

Minutes of the Town of Riverhead Board meeting held by the Town Board of the Town of Riverhead at Town Hall, Howell Avenue, Riverhead, New York on Wednesday, May 20, 2015 at 7:00 p.m.

**PRESENT:**

Sean Walter	Supervisor
John Dunleavy	Councilman
James Wooten	Councilman
George Gabrielsen	Councilman
Jodi Giglio	Councilwoman

**ALSO PRESENT:**

Diane Wilhelm	Town Clerk
Robert Kozakiewicz	Town Attorney

The meeting was officially opened at 7:00 p.m. by Supervisor Walter with the Pledge of Allegiance followed by an Invocation given by Reverend Charles Byer of Our Redeemer Lutheran Church and School in Aquebogue.

Supervisor Walter, on behalf of the Town Board and all the seniors of Riverhead presented Jo Packard with a proclamation for doing such an outstanding job putting together the Town of Riverhead's Senior Citizen's Resource Guide. A copy of the Guide is in Town Hall, at the library, the Senior Center and Rec. Hall. To commemorate the month of May as Older Americans Month the Town of Riverhead's Advisory Council launched the 2015 Senior Citizen Recourse Guide with a comprehensive publication of the guide.

On behalf of all the seniors in the community of Riverhead Jo thanked the Supervisor and the Board for the proclamation. Councilman Dunleavy also wanted to thank the Supervisor's secretary Carol who worked alongside Jo and the committee in putting the Guide together.

Supervisor Walter, on behalf of the Town Board presented the Riverhead Volunteer Ambulance Corps, Jamesport Community Ambulance, Manorville Community Ambulance and the Wading River Fire Department with a proclamation in honor of EMS week. Representing the groups were Kim Pakorny and Rod Richardson. Supervisor Walter also proclaimed May 17, 2015 EMS week.

The Town Board also honored the Riverhead Central School District and the Town of Riverhead Anti-Bias Task Force Superhero Poster Contest and Reflector Initiative Winners. Certificates were given to all the winners.

Councilman Dunleavy made a motion, which was seconded by Councilman Gabrielsen that the minutes from the May 5, 2015 Town Board meeting be approved. Minutes were accepted.

**REPORTS**

- Tax Receiver - Total Tax Collection to date as of May 6, 2015 - \$76,268,364.86

- Tax Receiver - Total Tax Collection to date as of May 13, 2015 - \$80,134,636.32
- Tax Receiver – Utility Collection Report April 2015 - \$364,101.83
- Building Department – Monthly Report April 2015 - \$122,769.23
- Police Department – Monthly Reports November 2014 an December 2014

### **CORRESPONDENCE**

- Wading River Civic Association – letter in support of setting weight restrictions limitations for local roads
- Gregory Fischer – letter of interest in renewing his offer of \$140,000.00 to purchase the East Lawn Building

### **APPLICATIONS** **(Pending Town Board Approval)**

- Home Depot – Plant/Annuals/Tree Sale – May 30 thru July 14, 2015
- Riverhead Elks Lodge #2044 – Lawn Mower Event and Kids Bicycle Races – May 31, June 28, August 30, September 27 and November 1, 2015
- East End Arts – Public Arts Project, August 7, 2015

### **COMMITTEE REPORTS**

Councilman Wooten stated that Saturday May 23<sup>rd</sup> is the Riverhead Town Spring Cleanup. He asked residents to join the Key Club and other Civic groups in cleaning up Riverhead. Everyone interested should meet at Town Hall at 9:00 a.m. Tee-shirts, bags, gloves will be given to everyone who participates. He also informed everyone that this coming Sunday from 12:00 to 4:00 is the Street Mosaic at the East End Arts on Main Street. Councilman Dunleavy added that both adult and children are drawing and everyone should come down and see the great sidewalk drawings.

Councilman Gabrielsen reminded everyone that the cardboard boat race is on Sunday, June 28th adding that hopefully the Supervisor will bring the Cup back to Riverhead.

Councilman Dunleavy invited everyone to a fun evening on July 3, 2015 at Grangebél Park when Riverhead hosts a fireworks display. He also said on June 6<sup>th</sup> on the Riverfront an appraiser will be there appraising antiques for free. Also this Sunday the Aquarium is having a restaurant, brewery tasting from 7:00 pm to 10:30. The cost is \$64.95 to get in to taste from forty vendors.

Councilman Wooten asked everyone to come down and support the Memorial Day Parade which starts at 10: a.m. The parade will be going down West Main Street, up Roanoke Avenue.

### **PUBLIC HEARINGS**

Supervisor Walter: “We’ve got two public hearings today. The first one is scheduled to start at 7:10 p.m. It is now 7:23 and I’ll open up the public hearing for the Consideration of a Proposed Local Law Amending Chapter 108 of the Riverhead Town Code entitled “Zoning” (Addition of Article LXIII. Planned Development (PD) Zoning Use District) and I think we have Annemarie Prudenti from the Town Attorney’s office if you want to just make a brief presentation about this and then we’ll take public comment.”

Annemarie Prudenti: “As probably everyone is aware the Town Board embarked on a plan for the reuse and revitalization of the EPCAL property. That reuse and revitalization plan included an amendment to the Calverton Urban Renewal Plan subdivision and creation and adoption of the planned development zoning district. The proposed planned development zoning district is designed as a hybrid form of the zoning code. It allows the town the flexibility over a multi-decade redevelopment arising. It establishes objectives, policies and standards to promote the orderly development and redevelopment within the PD district area for the purpose of recapturing the potential investment, growth and employment opportunities in the region through a wide variety of uses including industrial, institutional, manufacturing, commercial and energy.”

Supervisor Walter: “Ok. Does anybody wish to be heard on this public hearing?”

Anthony Coates: “Good evening I’m Anthony Coates. I live on Roanoke Avenue. Councilman Dunleavy any other activities I should know about?”

Councilman Dunleavy: “No more.”

Anthony Coates: “Ok, good. I don’t think any discussion about what’s going to occur at EPCAL can be divorced any discussion of the land use can be divorced from the (inaudible) and I’ve heard lots of press conferences, fancy words but as I see it EPCAL boils down to essentially four ways the Town can get paid. One is the land that we would lease and what we would get paid should we lease land there. Two is land that we would sell and what we’d get paid to sell per acre. Three is the taxes we collect from that property and four is the jobs we create.

I think there’s problems with this plan. First what is it we’re going to derive per lease for the land if we don’t have infrastructure. Our own consultants have said it would cost about fifty-five million dollars to put infrastructure in at EPCAL and you can bet it would be a lot more. So who is coming to EPCAL to lease land without infrastructure?”

Supervisor Walter: “Can I just give you a point of clarification? This has nothing to do with leasing the property. This is a hearing on the zoning alone.”

Anthony Coates: “I’m aware.”

Supervisor Walter: “Nothing to do with leasing so if you could just talk about the Zoning Code.”

Anthony Coates: “Well I, as my first statement was I don’t think you can divorce the economics from how you’re going to use the land. If you’re going to sell the land the price you’re going to derive per acre minus infrastructure is going to be a lot weaker than what the Town Board believes. Mr. Supervisor you’ve said that anyone who would go up there would go up there tax free.”

Supervisor Walter: “I’ve never said that but thank you for putting words in my mouth.”

Anthony Coates: “I’ve heard you say that and job creation at EPCAL, this zoning calls for ask and you shall receive housing to accompany anyone who goes up to EPCAL. We’ve been told

that the EPCAL property is to create high paying, high skilled, white collar, clean jobs for our citizens. If a company is coming there and is going to bring their own workers what have we done this for? Where are the jobs for the people in our Town?"

Supervisor Walter: "Well if you've actually read the impact statement you would know that EPCAL could support almost five thousand employees and last time I checked we're only a town of thirty-five thousand people all in with seventy-five hundred people that you might have heard if you were listening when I spoke over the age of sixty so if were to bring five thousand employees to the town there's not housing for five thousand employees so a mere three hundred units seems, you know."

Anthony Coates: "Well first of all it's not a mere three hundred units Mr. Supervisor. Its three hundred units to start and then ask and you shall receive. Isn't that correct?"

Supervisor Walter: "It's three hundred work force housing units tied directly to creation of jobs which is in the zoning. I'll let the zoning speak for itself."

Councilwoman Giglio: "But it does say they can ask for more."

Anthony Coates: "Right."

Councilman Dunleavy: "They can ask for more and it says on a need for bases. Here's the problem we're having. High tech jobs come out here and I'll tell you one example. We have a new cancer treatment center here and they had a physicist come out because the physicist is the one who regulates the radiation on this huge machine that costs about twenty-five thousand dollars. Well she had to come out from New York City and she had to be here early in the morning because of the cancer treatments. She was looking for a place to stay during the week. She couldn't find a reasonable place to stay during the week. Do we have a physicist out here that can do this? She had to come out so somebody has to train so now if we have these jobs we'd get local people trained and go to school for these jobs and take over from these people who come out and start this process so you have to have some places for these people to live because what they want to do is only stay Monday through Friday when they're here and go back to their home for the weekends. She didn't want to drive back and forth every single day."

Anthony Coates: "We're going to develop a whole community for her?"

Councilman Dunleavy: "This is why housing, no but high tech jobs you need high tech people that are proven and they can do."

Anthony Coates: "They don't go home at night?"

Councilman Dunleavy: "No they don't want to drive two or three hours to go home."

Supervisor Walter: "Let's let Mr. Coates finish."

Anthony Coates: “I don’t think anyone in this audience or anyone across this Town thought that we were getting housing up at EPCAL.”

Councilman Dunleavy: “You’re not.”

Anthony Coates: “You’re not?”

Supervisor Walter: “You didn’t read the Zoning Code.”

Anthony Coates: “I read the Zoning Code Mr. Supervisor. You can call it what you want and you can use the word ancillary and you can use any fancy language you want, you can tap dance around it but it’s housing. You’ll have school buses rumbling through an industrial park.”

Supervisor Walter: “You didn’t understand.”

Anthony Coates: No I understood it Mr. Supervisor don’t patronize me the way you patronize other members of the Town Board.”

Supervisor Walter: “I’m not patronizing you.”

Anthony Coates: “You are Sir. I’m telling you that.”

Supervisor Walter: “Can I ask you a question?”

Anthony Coates: “Surely.”

Supervisor Walter: “Do you know what the rough percentage of housing stock is; rental apartments are on Long Island on a whole? Do you know what that is?”

