

Minutes of a Special Board Meeting held by the Town Board of the Town of Riverhead held in the Town Hall, Riverhead, New York on Thursday, November 29, 1990 at 3:14 p.m.

Present: Joseph F. Janoski, Supervisor
 John Lombardi, Councilman
 Denise Civiletti, Councilwoman
 Victor Prusinowski, Councilman
 James Stark, Councilman

Also Present: Patricia Moore, Town Attorney
 Irene J. Pendzick, Town Clerk

WAIVER OF NOTICE AND CONSENT OF SPECIAL MEETING

WE, the undersigned, being all members of the Town Board of the Town of Riverhead, Suffolk County and State of New York, do hereby waive notice of the time, place, date, and purpose of a meeting of the Town Board of the Town of Riverhead to be held at the Town Hall, Riverhead, New York at 3:14 P.M. on the 29th day of November 1990, and do consent to the holding of such meeting for the purpose of considering resolutions #769 DENIES SITE PLAN OF RIVERHEAD MOTORS, INC. and #770 DEMANDS REPRESENTATION ON CALVERTON AIRPORT STUDY.

JOSEPH F. JANOSKI
 Supervisor

JOHN LOMBARDI
 Councilman

DENISE CIVILETTI
 Councilwoman

VICTOR PRUSINOWSKI
 Councilman

JAMES STARK
 Councilman

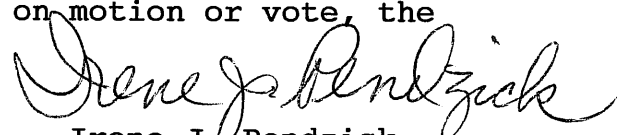
FILED

There being no comments or personal appearances, Supervisor Janoski offered resolutions #769 and 770 for the Board's consideration. Both resolutions passed with 5 YES votes.

Resolutions found on following pages.

There being no further business on motion or vote, the meeting adjourned at 3:15 P.M.

IJP:ch


 Irene J. Pendzick
 Town Clerk

769

DENIES SITE PLAN OF RIVERHEAD MOTORS, INC.

Councilperson _____ offered the following resolution, which was seconded by Councilperson _____:

WHEREAS, a site plan and elevations were submitted by Leo Sternlicht, Jr. for construction of a 3,360 square foot showroom addition and a 1,995 square foot addition for storage located at south side of County Route 58 (Old Country Road), Riverhead, New York, known and designated as Suffolk County Tax Map Number 0600-125-1-3; and

WHEREAS, the Planning Department has reviewed the site plan dated last May 29, 1990, as prepared by Gordon K. Ahlers, P.E., 188 Manor Lane, Jamesport, New York, 11947, and elevations dated last June 5, 1990, as prepared by Gordon K. Ahlers, P.E., 188 Manor Lane, Jamesport, New York, 11947, and has recommended to the Town Board of the Town of Riverhead that said site plan application be approved, with certain amendments; and

WHEREAS, based upon the Town Board's review of the Environmental Assessment Form and the proceedings had herein, the Town Board determines that the site plan applied for will be a(n) Unlisted Action without a significant impact upon the environment pursuant to the State Environmental Conservation Law and 6 NYCRR Part 617; and

WHEREAS, this Town Board has reviewed the site plan and elevations aforementioned, and

WHEREAS, the Town Board did meet with the applicant and did extend, by Resolution #733, the site plan approval time in order to enable the preparation of revisions as discussed at said meeting; and

WHEREAS, the applicant has failed to comply;

NOW, THEREFORE, BE IT

RESOLVED, that the site plan and elevations submitted by Leo Sternlicht, Jr., for construction of a 3,360 square foot showroom addition and a 1,995 square foot addition for storage, located at south side of County Route 58 (Old Country Road), Riverhead, New York, site plan dated last May 29, 1990, as prepared by Gordon K. Ahlers, P.E., 188 Manor Lane, Jamesport, New York, 11947, and elevations dated last June 5, 1990, as prepared by Gordon K. Ahlers, P.E., 188 Manor Lane, Jamesport, New York, 11947, be and are hereby denied by the Town Board of the Town of Riverhead, for the following reason:

The applicant has failed to demonstrate to the Town Board that display of merchandise should be permitted within a certain distance of the public highway, in contravention of the development plan of the Route 58 Corridor, and in conformity with the character of the area.

RESOLVED, that the Town Clerk be and is hereby authorized to forward a certified copy of this resolution to Leo Sternlicht, Jr., Gordon K. Ahlers, P.E., the Riverhead Planning Department, Riverhead Building Department, Town Engineer, and Office of the Town Attorney.

