in Wading River and, once again, I had to confront a neighbor for shedding his water in front of the house onto the road. The road has no catch basins, has no recharge basin, has nothing. It depends on the percolation and some of the slope points on the side road to take care of the storm water. And here the paved-- from the side of the house to the property line and the entire front yard, and no regard for accommodating storm water. They just drained it off to the road.

The road has no place to take water. Now, they had quarter of a million dollars worth of equipment sitting out there and the guy says we were told to do anything but drain it to the road. With all that equipment sitting there, they just didn't stop.

Now there's nothing in the bylaws that I could put my finger on and say here's what you're violating, here's where you have not gotten no approval or have gotten- made any accommodations. I cannot point my finger at any specific thing and yet this comes up time and time

again. And I think you should get into the- and not permit this because the water just goes onto another neighbor and then it becomes a problem or there is standing water that's another type of problem.

I had a long session with Mr. Kwasna this afternoon and mentioned several other items other than the 15th Street but he would come up with some recommendations on items of highway work and things that should be in the resolutions that you could point your finger at as being in violation now.

And that's- as I say, I've had this several times and got to have hard words with people and they're going to fix it after it's done. They're not going to be bothered changing things. And will they call- these people apparently had made contact with the town hall somewhere, some how, but then they had all this equipment out there and they weren't going to stop to modify anything. And so I felt since I couldn't point my finger at anything in the rules or the bylaws to say here's what you're violating, you want to continue on, this is what you're going to have to face or repair. We don't have it. And I think we should.

That's it."

Supervisor Kozakiewicz: "Thank you, Bill. Anybody else who would like to address the Board?"

Tim Yousik: "I've got five issues that they're going to be one minute apiece. First off, I applaud the Town Board for moving forward with Railroad Avenue. That's been something that we've- certainly the Business Improvement District has been upset with for a long time. The quicker, the better. I understand that you've got to go through the motions but as fast as we go to condemnation, I hope that we move forward fast and furious to actually have them torn down. Because that's an area that's long overdue for renovations.

Outside dining. This is a topic that has come up a few times and has never gone anywhere. Is there any particular reason why maybe the Town Board wouldn't be in favor of it or if they are in favor of it, what's the next step to move it forward? I've had an architect look at the front of one of my restaurants. I'd love to put in a set of French doors that open in so that you could put a small, little band there, a little three piece jazz band on the weekends. Put tables outside along the outskirts of the sidewalk in the red brick area where it doesn't interfere with any walking traffic. But I certainly don't want to make that investment unless we can move forward in

allowing it.

And if we're not going to allow it, that's okay, but I'd like to know so I know how to go forward.

There's certain areas on Main Street that, I think, allow outside dining without any problem at all. It can still leave a nice four foot wide sidewalk along the redbrick area where you have the tree pits and garbage cans and light posts. Putting small tables there, doesn't interfere with the sidewalk at all. So I'd like the Town Board to consider moving forward on this, certainly one way or the other and make a decision whether they're going to allow it or not."

Supervisor Kozakiewicz: "I think personally it's a good idea and if there's live entertainment and the person complies with the special permit requirements for live entertainment, so be it. It's great."

Tim Yousik: "Okay. But how do we make it so it's- actually allowed to do it. Legally allowed to do it."

Supervisor Kozakiewicz: "Well, it's a matter of just getting down and just drafting that legislation. So we'll throw that back at Dawn to work on. One more thing, Dawn. Thank you."

Councilman Densieski: "Before you do that, I would recommend we just put it through work session to discuss the details before we give it to Dawn, if that would make any sense."

Supervisor Kozakiewicz: "We're criticized no matter which way we do it."

Councilman Densieski: "Well, who cares?"

Supervisor Kozakiewicz: "All right. We're taking away the speaker's time."

Councilman Densieski: "I'm sorry, Tim."

Supervisor Kozakiewicz: "Yeah, don't do that. The only thing that I would like the Town Board to consider that they do in other towns is allow sandwich board signs, with restrictions. One, certain size limits. Two, go pass the ARB so that we know that we end up with something very tasteful. And, three, only allow them during business hours. And, again, only in front of areas that have an allowable spot

to put them so it doesn't interfere with the sidewalk. It can be done- I believe the way it's done in other towns, where it's very tasteful, done with certain rules and regulations and be an asset. Something I'd like to see considered.

The fourth thing on my list, moving right along, is Riverside Drive to the water. I've brought this up several times. We no longer have access to the water. That was- or that is a town road that has a county, I think it goes right through the golf course and has now a county T box right across the road and our access to the water is completely cut off. I think that's horribly wrong to allow it to be that way unless there's some consideration made by the county. We should either be paid for it. They should trade us a piece of land, something. But just to close our eyes to it, I think, is absolutely wrong and I'd like to see this Town Board address it.

And the last thing, I'd like to see the Town Board ask code enforcement to take a look at the building across the street from TJ's transmission. It used to be a neon sign store and the place is a dump. It's got a school bus that's ready to fall into the river in the back, derelict cars all over the place, garbage piled up, it's right on Main Street. It's got to go."

Councilman Densieski: "I know where it is."

Councilman Lull: "I know where it is, too."

Tim Yousik: "East Main Street, right across the street from TJ's Transmission. I don't know the number of the address."

Councilman Densieski: "Next to Automotive- "

Tim Yousik: "Past that. Purcell's place. Correct. That is the name. Thank you."

Supervisor Kozakiewicz: "Thank you. Anybody else who would like to address the Board? Not seeing anybody indicate so, we'll close tonight's meeting out. Thank you all for being here."

Meeting adjourned: 10:45 p.m.

Barbara Sutton
Town Clerk