Anthony Coates: “Mr. Supervisor I know that we’re woefully undersupplied in rental housing.”

Supervisor Walter: “Thank you.”

Anthony Coates: “And I know that you’re building projects around Town to address that but they don’t belong at EPCAL.”

Supervisor Walter: “That’s good, that’s your opinion.”

Anthony Coates: “That’s why I’m standing here.”

Supervisor Walter: “Ok, good, please go on.”

Anthony Coates: “In any event I don’t think anyone here thought that was what we were getting was to build housing there. Let me give you a few reason why. Number one, every one of those houses comes with children that need to go to school.”

Supervisor Walter: “It’s not houses. These are attached dwelling units. They are not houses they are projects just like Summerland, workforce housing, dormitories.”

Anthony Coates: “And you’re going to prevent people from having children? Is there a sterilization booth at the front door when you come in?”

Supervisor Walter: “Mr. Coates do you have any concept of how many houses?”

Anthony Coates: “Mr. Supervisor you can continue to say any concept or whatever fancy word you want to use. Yes I understand the English language as my mother taught me.”

Supervisor Walter: “So do you know?”

Anthony Coates: “Housing is housing.”

Supervisor Walter: “Do you understand or do you know what the figures are for the number of children that come out of a workforce housing apartment complex like the Summerland project?”

Anthony Coates: “I know what they’re purported to be and.”

Supervisor Walter: “What are they purported to be?”

Anthony Coates: “Mr. Supervisor you’re trying to tap dance around the issue. Will the people there be permitted to have children? Yes or no?”

Supervisor Walter: “Mr. Coates.

Anthony Coates: “Will the people there be permitted to have children Mr. Supervisor?”

Supervisor Walter: “Let’s not be ridiculous here.”

Anthony Coates: “It’s a simple question. I’m not so sure it’s being ridiculous.”

Supervisor Walter: “Let’s stick to the facts.”

Anthony Coates: “We are.”

Supervisor Walter: “And if you look at all the studies across Long Island you will know that we have seventeen, eighteen percent rental housing. If you go nationwide the figures are in the mid-twenties. Some places have thirty percent rental housing. If you look at the Long Island index and if you look at all the leading indexes, you speak to the renters, you go to any authority on workforce housing you will find out that each unit, I want to say and Jodi you might know better than I, I want to say it’s like point five or point seven children per unit.”

Councilman Wooten: “I think less than that.”

Supervisor Walter: “So in a, I think Summer Wind they were looking at something like ten kids.”

Anthony Coates: “Does your Code guarantee that?”

Supervisor Walter: “I don’t believe there are actually any children but I don’t know at Summer Wind.

Anthony Coates: “Does your Code guarantee that?”

Supervisor Walter: So that, well what’s the matter with children?”

Councilman Gabrielsen: “I’m sitting here wondering why you’re demonizing children.”

Supervisor Walter: “Right.”

Councilman Gabrielsen: “If a research scientist (inaudible) why is this an issue? Yes they may, of course there may be children there.”

Anthony Coates: “Now we’re getting somewhere.”

Councilman Gabrielsen: “I said there may be children.”

Anthony Coates: “Why do you say I’m demonizing children? I have two and was once one myself.”

Councilman Gabrielsen: “But you keep saying do we guarantee a child won’t go in there.

Anthony Coates: “What I’m saying is.”

Councilman Gabrielsen: “What’s your point? What’s your argument against a child going in there? You seem so against it.”

Anthony Coates: “If you’re building a world class industrial park was that to be a housing development to include hundreds of children going to our schools?”

Councilman Gabrielsen: “No one said hundreds. You’re supporting research.”

Anthony Coates: “You’re not guaranteeing to me there won’t be.”

Councilman Gabrielsen: “No of course not.”

Anthony Coates: “Well then.”

Councilman Gabrielsen: “Why would I try to defend, what’s the problem? If he’s researched?”

Councilman Wooten: “I think the totality is three hundred homes. With the exception if someone can prove more than that but then to presuppose that every apartment is going to have a kid is just.”

Anthony Coates: “Well no one is but statistics are that most households have two point three kids is what the school district looks at.”

Supervisor Walter: “That’s where you would be wrong because your statistics are wrong. I think the point I was making is the statistics for a workforce housing is like three quarters of a child. You want to go by statistics then you really should look at the correct statistics.”

Anthony Coates: “Well you can lawyer it all you want but.”

Councilwoman Giglio: “If I can just say something? This is a public hearing so we’re hear t listen to the people who have questions or problems with the zoning right?”

Councilman Gabrielsen: “Not challenging the Board.”

Supervisor Walter: “Exactly. Mr. Coates, Ms. Giglio makes a great point can you please (inaudible).”

Councilman Gabrielsen: “The floor is yours; don’t challenge us because we’ll be here all night.”

Anthony Coates: “I didn’t challenge you, you engaged me.”

Supervisor Walter: “Alright Mr. Coates, the floor is yours. I don’t that sometimes.”

Anthony Coates: “Despite the Boards comments I see children as something we want to avoid. I don’t think we want to create a housing develop there. I think when people come there (inaudible) a speedbump to the progress in the area they will become voters. I think it’s entirely possible they’ll slow down some of the progress up there and I think obviously a wealth of new residents are a strain on services. I also think the way you’ve cut up the lots you’ve created a lot of small size and medium sized tee-shirts in a market that may need extra-large, large and the rest. I think that what is to stop individuals from coming in and placing down a little bit of money on a lot and freezing overall progress the way we’ve seen downtown; Riverhead, Calverton landlords have really shut down the movement of downtown.

So, I don’t think it’s a very good plan. I think it’s fraught with a great deal of problems. I don’t think you can divorce economics from the land use and so I think you need to go back to the drawing board.”

Supervisor Walter: “Thank you Sir.”

Anthony Coates: “You’re welcome Sir.”

Supervisor Walter: “Next. Mr. Bartunek.”

George Bartunek: “You know Sean I’m not going to be that confrontational.”

Supervisor Walter: “Actually I enjoy speaking with Mr. Coates. I enjoy speaking with you as well.”

George Bartunek: “I can see that”

Supervisor Walter: “But you are getting your bike trails as Councilman Wooten said and I think Jodi had it placed on the map.”

George Bartunek: “My name is George Bartunek. I am a resident of Calverton by the way. I did look through the PD Planned Zoning District just in case there happened to be something in there related to recreation paths but looking through this there are a couple of comments that I would like to suggest that you might consider.

First of all we know that the consideration of housing at EPCAL probably goes back maybe to even Mr. Kozakiewicz’s administration, maybe there was a discussion of this. I know when I got elected to the Town Board even before I got appointed I had a meeting with Phil in his office in Jamesport with a fellow by the name of Wilpon and it was a very bizarre meeting. I can’t tell you how strange this meeting was with a discussion of residential communities at EPCAL so I mean it does go back and I’m glad to hear that you are referring to the proposed houses as workforce. I didn’t find that in the proposed legislation. I didn’t find the term workforce housing. Is it in there somewhere? I don’t know.”

Supervisor Walter: “No I don’t think we used that term.”

George Bartunek: “But it is interesting. I did go back to the master plan and I found there that is a description which does state that workforce housing will usually have and I’ll just quote, *no negative impacts on the town although providing workforce units may generate less tax revenue than similar market rate units. Lower income households are less likely to have children* so that seems to support the possibility that you have to have housing there. Workforce housing would be the way to go.

Some other comments that I have that you might want to consider also. If you have the proposed legislation in front of you, 108-343 C it starts talking about the materials and a description of how some of the buildings would be constructed.

It seems to me that the way the wording is proposed here is that it gives an awful lot of flexibility to the design of the buildings specifically under Materials under 1. It is encouraged that the front and side yard elevations etc., etc. it seems to me that you should be specific that the front and side yard elevations of the buildings, etc. should be very specific and if you read through the rest of this all the way through Sections E and F and it all, the wording is that they, they should be, they use the word should be. I think you should change that to shall. Instead of saying the building should be a certain height or it should have a certain appearance or should be constructed

of certain materials don't you think it ought to be shall be constructed of certain materials so that you were giving some real concrete direction of how these building should actually be constructed

Also going down to E-8 I have an addition you might consider there. It's talking about the lighting and I would suggest that you add that the lighting should comply with the Dark Sky's Ordinance. I didn't find that in there."

Supervisor Walter: "Actually I think that is in there. I'll ask Annemarie to come up afterwards. Where is Annemarie?"

George Bartunek: "I didn't find that but anyway if you can just go through that. There's another question I have if you can go to Section F Pedestrian Circulation. There's a whole bunch of should be's in there and in my opinion they should be shalls, so that they're a little more specific about what's being required here.

I do have a question when you go to 108-344 A-5. I don't understand what that means. It says *all development fronting on the New York State*, I think the word fronting should be changed because that gives you the impression that these buildings are going to be fronting towards 25. I think the word should probably be adjacent or contiguous to or something like that. *All development fronting on New York State Route 25 shall provide a sufficient roadway buffer to accommodate future transportation improvements.* What?"

Councilman Dunleavy: "In case they want to widen Route 25."

George Bartunek: "Yeah but these buildings are like a hundred fifty feet away from 25. Is that really something that's even necessary?"

Councilman Wooten: "Probably not."

Supervisor Walter: "Well we're giving, I don't remember the exact distance but we are making an offer to the State of New York so we want to make sure that's done that nobody's building right up onto the property lines because if you make the offer of dedication you build right on the property line then you have no buffer."

George Bartunek: "I understand that it's just, anyway. Another one I'd like to ask you a question about and this does relate to the bike path a little bit. It say that, if you're going back to 108-343 F-5 and it says *pedestrian sidewalks should be provided along the frontage along Route 25*. So what's that suggesting is that you're going to have a sidewalk parallel to the recreation path.

Supervisor Walter: "Actually the way, the comments to the DOT comments we're going to try to link that recreation path to the sidewalk. In other words what we've discussed, the DOT requires this but what we've discussed with the DOT and what they've basically said they would consider is tying in the sidewalk, wherever the sidewalks come in on adjoining properties to EPCAL to the bike path so that would be the walking trail so we wouldn't have to do an additional path."

George Bartunek: “I was going to ask you if that’s an optional because I’ve heard this before a couple of years ago that the DOT was requiring a sidewalk there and it made absolutely no sense.”

Supervisor Walter: “No. We had a meeting with them and they were receptive to the fact that we could tie the bike path into the sidewalk system and that would be acceptable to them.”

George Bartunek: “Who’s paying for the sidewalks?”