770 DEMANDS REPRESENTATION ON CALVERTON AIRPORT STUDY

Councilperson _____ offered the following resolution which was seconded by Councilperson _____

WHEREAS, the Federal Aviation Administration has indicated its desire for a study regarding the potential use of the current Navy-owned Grumman Airport at Calverton; and

WHEREAS, the Long Island Regional Planning Board is planning to file an application with the Federal Aviation Administration as sponsor of a study regarding the Calverton Airport; and

WHEREAS, reports indicate that the Federal Aviation Administration will fund 90% and that the State Transportation Department will fund 10% of the study; and

WHEREAS, the Calverton Airport Facility lies within the boundaries of the Town of Riverhead;

NOW, THEREFORE,

BE IT RESOLVED that this Town Board demands substantial representation on any Board commissioned to conduct a study regarding the Calverton Airport and economic and environmental impact of various uses and regional transportation issues.

FAA Set To Study Calverton Airport

By Tom Morris

STAFF WRITER

The Federal Aviation Administration said yesterday it is ready to fund 90 percent of a study of joint civil-military use of the Navy-owned Grumman jetport at Calverton — the first step toward turning the jetport into a commercial hub for cargo and possibly passenger flights.

And it appeared the study would get under way early next year after Lee Koppelman, executive director of the Long Island Regional Planning Board, disclosed yesterday that his agency will file an application with the FAA in the next month to be the required local sponsor of the project, and the state bid it was set to pay for part of it.

Louis P. DeRose, manager of the FAA Eastern Region Airports Division, said the inquiry could determine whether the 7,000-acre airport would be best suited to become an air cargo center, an inspection-maintenance-repair facility or even a small passenger jetport.

The state Transportation Department confirmed it would pay most of the remaining 10 percent of the study and Koppelman said the regional board would provide the rest.

He said a comprehensive study would take about 18 months and cost up to \$350,000. It would cover not only potential civil aviation uses of Calverton, but economic and environmental impacts of various uses and regional transportation issues, including how to speed cargo and passengers across eastern Long Island Sound.

Grumman is the sole user of the 38-year-old Navy site. Jake Bussolini, vice president for business affairs, said last night that Grumman supports the idea of an air freight operation on its site if it would help the Long Island regional

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LONG ISLAND

FAA to Pay for Study Of Airport at Calverton

STUDY from Page 19

economy. Businesses are leaving in an exodus, he said. "We must do something to reverse this trend."

DeRose proposed "an alliance" between local government and industry and the FAA that might ultimately help ease congestion and delays in the New York City area airports.

"It is obvious that there is a desire in Suffolk County to stimulate economic growth and jobs through an environmentally compatible industry. Our desire in the FAA is to increase the efficiency and capacity of the national airport system, especially in areas where delays have become commonplace. The development of Calverton Airport for civil use, in our view, can be the catalyst which will help both of us reach our objective," DeRose said.

He said the FAA considered civil aviation use of Calverton "extremely desirable . . . because it represents a rare opportunity to improve a critical airport and airspace segment of the national system which is on the brink of a capacity crisis."

Any move to initiate civil aviation use at Calverton as a result of the study would require a "local sponsor," such as the county, he said last night at a meeting of Eastern Long Island Execs, a business group, at Suffolk County Community College in Riverhead. Following up on statements in June by high-ranking FAA officials who said they wanted to explore possibilities for turning Calverton into a commercial airport, he said: "Any improvements in existing facilities, even on the outskirts of the metropolitan region, helps all airports in the system."

Noting that the Long Island master plan being updated by his office favors an air cargo center at Calverton, Koppelman said the regional board "has a strong sense of leaning in that direction," but would cover various other uses in the study and provide "much deeper insight into the the issue."

Aviation sources say Calverton costs Grumman — which tests jet aircraft and conducts some final assembly at the facility — about \$20 million a year. The company faces a decreased role as a Navy aircraft manufacturer in the 1990s and says it is willing to discuss some sort of joint use if the Navy is willing. Navy officials could not be reached, but DeRose said a federal law was signed Nov. 5 "to make joint use of military airports to take the pressure off congested metropolitan areas."

DeRose said 40 million passengers boarded aircraft at the three New York metropolitan area airports last year, a figure expected to exceed 58 million by the year 2000. And, he said, "Delays at the current rate would clog the system."

While not drawing direct parallels with Calverton, DeRose referred to development of state-owned Stewart Airport, formerly Stewart Air Force Base, at Newburgh, 65 miles north of New York City, with its new regional passenger service, as a "genuine success story." He said a quarter million passengers have flown out of Stewart since service for the Mid-Hudson Valley began in April, trips that otherwise would have been made via New York City airports.

11-27-90

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