Supervisor Walter: “That’s what I’m saying we wouldn’t have to pay for the sidewalk we would tie it into the bike path.”

Councilwoman Giglio: “See so we saved infrastructure money.”

Supervisor Walter: “That’s right.”

George Bartunek: “You have to admit that’s a waste of money because I mean who’s going to walk along Route 25 when you have a recreation path, a walking path just on the south side of the fence where its protected?”

Councilman Dunleavy: “George it took us a year with the DOT because they want a sidewalk in front of the ballpark from woods to woods. I mean a year it took us to convince them.”

George Bartunek: “It doesn’t make any sense. So those are the only comments I have on the PDD, good luck.”

Supervisor Walter: “You being through so much zoning laws while you being in the Town Board we must have done a half way decent job because those comments weren’t terrible. Ms. Hartnagel.”

Jenn Hartnagel: “Good evening. My name is Jenn Hartnagel and I’m here representing the Group from the East End. We have a few more questions and comments regarding the zoning language specifically in Section 108-339 it speaks about the developing procedures and process. In Section A-2 of that section it states that the Town Board may refer the application to the Planning Department or Planning Board for report and recommendation. So it’s not required to have the Planning Board or the Planning Department weigh in on a site plan application?”

Supervisor Walter: “No what’s happened; we have, because we have this new EPCAL Planning Stature when an application comes in to us we have ninety days by State Stature to either approve it or deny it and if we do nothing it will be fault approved so we will be moving these applications very, very quickly.”

Jenn Hartnagel: “Again so then in the next Section A-3 when an applicant comes in for a pre-submission conference the goal is to have a complete plan and formal application and that pre-application meeting shall take place with the Town Board or the Planning Department?”

Supervisor Walter: “Correct.”

Jenn Hartnagel: “So again there’s no requirement for the Planning Department to have any I guess input or review in this site plan process.”

Supervisor Walter: “Yeah, the Town Board is the reviewing agent, the reviewing board in EPCAL and downtown Main Street.”

Councilwoman Giglio: “But even still the planning staff reviews the application and then makes recommendations to the Town Board.”

Jenn Hartnagel: “Ok that’s fine but I didn’t see that written into this legislation. That’s not written into this legislation.”

Councilman Dunleavy: “No but that’s the process.”

Supervisor Walter: “That’s the process. Because there’s such a tight time frame set by State Statute we’re going to, I mean the planning staff is going to take this in I’m not positive I mean it could come to pass that we have a reviewing architect or engineering firm that can move these projects along quickly because that ninety day we don’t want something to default approved that shouldn’t be default approved or we don’t want to deny something that should be approved so we really have; we’re going to being doing a lot of all-nighters to get these things done when they come in.”

Jenn Hartnagel: “Ok. I guess our suggestion then would be to have some way whether it be that pre-submission conference or when the site plan comes in to make sure that at least the planning staff has come input. I mean it’s no disrespect to this Town Board but you may have a future Town Board with an agenda and to not have the planners who have that planning experience review large scale site plans that would seem a little bit shortsighted.”

Supervisor Walter: “I think what the Town Board has to, the question that the Town Board’s going to have to answer is do we? For this piece of property the planning staff they may not be able to respond in an appropriate time frame so the Town Board may wind up having to hire an architect or engineering firm to do these site plan reviews so they can be done quickly and then you’re going to have certified planners or qualified planners to do reviews and presenting the information back to the Town because I mean if you got a two hundred fifty thousand square foot building that you’ve got to review a site plan or approve a site plan in ninety days I venture a guess there’s not a town on Long Island that has the staff that could drop everything and just do it. So in the end I guess we’ll probably wind up having consulting firms at the applicants expense do these reviews and make recommendations to the Town Board.”

Jenn Hartnagel: “Ok. I don’t know if that can be added into the legislation the intent or described somewhere and then last thing on that point I think in that same section since there’s no preliminary site plan application isn’t that the phase where the public hearing would take place if it were before you or the Planning Board, correct?”

Supervisor Walter: “The Planning Board does site plan and public hearings. I don’t, this legislation, I don’t know that the Town Board, we don’t have site plan public hearings. Ours is going to probably be a lot more public because we’ll do it at the table here where everybody can come watch us. You know we have a lot of opportunity for public input probably more so than some of the other Boards but its going. When we were working on this stature, with the ninety day approval provision it becomes really problematic to try and figure out how and when you’re going to set public hearings. I think it’s probably going to be more of an open process where you’ll sit at the table and you’ll go over it. If people have questions from the audience we’ll take them. This has not been done any place else that I’m aware of in New York, it hasn’t been any place else that I’m aware of in New York State so we’re going to have to make adjustments as it go along.”

Councilman Dunleavy: “We’re treading on new ground here.”

Supervisor Walter: “Right exactly.”

Jenn Hartnagel: “That’s fair enough. I just wanted, you know our concern is you could have these large, large scale site plans that could potentially be impactful and there’s not going to be you know a formal public review process and the DGIS that’s generic. There’s no saying what could be proposed here and I think that recently this Town Board has experienced the benefit of having the public come before all of you and they’ve had some very great comments and some of you have changed your mind and applications and I think that would also take place at EPCAL and it should take place with these projects.”

Councilman Dunleavy: “Well once we get an application we’re going to be here it’s going to be on television, it’s going to be in newspapers, on the internet. You can come here the next work session and give your opinion so it’s an open process. We don’t blind out the people who come here. Somebody wants to ask a question usually we’ll take their question and try to answer it at the time. So it’s an open process so anybody can come here. We meet every Thursday at ten o’clock so anybody who comes to a work session.”

Supervisor Walter: “Sometimes we take people from the audience and make them experts.”

Councilman Wooten: “And Jennifer I’m sure when we’re looking at these plans, we’re going to have planning staff.”

Jenn Hartnagel: “Ok, great and lastly in terms of the retail on the housing as you know the group was opposed to both of these uses at the site and we had suggested in our comments in response to the DGIS that there should be an explanation of how the figure of three hundred housing units was arrived at in addition as to how a hundred thousand square feet of retail was chosen as well and it seems you’re moving forward to keep both of these uses within the zoning. We hope that the FGIS explains how that was arrived at. It seems that the zoning language is heading in the right direction to connect them directly to projects. That makes sense but we’re still very concerned with the five hundred thousand square feet of retail. That seems like a lot of retail if it’s supposed to be considered secondary or ancillary uses.”

Supervisor Walter: “You know its interesting Jennifer in how this process evolved. If you look at every successful high tech industrial park whether its’ Silicone Valley all you have to do, you can go to Hauppauge and you see dispersed among the Hauppauge Industrial Park there’s retail, there’s housing. In Calverton you don’t really have too much retail. You have a couple pizza places and really not a lot of housing available. The biggest thing that Brookhaven National Laboratory complains about Cold Spring Harbor, Stony Brook University they don’t have housing so when we kind of put all of this into the machine that is creating the zoning with our different experts and Town Attorneys and Board members with everybody’s input the three hundred was sort of the number arrived at by consensus. We certainly don’t want single family homes. The retail you could build potentially ten million square feet of commercial property in there. I don’t know that that would ever happen so five hundred thousand square feet of retail against ten million square feet didn’t seem like a lot so I think the scale of the project is something to behold. In other words you can fit half of Hauppauge Industrial Park in EPCAL and so we were trying to arrive at things that worked, that didn’t push the envelope too much but in fact I was reminded by the Deputy Supervisor she gave me a reading assignment and I didn’t do it but I’ll do it but there’s a whole series of high tech industrial parks throughout the country that are very successful and every one of the elements we have in here they have and it’s part of what made them successful so we tried to touch on all that. Zoning is always one of the hardest things municipalities do and it’s always a work in progress.”

Jenn Hartnagel: “Ok. I appreciate that. We’re just afraid you know strip malls are going to pop up and it’s going to be an extension of 58.”

Supervisor Walter: “No that’ll never happen. It wouldn’t be permitted here. It’s not what we studied in the impact statement in fact it’s not what you’re going to see in the findings impact statement. This is specifically limited to, accessory to the high tech, you know it may not be high tech industrial park I mean there may be some more low tech industrial uses at the site that we already have there but there’s no, there’s nothing in here that’s going to allow someone to come in here and put a strip mall.”

Councilwoman Giglio: “And I put into the zoning that retail would have to be within a building where the professional offices or the commercial establishment was taking place. I don’t agree with the retail and the housing either but I did put some safeguards in there to protect what I thought would be a way to eliminate strip malls and things of that nature.’

Jenn Hartnagel: “Ok, thank you I appreciate that. Just lastly is it your intention to leave this hearing open until the FGIS comes out?”

Councilman Wooten: “Yes”

Supervisor Walter: “We can’t adopt it. Actually I was going to, yes. The answer is yes.”

Jenn Hartnagel: “We would appreciate that and if you are going to do that we would like to at least submit written comments.”

Supervisor Walter: “Absolutely. Does anybody else wish to be heard? Not seeing anybody. Eric can you answer the Dark Skies. I know we had Dark Skies in and Dark Skies out. How did we handle that? You’ve got to come up to the podium. I couldn’t find it.”

Councilman Dunleavy: “I think, do all construction have to comply with Dark Skies or do we have to put it in the zoning?”

(Inaudible)

Supervisor Walter: “Ok good, thank you. Thank you for coming. We’re going to close the public comment portion.”

Councilwoman Giglio: “I just want to put on the record a few things if I may because this is my only opportunity to do that I think and if the Board members have anything they’d like to say about the zoning.

I disagree with the housing and the retail at EPCAL. I know that there’s a Marriot Residence being built right on Route 58. If somebody wants to come for an extended period of stay they can definitely stay at the Marriot Residence Inn. We have hotels, we have houses to rent, we have developments of subdivisions that have yet to be built that could possibly be built if there was a need for additional housing here. I think that all of the high tech industrial parks throughout the country that are built are built around transit oriented developments that has retail that they can go to at night. They have restaurants. It has bars. It has housing. It has pharmacies. It has things of that and its communities that are created near transit so I think that busing from downtown, I like the idea of promoting housing downtown near the train station and busing people to EPCAL, having a continuous bus that goes back and forth to bring people to and from work and I think; I’m concerned if business were to pick up like Computer Associates came to Long Island and then Computer Associates left if a housing complex were to be built on the same parcel I fear that it be, if the Corporation were to leave and the housing were to remain that we might run into some problems, some unanticipated problems down the road. When Northrup Grumman was here we had the Wading River Hotel that was directly across the street. That hotel was for people when they used to come and do business with Grumman’s facility. They would stay at the hotel and when Northrup Grumman left that became emergency housing in the Department of Social Services. So that concerns me in an industrial park that we are trying to create.

I also believe that the retail would get built up around EPCAL where it’s currently zoned. It’s not being built up now because there’s not a demand for it but there would be a demand for it if we did have that type of development at EPCAL and I think that by allowing retail and housing within EPCAL we’re stifling the private market so for those reasons I object to the retail and the housing.”

Councilman Dunleavy: “I just want to add something. She said Computer Associates left. Computer Associates did not leave, they were bought out. So anybody that rides the Expressway they can see that there’s still a computer company in that building that bought Computer Associates out and it still has some and a lot, some of the same employees that worked for Computer Associates are working for this company right now. So it’s not something that’s going to come in and leave. If some company buys them out well that’s what happens but usually they stay in the same building.”

Supervisor Walter: “John I agree with you. Every high tech industrial park in this country has a mix of what we’re doing. The single biggest thing that Brookhaven Lab has now is housing and retail problems that’s why they’re trying to alienate forty acres in the front of Brookhaven National Laboratory to create housing and retail for the three to four thousand employees that are in there. Every study that you pick up talks about doing this the way we’re doing it and for us to be successful sometimes you don’t have to reinvent the wheel and we’re not doing that. We’re really modeling this after things like Silicone Valley.”

Councilman Wooten: “I just have to say, the housing part restricted to three hundred. It’s not a housing development. I think it’s being mischaracterized. It’s a housing component to an established high tech or manufacturer or corporation that’s going to come out of (inaudible). So, we’re not creating a neighborhood. It’s an accessory building to an active business first of all. Some retail, I don’t know about five hundred thousand square feet, some retail to accommodate as it grows because I don’t want to see Route 25, Middle Country Road in Calverton turn in to, sorry to say Mt. Sinai, Miller Place, Route 25A. I don’t want to see it turn to that, I really don’t. I’d rather support a retail within the EPCAL project (inaudible) business is there or not than sprawled all over Middle Country Road. That’s just me.”

Councilman Dunleavy: “And we’re talking about deli’s, dry cleaners, cafeterias, some place where somebody can go for lunch or if you come into work as any business person knows that if they need shirts or their suits cleaned they’ll take them and they can drop them off before they go to work and pick them up on the way home; a barber shop, a hairdresser so people can get their hair done. These are the things we’re talking about. We’re not talking about large clothing stores or large supermarkets. We’re talking about accessory to the housing so people can walk around and pick something up.”

Councilman Gabrielsen: “It’s so practical. Let’s say lunch, you’ve got three or four thousand people working there there’s no supported retail. Imagine dumping all those cars at noon onto Main Road trying to find lunch and get back. It’s probably a three hour venture and the boss is, where is everybody? I think it’s just common sense. I mean you need a limited amount of supportive retail there. I don’t think, I think if you come up to ten thousand square feet per and that’s typically like a CVS pharmacy size. So you’d get, you know, that type of a building.”

Councilman Dunleavy: “So this is what we’re talking about, thank you George.”

Supervisor Walter: “Ok, good so without any further public comment I’m going to leave it open for written comment as Ms. Prudenti said until we adopt the findings of the Impact Statement and after we do that we’ll close this out so you can make written comments to the Town Clerks office. Alright I’ll close that public hearing.”

**Public Hearing Closed at 8:05 p.m.  
Left Open for Adoption of Findings Statement**

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Supervisor Walter: “The second public hearing was for 7:15 and it is now 8:04. I’m going to open up the public hearing for a Consideration of a Proposed Local Law Amending Chapter 101 of the Riverhead Town Code entitled “Vehicles & Traffic” (Twomey Avenue – 108-8, Weight limit of eight tons). John do you want to say?”

Councilman Dunleavy: “Ok. What we’re trying to do here; we have to get truck traffic that’s going through Riverhead. We have to find a truck route but right now they’re using residential streets for tractor trailers going past homes. What we’re trying to do is put weight limits on some of these roads that are used as major thoroughfares by tractor trailers and heavy trucks. Our roads are not built for that so that’s what this is all about and eventually we will have a truck route going through Town so they’re not on town roads.”

Supervisor Walter: “Alright so does anybody wish to be heard on this. If you step up to the microphone and give us your name. Line up behind there and just give us your name and affiliation for the record. Ok, go ahead Sir.”

Neil Krupnik: “Hi my name is Neil Krupnick and I’m the President of the Northville Beach Civic Association. I’d just like to start out saying we fully support this proposal. We have some questions. Who originally proposed this, did you Councilman Dunleavy.”

Councilman Dunleavy: “Yeah.”

Neil Krupnik: “And what was your thinking behind it? I guess you pretty much said that, you’re looking for a truck route.”

Councilman Dunleavy: “Most of the trucks cannot make the turn at Edwards and Sound that are going east because that intersection is too narrow for large trucks to make a right turn. So what they’re doing because Twomey Avenue is side at Sound Avenue they’re coming up Twomey and making that turn to go east on Sound Avenue and that’s what we’re trying to limit except local traffic. Local traffic you can deliver to someone on that street can go up there but pass through traffic cannot go on that street and that’s basically. We have to, we can’t make the whole town. We have to give a truck route. Once we determine what a truck route, where it should be then we can put weight limits on the rest of the streets that we want to put weight limits on.”

Neil Krupnik: “Ok. We’re curious and I’ll get to this but why we only focusing on Twomey?”

Supervisor Walter: “Because you have to come up with the truck route first.”

Neil Krupnik: “But if they’re not going on Twomey and I said we’ll get into this but they’re still going down Sound Avenue and they’re still going on Edwards.”

Councilman Dunleavy: “Well we’re working on that but we can’t. That’s a major thoroughfare right now east or west.”

Neil Krupnik: “Ok, so.”

Councilman Dunleavy: “If you’re trying to get on 58, 58 it’s narrow lanes so we’re trying to keep the truck traffic off 58. We may go down 25. This is a thing in progress and we have to talk about it.

Neil Krupnik: “Ok. Back in March New York State made a proposal to divert three thousand trucks off of I-95. There were a lot of statements made about that without even knowing what the truck weights were going to be with these trucks. Highway Superintendent Woodson said our local roads aren’t built to handle that weight. Supervisor Walter you said this idea is dead on arrival. The Town of Riverhead actually has the power to stop this and we will use that power accordingly we could and we would put weight limits on Sound Avenue.”

Supervisor Walter: “That proposal from what I understand has been removed.”

Neil Krupnik: “Yes the proposal has been removed. We were talking about this proposal. Three thousand trucks being added and you said Riverhead has the power and would put weight restrictions on Sound Avenue and Councilwoman Giglio you said our roads can’t take this kind of abuse. This was not even knowing what the size of these trucks were.

Councilman Dunleavy: “Everyone of us think that.”

Neil Krupnik: “Yes, meanwhile I’m sure everybody in this room has noticed an increase in eighteen to twenty-four tractor trailers that are coming in and out of United Riverhead Terminal. We talked about these at two public hearings. We talked about these trucks. Representative from United promised that they could reroute these trucks saying they will take Northville Turnpike and 105. The General Manager in October said the Terminal has total control as to who fills up at the terminal; if they got any complaints at all he can pull their card. In March there consultant Victor Prusinowski said that they’re thinking about doing, we didn’t do it yet because the hearing was pending but that was certainly something they could do. Here it is two months later and we know that trucks have not been rerouted. They obviously have no control of their trucks.

This is a picture that was taken just this past Wednesday and I apologize that it’s kind of small it’s a screen grab. This is one of United’s trucks. I counted twenty-four wheels on this and this truck is turning off of Pennys onto Sound Avenue.”

Councilwoman Giglio: “Into oncoming traffic?”

Neil Krupnik: “Into on, well as you can see.”

Councilwoman Giglio: “Yes.”

Neil Krupnik: “The truck is completely across the road.

Councilman Dunleavy: “School buses do that too. They’re just too long to make that turn and that’s why they’re going to using Twomey Avenue because that’s a wide intersection and they don’t have to go out as much and try to turn.”

Neil Krupnik: “This is on a Wednesday two weeks before Memorial Day weekend. We know what’s going to happen this weekend with traffic; our traffic is going to increase. This is in the middle of the day.”

Councilman Dunleavy: “Well that’s why we’re making (inaudible) because we’re trying to force them to use different routes

Neil Krupnik: “Right. It’s impossible for this truck to turn without coming into oncoming traffic and I would love to say that this truck then made a left hand turned onto Northville as we were promised both in October and March but no this is the truck heading west on Sound Avenue and the trunk, I didn’t follow the truck, but the truck either went and turned left Twomey or on Edwards. We’ve seen these trucks on Edwards as well.

Councilman Dunleavy: “We see that too.”

Neil Krupnik: “Now the Twomey amendment would set a weight restriction is eight tons, right? There are eighteen local roads that have this weight restriction currently and there’s another road that has a nine ton weight limit and I’m aware there are exemptions for local deliveries which we totally support.

Now to give you an idea of the size and weight of these trucks, eighteen to twenty-four wheelers; these facts pertain to eighteen wheel trucks so we can assume that the twenty, twenty-two, twenty-four wheel trucks are going to be a lot larger and a lot heavier.”

Councilman Dunleavy: “The twenty-four wheelers are nineteen thousand pounds heavier than an eighteen wheeler.”

Neil Krupnik: “Right, so that’s a lot. So we’re talking, these trucks are about seventy or eighty feet long. They need forty percent more time to come to a stop than a regular automobile. The trailer alone weighs thirty-four thousand pounds. That’s more than twice the weight restriction you’re asking for on Twomey. This is just the trailer. The total allowable legal weight for these trucks across the United States is forty tons. There’s no way that our roads, if you can even see on the bottom of this the bottom of this picture how bad Sound Avenue looks. Everybody in this room who drives on Sound Avenue, who drives any of these other narrow, local roads knows how badly our roads are; filled with potholes. Potholes are dangerous enough and then you have a truck this size carrying twelve thousands gallons of flammable liquid, you’re one accident away from a tragedy.”

Supervisor Walter: “That’s why we’re developing truck routes and weight restricting Twomey Avenue for the moment and working through a Traffic Safety Committee and our Chief of Police and I and John have spoken about this. It may, in fact, be that we might have to get some engineering, some traffic engineering help to set up truck routes but that’s why we’re doing what we’re doing.”

Neil Krupnik: “Well good and we applaud that.”

Councilman Wooten: “We’ve been aware of it.”

Neil Krupnik: “We think that this is a giant safety issue and an issue that affects everybody in Riverhead not just people on Twomey Avenue and we think that we should look into expanding this amendment to other local roads that we know that the trucks are traveling on. These roads include Edwards, Sound Shore Road, Pennys Road, West Lane and of course the historical corridor of Sound Avenue.” The five roads of Manhattan have size and weight restrictions especially for trucks carrying hazardous materials. The Town of Riverhead definitely deserves the same kind of safety precautions.”

Councilman Dunleavy: “I was going to say Sound Shore Road we cannot restrict the truck traffic up there because that’s a local delivery. If they’re going to the oil tankers, they’re going to their local delivery and so you have to, that’s the exception to the law.”

Neil Krupnik: “It’s not your local delivery. They are picking up, they’re picking up oil to take all over the place. That’s not a local delivery. People live on Sound Shore Road and people live on Pennys Road and people live off the road that these trucks turn onto. These roads are filled with walkers, bikers, children, automobiles. It’s the same issue. Sound Shore Road is the same issue as Twomey.”

Councilman Dunleavy: “Those tanks have been up there since 1950.”

Neil Krupnik: “I realize that.”

Councilman Dunleavy: “And they’ve had oil and gas up there. You want us to put someone out of business”

Neil Krupnik: “No, no one’s trying to do that. We used to see much smaller Mom and Pop home heating oil trucks. Now we’re seeing massive twenty-four wheel tankers. That’s a huge difference and I think that when you get together and you come up with this truck route plan please consider all of the citizens of Riverhead, we all count. Thank you and now I’d like to bring up a former President of the Northville”

Supervisor Walter: “Thank you.”

Neil Krupnik: “And now I’d like to bring up a former President of the Northville Beach Civic Association, Mary Yarusso who has a petition.”

Mary Yarusso: “Good evening my name is Mary Yarusso. On behalf of the Northville Beach Civic Association and many citizens in the Town of Riverhead I would like to present to the Board this petition calling for size, and weight restriction on all local roads.

The online petition was started approximately ten days ago and today we have received over one hundred and seventy-five signatures. We selected a few comments to share with the Board and with the members of the audience. From Linda Cavallaro: I urge you to protect our roads and our residents. Our rural roads cannot accommodate these kinds of vehicles. From Paul (inaudible): If they have an eight ton limit on Middle Road we need one even more for Sound Avenue, Pennys Lane and South Shore Road. From Ann Cromer: This is just common sense.

Please vote weight limits on our rural roads. From Mike Folley: We need to protect our Sound Avenue historic corridor from these large trucks which poise a structural and safety hazard to all who use these beautiful country roads. The Town Board of North Fork needs to act now to preserve the quality of life here. From Helen Toronto: Since I moved here seven years ago I have seen one hundred percent increase in these gigantic trucks. We must not allow them.”

Supervisor Walter: “Do you just want to submit the petition to us?”

Mary Yarusso: “Oh no I have tons. I’m just selecting a few of them. From Christopher Cavallero: the current flow of traffic and trucks is dangerous. To allow large trucks is insane. The government should work for the people. From Elaine Scallone: The local roads cannot withstand large trucks and eighteen wheelers. Who pays for the repairs for these roads, local tax payers not the businesses who are using these roads. How does a local road recruit this financial burdens? Local roads are rural not highways and they’re not designed for that use. From Michele Smith: I thought Edwards Avenue and Sound Avenue were supposed to be the gateway to the North Fork instead it’s become an extension of the Long Island Expressway. Let’s stop this now please. From Dana Dingnum: Large trucks have traveled our roads and a danger to those that live, work and visit here. Please ban them. The benefits to residents, visitors and businesses in setting weight and size limits far out way any inconvenience to the few businesses that use these dangerous trucks to travel. Please put our safety first. From Bruce and Carol Meyers: I live on Sound Avenue and the tractor trailers come barreling down Sound Avenue at high speeds. Sound Avenue is a mess. From Rhea (inaudible): It is absolutely necessary for reasons of safety, ascetics and environment, wear and tear on our roads to enforce weight and size limits.”

Supervisor Walter: “Councilman Dunleavy reminded me we’re talking about Twomey Avenue. Can you focus your comments on Twomey Avenue?”

Mary Yarusso: “I’m focusing on my comments because we feel.”

Supervisor Walter: “But the public hearing is on Twomey.”

Mary Yarusso: “Well we don’t feel it should be restricted only to Twomey Avenue.”

Councilman Dunleavy: “You can speak after the meeting, after resolutions on the rest of the roads. The public hearing is just on Twomey Avenue right now. You can speak after on the rest of the roads if you want, at the open session.

Mary Yarusso: “So now we’re going to have a different hearing for every single rural road in addition to Twomey?”

Supervisor Walter: “You would have to.”

Councilman Dunleavy: “We would have to”

Mary Yarusso: “In addition to Twomey.”

Councilwoman Giglio: “We could do them all at once.”

Councilman Wooten: “I think the goal is to do the traffic safety with the interest of getting a traffic study to come up with a comprehensive plan to do all the roads in one fall scoop. This road happens to be one of the town’s interests tonight because that particular road seems to be the main cut through road because of the entrance to Edwards Avenue so we don’t want that to happen so that’s why the weight limits are being put there but that’s not to say that we don’t care about all the roads. We’re doing a study to incorporate all the roads and of course your comments are well needed for that and that petition is needed for that study as well.”

Councilwoman Giglio: “But I agree with you and I think we should be encouraging larger trucks to use the state and the county roads that are built of a thicker material that can handle the wear and tear on those roads so Sound Avenue from 105 west is only about two inches thick so it’s not meant for that.”

Mary Yarusso: “Well I can promise you we’ll be back.”

Supervisor Walter: “Thank you. Next speaker.”

Madeline Nelson: “I’m not a prepared speaker but I live on Sound Shore Road and know you’re not taking the issue with Sound Shore Road but this is all big business and it’s not safe to have these big eighteen wheelers going in front of my house. You should have weight limits on all the roads all not just Twomey.”

Supervisor Walter: “Thank you. Next speaker.”

Jennifer Parzer: “Hello, my name is Jennifer Parzer. I just want to also comment on Sound Avenue and Pennys with the eighteen wheelers. I was in a near miss accident on May 5<sup>th</sup>. I want to just to let you know that the eighteen wheeler was coming south on Pennys to make the right hand turn onto Sound Avenue and I was making the left onto Pennys to go north.”

Supervisor Walter: “If that happens again please call the police department.”

Councilman Dunleavy: “And nobody yield.”

Jennifer Parzer: “No he actually came and encroached into my lane, into oncoming traffic. I had to actually go onto the property to avoid a collision.”

Supervisor Walter: “Ok, thank you. Does anybody want to speak about Twomey Avenue? Ok, let’s take Twomey Avenue first and then everybody else is going to be after Twomey Avenue. George, Twomey Avenue: “

George Bartunek: George Bartunek, Calverton resident. I’m also a trustee of the Greater Calverton Civic Association.”

Supervisor Walter: “And Twomey Avenue is in Calverton.”

George Bartunek: “I think there’s a connection here Sean. Rex Farr said he was going to be here and I guess I made a mistake saying I was going to be here so Rex probably but I want to point out. I mean I do support the weight limit on Twomey Avenue but you’re also probably aware that there’s a weight limit on Fresh Pond of nine tons. So you have weight limits on Twomey, you have weight limits on Fresh Pond, what’s left?”

Councilman Dunleavy: “I think that sign is wrong.

George Bartunek: “Well I don’t care.”

Councilman Dunleavy: “Eight tons, it’s in the Code.”

George Bartunek: “The Code is not, the Code is nine.”

Councilman Dunleavy: “The fire department has to change that sign.”

George Bartunek: “The Code, regardless. You’ve got weight limits on Fresh Pond. You’ve got weight limits on Twomey and you’ve got Edwards right in the middle so where’s all the heavy traffic going.”

Councilwoman Giglio: “Osborne.”

George Bartunek: Osborne, that’s getting beyond the (inaudible). That’s getting out of Calverton. The discussion that we had the Greater Calverton Civic Association meeting last week was just regarding Edwards Avenue so please before you adopt this go back and include Edwards Avenue between Sound Avenue and 25. A lot more residences on Edwards Avenue in that area certainly than you have on Twomey Avenue.”

Supervisor Walter: “I’m was going to count. Did anybody count because I thought it would be close but Twomey I mean you’re going in close proximity to the school which was problematic in my mind with some of the materials that were going by but I wasn’t sure, I thought it was a tossup as to who had more houses on it, Edwards or Twomey. I was going to count.”

George Bartunek: “I mean if you look Village Green.”

Supervisor Walter: “Yeah but most of the houses were interior.”

George Bartunek: “They’ve all got to exit onto Edwards Avenue. I mean.”

Supervisor Walter: “You know the issue for us. I don’t know that we can weight restrict; the city of New York has a lot more power than a town or a township and so I will ask the Town Attorney to research whether you can weight restrict even for local delivery but you know we’ve got so many. There’s a lot that’s going to go into this traffic analysis and I don’t know where Edwards Avenue.”

George Bartunek: “Ok, then can I make a suggestion. This is not going to make the people on Twomey Avenue happy but at least now what you’re doing is you’re sharing the load of the truck traffic between Twomey and Edwards.”

Supervisor Walter: “I thought about that today.”

George Bartunek: “Don’t dump it all onto Edwards Avenue between Sound Avenue and 25.”

Supervisor Walter: “I thought about that today.”

Councilwoman Giglio: “Or Osborne. I know that that’s not Calverton but Osborne is another heavily traffic road truck traffic.”

Supervisor Walter: “Thanks George.”

Matt Governale: “My name is Matt Governale. I live off Young’s Avenue. My wife and I are in support of the weight limit. The intersection at Twomey, and Young’s and Reilly is a dangerous intersection that sees multiple accidents every year. What our concern more about the enforcement actions? Once you pass the law is a fine sufficient to stop the traffic?”

Councilman Wooten: “The fines are heavy.”

Supervisor Walter: “Oh yeah, we can take care of that.”

Matt Governale: “These trucks, I’ve got to think are carrying tens of thousands if not hundreds of thousands of dollars’ worth of cargo.”

Councilman Wooten: “Yeah once it’s enacted we do super enforcement for a couple of weeks and fines are very heavy, trust me.”

Matt Governale: “That’s all I want to say, thank you.”

Councilman Dunleavy: “We’re going to ask the police department to enforce the twenty mile an hour speed zone at school zone on Twomey Avenue.”

Supervisor Walter: “Twomey Avenue.”

Gregory Springer: “Gregory Springer River Road in Calverton, NY. I’m glad you brought up that the fines are very heavy because I used to be an independent operate before I went out of business in 2010 due to all the weight restrictions on the south side. I’d mostly hauled potatoes, agricultural goods off of the Island. Well they say they’re exempt until you get pulled over and the officer says tell it to the Judge and then you’ve got to pay the fine and pay the ticket. Or if somebody pulls in front of you, in an SUV and says I’m the neighborhood watch President you can’t be on this road. So how do I get to Wesnoski Farms if I can’t be on this road?”

Councilman Wooten: “I just looked it up and gave it to George so he can go the Farm Select Committee. I printed out the AG and Markets law as well and vehicle traffic laws for New York State which exempts farm vehicles. There are certain things (inaudible) but.”

(Inaudible)

Matt Springer: “You’re saying a farm vehicle now does that have to have an agricultural plate on it because my truck travels fifty states. I had a portion plate on it.”

(inaudible)

Matt Springer: “I mean the amount of taxes I would pay, I’m not sure you’re aware of them but you know there’s the HUT Tax which is the highway use tax. There’s the IFA Tax which is the fuel tax. There’s overweight permits. The origin of the overweight permits for these twenty-four wheel tanker trucks that you’re talking about originated in upstate New York for the agricultural industry, that’s where this came from. And as far as the Osborne Avenue situation, Osborne Avenue used to be a fine road. They put a weight restriction on Middle Road so everybody had to go to Osborne Avenue. Then they built that beautiful traffic circle. I used to park my truck (inaudible) and when that was under construction when I was coming around there I would tell these gentlemen you’re making this traffic circle too small and now it looks like crap over there. Curbs are all cracked, bushes are all knocked down because that’s supposed to be a truck route and you can’t even get around the circle with a truck.”

George Gabrielsen: “You bring a good point up (inaudible) he was a little concerned about the exemption so in his legislation what’s the exemption would be the (inaudible) farm trucks not their trucks. They’re getting fertilizer delivered. There’s one local farm a very big farmer actually loads stuff on a trailer produce and he sends it up to into New York.”

Councilman Dunleavy: “If you want to go down Twomey you can deliver there, local deliveries are exempt, so they can deliver on Twomey Avenue.”

Councilman Gabrielsen: “No but what if he’s got a truck filled with produce going into New York.”

Councilman Dunleavy: “Then he’d have to go another route.”

Councilman Gabrielsen: “So it wouldn’t be exempted for the farm community?”

Councilman Dunleavy: “No, only for a farm tractor, a farm vehicle.”

Matt Springer: “So if it’s a tractor trailer hauling agricultural products, not exempt.”

Councilman Dunleavy: “They’re not exempt.”

Matt Springer: “So they’d face these hidden fines that you’re talking about?”

Councilman Dunleavy: “Yes, yes.”

Matt Springer: “So you’re putting more people out of business.”

Councilman Wooten: “That’s not the end. The end game is to check local roads that aren’t built to sustain that kind of.”

(Inaudible)

Councilman Wooten: “I have a (inaudible) license so I consider myself rightfully wrongfully to have to be more aware of my surroundings, a better driver than the next guy. When I go into a town I’m going to know what the weight limits are and there will be routes set up that accommodate those heavy trucks. You can get from Point A to Point B without taking the shortest route that a lot of people are learning because of 58 and whatnot. You’re taking any roads that aren’t built to sustain so we’re not out to put anyone out of business. It’s safer for the driver to have a more heavier more standard road than a rural corridor or a side street that has a grade on it because that’s how they do the water runoff. You know you’re better off with a substantial road so nobody’s out to put you out of business. We’re going to create a.”

Matt Springer: “Well I’m already out of business.”

Councilman Wooten: “Well I hope I didn’t do that.”

Supervisor Walter: “You raised some very valid points. Thank you Sir. How are you doing Sir?”

Nelson Happy: “Good evening. My name is Nelson Happy and I’m the Vice Chairman of United Metro Energy Corp. The owner of our company John Catsimitides is right behind me. He is also the owner of United Terminal which is; he’s also the owner of our terminal operation in Riverhead.”

Supervisor Walter: “Can we focus your comments on Twomey?”

Nelson Happy: “I am. I wanted to say that our companies support the notion of the weight limitations on Twomey and we prohibited any trucks that we operate from using it at all but at the same time we’re concerned that there should be a traffic study and there should be an implementation of an appropriate route access. Certainly the earlier comment that it does raise some constitutional issues that you cannot prohibit the operation of trucks by a local town ordinance so that it interferes with interstate commerce and I’m sure this town has no intention of doing that but we are planning some substantial projects in Calverton and Riverhead but it all depends on the ability of trucks to operate. We don’t operate anything but tank trucks and really on limited bases but all of those trucks we try to operate as safely as possible. At each of our facilities other companies come and pick up principally diesel fuel or heating oil. We do operate some small trucks that deliver heating oil to local homes and needless to say the weight limitations has to accommodate the people that can go in and service those homes with appropriate heating oil on a regular basis.

We would just like to complete the traffic study and come up for a plan for the trucks; make sure the safety is paramount in any of this but it's not unduly restricted that somehow would prohibit us from operating or any other commercial business. I know Mr. Catsimitides has a couple of comments."

Supervisor Walter: "Well before you leave Mr. Happy what I want to say to you is that sort of the impetus of this was myself and others following Metro Biofuel trucks down Twomey through an intersection and just about past an elementary school in an area that you don't belong and I'm not saying Edwards is a more difficult road to make the turns the housing, I don't know who has more housing the Twomey route or the Edwards route but the elementary school passing with twelve thousand gallons of diesel fuel or whatever, those roads, we don't want you there but you guys caused this so now do I have your word, I'm going to ask Mr. Catsimitides this too that we're never going to see Metro Biofuel's trucks on Twomey anymore?"

Nelson Happy: "That's correct.

Supervisor Walter: "He's giving his word."

(Inaudible)

Councilwoman Giglio: "I see them there all the time too.

Nelson Happy: "We support the proposed ordinance and hopefully though this is created interest or visibility on this problem so it could lead to the next step for the town being able to make the appropriate decisions."

Councilman Wooten: "Give you a safer route to where you have to go, protect the neighborhoods that we have to protect and if we have to use rural roads as part of that group to make sure we get the impacts we need to build the road to accommodate."

Nelson Happy: "This is excellent because that's exactly what we were hoping we could do."

Councilman Dunleavy: "Can I just tell you one thing, say since you're here. That was the worst traffic study that your traffic engineer ever gave. We don't need a traffic study but when you come here in front of us when we ask for one he says you don't need one and he didn't even know the weight of a twenty-two wheeler, what the difference was. I asked him that question, he couldn't answer me. I'm a common person and I know its nineteen thousand pounds heavier than an eighteen wheeler. So if you do a traffic study for your trucks, we're not asking you to do it for the Town, for your trucks do a proper traffic study."

Nelson Happy: "I think that's a reasonable request and we want to help you in that respect because it is a coordinated issue. We want to have good relations with the Town and maintain a safe operation but at the same token being able to operate and I think you've expressed."

Supervisor Walter: "But you're not going to operate on Twomey anymore?"

Nelson Happy: “That’s correct.

Supervisor Walter: “Ok. We’re going to hold you to your word and we’re going to ask Mr. Catsimitides. Mr. Catsimitides.”

John Catsimitides: “John Catsimitides. I’ve come here because I want to see this town meeting how it functions because we have a substantial investment out in Suffolk County. We had planned to spend tens of millions of dollars on other projects.”

Nelson Happy: “We’re considering a power generating plant, a Peaker plant at our facility in Calverton. We’re also considering a Calverton, Riverhead pipeline. Well first it’s the Peaker Plant if anybody didn’t hear it would be a much better utilization and bring additional power to Long Island. Secondly is connecting out facilities between Riverhead and Calverton with a pipeline which will eliminate a lot of trucks and I think that would be a very efficient and good project. A third thing is we have rail access that’s never been completely hooked up so we’ve been given marching orders to complete that rail facility because again that would remove trucks and we have several other development projects for the acreage that we own in both facilities and of course the encouragement to make that happen, to provide jobs and more of a tax basis. We’re already a big tax payer, well over a million dollars so we do pay for the services that we receive but many of those projects depend on the willingness of the owner and financing agencies to go ahead and back projects like that and a pro-business environment is very helpful.”

Councilman Dunleavy: “We love your business but we have to listen so some of our residents and their concerns. You have to help us by answering their concerns with a proper study that we ask you to give so we can answer their questions. That’s all we ask. We don’t want to partner with you but we have to answer the concerns of our residents and that’s what we go back to you for; to answer these concerns that they have and you should do proper studies to answer those concerns and give proper answers, that’s all we’re asking.”

Nelson Happy: “No, you’re right. In our defense we really only bought this business two years ago and we’ve been learning a lot about it. We did buy the Riverhead Terminal about a year before that but we’re newbies to the community. Mr. Catsimitides lives in Long Island in Quogue. He’s very familiar with the neighborhoods and the people here and he himself wants to see a nice environment for all the residents but again we’ve got to provide the commercial.”

Councilman Wooten: “Again listening here while you’re talking I think there’s got to be a way (inaudible).”

Councilman Dunleavy: “Yeah, thank you. Do you want to speak?”

John Catsimitides: “So my concern is before I authorize to spend tens of millions of dollars I just want to make sure that the Town does the right thing by everybody, not just by twelve people who object to having a bad scenery. I’ve lived in Suffolk County for over thirty years. We do pay over a million dollars a year in taxes and just want to have good relationships with the town, have good relationships with the residents and that’s why when the decision came up in our main

office about Twomey I said that's find let's find an alternate way to approach this but have two choices. You have weight limitations but you also have speed limitations. If you slowed everybody down to twenty miles an hour that might do the trick."

Councilman Dunleavy: "That's why I said enforcement. We need enforcement up there too."

John Catsimitides: "But before you impose restrictions I think it's the responsibility to find solutions so I think it's your responsibility to find solutions before you impose restrictions on all the businesses in Suffolk County. Thank you."

Councilman Dunleavy: "You're right."

Councilwoman Giglio: "I think that the County roads and the State roads coming directly from the Riverhead Terminal on Pennys and Sound Shore if they were to take Northville Turnpike or 105 which is a County road to 24 which is County road to 25 and then go back up to the project. It's a little bit out of the way but they're roads that are built for that kind of wear and tear and I think that the community is concerned because when they used to have the smaller trucks that were the heating fuel trucks they used to go there and fuel up and now they're seeing a lot more of the bigger trucks. So we can work together to fix the problem but I think using the County roads and the State roads in order to get to and from your facility in Calverton to the one in Riverhead would probably be a good recommendation if you can do it."

Supervisor Walter: "It would solve a lot of resident complaints right now."

John Catsimitides: "We will do a study on it and like I said we're going to try and cooperate."

Councilwoman Giglio: "Because I think it would make it a lot easier for your trucks to make the turns too which would be less of a risk for your company."

Councilman Dunleavy: "We can't force trucks to go to the Town of Southhampton. You guys have to instruct your drivers this is the route we want you to take ok?"

John Catsimitides: "We will certainly look at it."

Councilman Dunleavy: "Thank you very much."

Supervisor Walter: "Thank you. How are you doing Sir?"

John Heagy: "My name is John Heagy. I've lived in Riverhead all my live. I use Twomey Avenue about four times a day. If you get off the expressway and you go up Edwards Avenue and you take the tractor and trailer up there the next thing you have is the cars and you can't make the turn. When you make that turn you're going to hit that telephone pole on the right, you're going to scrape the devil out of it."

Supervisor Walter: “So why not, you’re a tractor trailer driver?”

John Heagy: “Yes.”

Supervisor Walter: “There’s a very simple answer to that. Let me ask you a question. If you’re getting off the expressway, you’re going up 25 from Calverton why, you want to be on the safest road why in the world would you not stay on 58 and take it right to 105 and Northville Turnpike?”

John Heagy: “Because I don’t go there. I go to Ivy Acres on Sound Avenue.”

Councilwoman Giglio: “That’s local.”

John Heagy: “No what are you going to do with Eddie (inaudible) with Twomey Avenue? Where I live is at the end of the expressway. I’m up there two, three times a day picking up a trailer, repairing it, putting tires on it, fixing the rail gates and stuff like that.”

Councilman Dunleavy: “That’s local delivery; you’re going to Ivy Acres on Sound Avenue.”

John Heagy: “Yeah but you know what’s going to happen. No trucks on there. The police department’s going to say John you can’t go there anymore.”

Councilman Dunleavy: “Can’t put you out of business.”

John Heagy: “You go down to Twomey Avenue, you make a right on Sound Avenue, you turn left into their driveway. That’s right where they’re at. Reason why we use Twomey Avenue it’s actually closer but you’re not getting into the bottleneck of 58 with all the cars.”

Councilman Dunleavy: “You could use, the same thing happened over in Manorville. There’s a steel guy in Manorville that’s on Wading River Manor Road ok and we had weight restrictions here and he thought he couldn’t get his steel delivered because of the weight restrictions but that’s a local delivery and the steel guy can go down there to his place and deliver his steel to him because it’s a local delivery.”

John Heagy: “Now do you guys know how many traffic lights there are on 58 from the traffic circle to?”

Supervisor Walter: “Seventeen.”

John Heagy: “There’s eleven to the traffic circle from the expressway. Then there’s another six from there.”

Supervisor Walter: “I counted them. I think it’s seventeen to 105.”

John Heagy: “There’s six more to 105.”

Councilman Dunleavy: “We’re not stopping you going up Twomey. You can go up Twomey.”

John Heagy: “Well and another reason why we use Twomey Avenue the people got to stop for that stop, traffic light up there on Edwards and that gives you an open space to make the right hand turn to go a couple of hundred yards and turn left at Ivy Acres. Now you have their stray jobs coming down there. You have their tractors and trailers, it’s about ten or fifteen of them and you’ve got the farmers there.”

Supervisor Walter: “I don’t know if this is the right answer without having a traffic study quite frankly because you can’t. We’re going to push everybody to Edwards Avenue you can’t make that turn.”

John Heagy: “You can make the right if there’s no cars right there.”

Supervisor Walter: “When is that happening, three in the morning?”

John Heagy: “Never and then on 58 with all the traffic lights you get all the trucks over there a lot of your truck deliveries for Target, Walmart and the rest of them come in at night. You guys don’t even see them. They drop a trailer; pick up a trailer and leave.”

Councilman Gabrielsen: “So it’s perfect. You wait for that light at Edwards; you come out plenty time to make your right, make your left.”

John Heagy: “The Cooperage right.”

Councilman Gabrielsen: “Otherwise you’d (inaudible). It makes sense. A tractor trailer going to an AG (inaudible). It’s not really local because he’s shipping into New York or wherever the market might be.”

John Heagy: “Well with Ivy Acres there they go to New Jersey, they go everywhere.”

Councilman Gabrielsen: “How do you define local, right?”

Councilman Dunleavy: “The only way we could fix that is move the stop line back from Sound Avenue and put a sign stop here for red light.”

Supervisor Walter: “You’d have to stop them at Twomey to make that right.”

John Heagy: “No Twomey is alright, there’s nothing there but the reason why most people use it even their trucks is because you can make the right. If you go Edwards and go to the dead end that telephone pole is right there and it’s in the same as the one on Mill Road for the trucks going to Stop and Shop.”

Supervisor Walter: “My thought was years ago when I actually worked for that Town Supervisor we were going to condemn part of Edwards Avenue to move the telephone poles, straighten out that intersection. We never did it because of costs. My thought is behind this was if you had a lot of tractor trailers got off at Exit Avenue, what is it exit 71 or is it 72 and they shoot up to Edwards Avenue because that’s where the exit off the LIE is to hit up Sound and go out to Southold and if we straightened that intersection at Edwards out then we’d only have one road, yes with a lot more truck traffic on it but we’d only be repairing one road all the time but now you’re putting a lot more traffic on one road impacting one community instead of splitting it. I honestly.”

John Heagy: “See Edwards Avenue has so many tributaries off of there with people living in them houses.”

Councilman Dunleavy: “We have to get a traffic engineer in there to do a traffic study and give us a route where the trucks can use and go safely.”

John Heagy: “Well you want that gentleman from the Northville (inaudible) to use 71, the four lane road but then you’ve got that darn bridge right there, that little one crossing that canal or whatever you want to call it and that’s the reason why you can’t use it because.”

Supervisor Walter: “Where is that?”

Councilwoman Giglio: “He’s talking about River Road.”

John Heagy: “Just before the traffic circle on the right.”

Councilman Wooten: “They took the weight restriction off. Just last year because.”

John Heagy: “I mean that was.”

Councilman Dunleavy: “Are you talking about the overpass over the river?”

John Heagy: “Right.”

Supervisor Walter: “I have a feeling that we may be going back to the drawing board. We may really have to hire a professional traffic engineer because this is. A couple of you, we can’t just keep piecemeal doing this and it’s not the appropriate way to do it. Thank you Sir.”

Dawn Jacobs: “Hi my name is Dawn Jacobs and I am a Twomey Avenue resident. My concern is not only the trucks but the speed. Is there a way we can implement a four way stop at Reilly, Youngs and Twomey to slow the trucks and other vehicles down? You have a school; you have a local fire department. It should be twenty miles an hour. As a local 911 dispatcher there’s not enough officers to enforce this speed. I have made a call to the State Troopers to perhaps have motor carrier come in and start doing DOT stops just to regulate the speed. I’m not trying to incubus they’re making a living; we’re all blue collar workers I understand the trucks and traffic. My concern as a local mother is the speed. My children, I can’t walk them to school.”

Councilwoman Giglio: “Yeah it’s a dangerous intersection because it’s the two way stop there and then.”

(Inaudible)

Dawn Jacobs: “There’s a blind spot on the south corner of Youngs and Twomey when you come up.”

Councilman Dunleavy: “What you have to do is write our local legislators in Albany. They’re the ones that regulate speed limits in the Town of Riverhead.”

Dawn Jacobs: “We have one.”

Councilman Dunleavy: “We have to send a request up to them. They have to come down and do surveys and then they tell us what the speed limit should be. That takes two years ok?”

Dawn Jacobs: “It’s twenty miles an hour.”

Councilman Dunleavy: “We have a bill up in Albany saying that the Town of Riverhead can make their own speed limits. So that’s what we need.”

Councilman Wooten: “Is it twenty miles per hour on Twomey Avenue itself or just on Reilly?”

(Inaudible)

Dawn Jacobs: “It’s a twenty mile per hour zone on Twomey Avenue in the incumbency of Reilly, Youngs and.”

Councilwoman Giglio: “And the firehouse.”

Dawn Jacobs: “(inaudible) you have local firemen who respond to calls to keep our community safe and you have local parents trying to drop their children off.”

(Inaudible)

Councilman Dunleavy: “She wants the whole thing twenty miles an hour.”

Dawn Jacobs: “No, no. What I’m requesting possibly is a four way stop.”

Supervisor Walter: “Let’s look at that.”

Councilman Dunleavy: “We could look at a four way stop sign.”

Dawn Jacobs: “As you did on Church Lane. Church Lane became a throughway because it’s easier.”

Councilman Wooten: “Like we did on Griffing Avenue and Lincoln Street.”

Dawn Jacobs: “Right, right If you could implement a four way stop that might slow the trucks down. You can hear their (inaudible) brakes from Deephole. Now if you have a small child who is walking with their parents from Youngs Avenue they’re not stopping. There not.”

Councilman Wooten: “We’ll make that suggestion to the Traffics Safety Committee.”

Dawn Jacobs: “Thank you for your time.”

Supervisor Walter: “Thank you.”

Vincent Lyons: “Good evening. My name is Vincent Lyons. I live at 37 Foxglove Road in Riverhead and ironically I came here tonight to support the amendment to modify the use of trucks on Twomey but after listening to all the comments made by the speakers tonight I think I’m going to oppose that amendment until the Town undertakes a comprehensive traffic study and looks at the impact of the URT operation on all of the community. I live two hundred yards from the intersection of Pennys and Sound, about two hundred and fifty yards from Northville and Sound and I’ve lived in this community for eight years. It’s only in the last year due to the new owners of the Terminal that I’ve begun to notice these large trucks that are traveling on our community’s roads.

I don’t know what they’re doing with trucks that size but I do know one thing. They’re creating a very dangerous environment for people like myself, my wife, people sitting in this room right here, the seventy neighbors I have that live in the Highland’s community that I just described to you and every resident of this town deserves a comprehensive look at this traffic situation by you folks and I hope that you do this very, very soon.”

Supervisor Walter: “Thank you.”

Councilwoman Giglio: “Thank you.”

Oleg Kastrowski: “My name is Oleg Kastrowski. I’m also employed by United Metro Energy. I am the Director of Finance for the company. I’m also a student of economics and policy and I heard a number of views and what I heard from your Board is that you have to come up with a plan; a plan that makes sense for the community, not just from safety standpoints but from an economic standpoint. You want this to be a vital community. I’m also a resident of Long Island. I’m not from this community of Riverhead but we all get affected by how much infrastructure is here, how much activity is here. The previous hearing was about restaurants and building housing and bringing profitable ventures here and increasing the tax base. That’s what affects all of our taxes including my own. So therefore I can only promote your thoughts on the plan and we all want to do the right thing for all of us.”

Supervisor Walter: “Alright, thank you. Does anybody else wish to be heard tonight?”

Neil Krupnik: “The woman on Twomey mentioned speed limits. I’m just curious about Resolution 337 that the Town Board passed five nothing. It offers support to New York State legislator to amend Chapter 399.”

Councilman Dunleavy: We do that every year for the past eight years. We try to get a Legislator to. ”

(Inaudible)

Neil Krupnik: “And where does it stand now?”

Supervisor Walter: “It never gets passed.”

Neil Krupnik: “No matter what you.”

Councilman Dunleavy: “That’s why you have to write letters to our Legislators in Albany to get that bill passed.”

Neil Krupnik: “Anything we can do to help?”

Councilman Dunleavy: “Write letters.”

Supervisor Walter: “Go visit Albany like I used spend my weekdays in Albany.”

Neil Krupnik: “Thank you.”

Supervisor Walter: “Thank you. Anybody else wish to be heard?”

John Cullen: “Good evening, John Cullen, Northville Beach. To be big you have to think big and go big. This picture here that I just borrowed from Mr. Happy is a very big truck. To get bigger than this can trust be bigger than this? This truck is twenty-four wheels, twelve thousand gallons, eight point two pounds per pound. This truck right here weighs well over a hundred and twenty thousand pounds. What is the weight limit going to be in our town?”

Councilman Dunleavy: “That truck weights ninety-five thousand pounds. That’s what the traffic person who came down here was against these.”

John Cullen: “The traffic person that we all.”

Councilman Dunleavy: “No not that guy from Miller Place. It’s a coalition against big trucks. The weight of that truck is ninety-five or ninety-eight, it’s under a hundred thousand pounds.”

John Cullen: “Full?”

Councilman Dunleavy: “Yes, full.”

Supervisor Walter: “Oil weights less than eight point two gallons.”

(Inaudible)

John Cullen: “I disagree but I just want to let you know.”

Supervisor Walter: “Thank you. If there’s?”

Gregory Springer: “I thought this was a hearing about Twomey Avenue.”

Councilman Wooten: “It is.”

Gregory Springer: “Gregory Springer, River Road in Calverton and I would just like to say that this is the peak season for the agricultural industry on the eastern end of Long Island that’s why the truckers are not being represented as they should be. This seems to be more about Northville Turnpike and tank trucks than agricultural.”

Councilman Wooten: “That’s what it turned into.”

Gregory Springer: “Apparently so I just wanted. I’m sure you guys have relatives in the agricultural industry and are well aware that up way past my bedtime because I need to get up and go to work on the farm tomorrow.”

Councilman Gabrielsen: “And your point, it’s really seasonal too. Your right it’s not year round with these trucks.”

Supervisor Walter: “Alright does anyone else wish to be heard? Not seeing anyone I’ll leave it open until the 29<sup>th</sup> of May for written comment.

**Public Hearing Closed at 8:58 p.m.  
Left Open for Written Comment until May 29, 2015 at 4:30 p.m.**

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Supervisor Walter: “Does anyone wish to be heard on Resolutions? Not seeing anyone, Diane?”

Councilman Dunleavy: “I make a motion that we close the Town Board meeting and open the Community Development Agency Meeting, so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. The CDA meeting is now opened.”

**Town Board Meeting is closed**  
**Town Board Meeting is reopened**

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**RESOLUTIONS**

**Resolution 349**

Councilman Gabrielsen: “Amend Resolution #313 Riverhead Water District 2014 Capital Projects Closure, so moved.”

Councilwoman Giglio: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #350**

Councilwoman Giglio: “Calverton Park Community Development Budget Adjustment, so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, no; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #351**

Councilman Dunleavy: “Peconic Care – Engel Burman Construction Calverton Sewer Capital Project Budget Adoption, so moved.

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #352**

Councilman Wooten: “Recreation Youth Fund Budget Adjustment, so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #353**

Councilman Gabrielsen: “Sanitation Recycling Program Budget Adjustment, so moved.”

Councilwoman Giglio: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #354**

Councilwoman Giglio: “Riverhead Sewer District Budget Adjustment, so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #355**

Councilman Dunleavy: “Resolution Calling Public Hearing Regarding Agreement between Riverhead Water District and New York SMSA Limited Partnership D/B/A Verizon Wireless, so moved.”

Councilman Wooten: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio.”

Councilwoman Giglio: “I’m just happy to say since the Town Board brought on (inaudible) Partners to review all of our agreements on our water towers this particular contract with Verizon could increase our revenues from forty thousand dollars to approximately eighty-

seven thousand dollars a year so I'm glad we brought them on and I think they're doing a great job for the town and I'll vote yes."

Vote Continued: "Gabrielsen, yes; Wooten, yes; Dunleavy, yes, Walter, yes. Resolution adopted."

### **Resolution #356**

Councilman Wooten: "Awards Bid for Annual Materials and Asphalt Procurement Contract, so moved."

Councilman Gabrielsen: "And seconded."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted."

### **Resolution #357**

Councilman Gabrielsen: "Awards Bid for Annual Construction Contract, so moved."

Councilwoman Giglio: "Seconded as amended."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted."

### **Resolution #358**

Councilwoman Giglio: "Authorizes the Town Clerk to Advertise for Bids on a Used 1998 Oshkosh Chassis Mounted Snow Blower or Equal, so moved."

Councilman Dunleavy: "And seconded."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted."

### **Resolution #359**

Councilman Dunleavy: "Appoints a Call-in Crossing Guard (John Kleppe), so moved."

Councilman Wooten: "I'll second it."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; "Walter, yes. Resolution adopted."

### **Resolution #360**

Councilman Wooten: "Appoints Part-time Homemakers to the Seniors Program (Elizabeth Jean Sutton, Yolanda Thompson), so moved."

Councilman Gabrielsen: "And seconded."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. "Resolution adopted."

### **Resolution #361**

Councilman Gabrielsen: "Ratifies the Appointment of a Provisional Assistant Recreation Program Coordinator (Ashley King), so moved."

Councilwoman Giglio: "And seconded."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio."

Councilwoman Giglio: "I was told by the Town Attorney that I have to recuse myself on this Resolution because this person worked for me. I know that they're a hard worker and that they'll be a tremendous asset to the Town but I have to recuse myself, I abstain."

Vote Continued: "Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted."

### **Resolution #362**

Councilwoman Giglio: "Change the Status of Part-time Police officers, so moved."

Councilman Dunleavy: "And seconded."

Supervisor Walter: "Moved and seconded. Vote please."

The Vote: "Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy."

Councilman Dunleavy: “We’re changing them from part-time police officers to seasonal police officers so I vote yes.”

Vote Continued: “Walter, yes. Resolution adopted.”

### **Resolution #363**

Councilman Dunleavy: “Appoints a Temporary Student Intern II to the Engineering Department (Sara Mottern), so moved.”

Councilman Wooten: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #364 - 374**

Councilman Dunleavy: “Can I make a motion that we put 364 through 374 together? It’s all Recreation life guards, monitors and supervisors.”

Councilman Wooten: “I’ll second the motion but actually each one has to be read into the record.”

Supervisor Walter: “Alright, 364 Appoints Seasonal Lifeguards to the Recreation Department, 365 Appoints a Call-in Park Attendant to the Recreation Department, 366 Appoints a Call-in Park Attendant to the Recreation Department, 367 Appoints a Seasonal Assistant Beach Manager to the Recreation Department, 368 Ratifies the Appointment of a Call-in Assistant Recreation Leader II to the Recreation Department, 369 Appoints Seasonal Beach Attendants to the Recreation Department, 370 Ratifies the Appoint of a Call-in Bus Driver to the Recreation Department, 371 Appoints a Senior Beach Manager to the Recreation Department, 372 Sets Salaries for 2015 Summer Personnel for the Recreation Department, 373 Appoints seasonal recreation Leaders to the Recreation Department and 374 Appoints Seasonal Water Safety Instructors to the Recreation Department. So can we move all those?”

Councilman Wooten: “So moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded as one. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten yes; Dunleavy, yes; Walter, yes. Resolutions 364 through 374 are adopted.

### **Resolution #375**

Councilman Dunleavy: “Authorizes the Supervisor to Execute a Stipulation with the Riverhead PBA, so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #376**

Councilman Wooten: “Authorizes the Supervisor to Execute a Stipulation with the Riverhead SOA, so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution Adopted.”

### **Resolution #377**

Councilman Gabrielsen: “Adopts a Local Law for the Addition of a New Chapter 2 Entitled ‘Agricultural Advisory Committee’ to the Riverhead Town Code, so moved.”

Councilwoman Giglio: “Seconded.”

Supervisor Walter: Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen.”

Councilman Gabrielsen: “Basically what this does it codifies the AG committee, it’s formation committee, it’s membership, terms of office and basically reviews agricultural site plans to subdivisions; review of proposed zoning change in agricultural zoning district and review local county, state and federal legislation affecting agricultural issues. Yes.”

Vote Continued: “Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #378**

Councilwoman Giglio: “Adopts a Local Law to Amend Chapter 58 Entitled ‘Dogs’ of the Riverhead Town Code (Article II Outdoor Restraint of Pets), so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #379**

Councilman Dunleavy: “Adopts a Local Law to Amend Chapter 108 Entitled “Zoning” of the Code of the Town of Riverhead, Definition of the Word “Family”, so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #380**

Councilman Wooten: “Adopts an Updated to the 2003 Comprehensive Plan and Amendment to the Zoning Map to Change the Zoning Classification of Certain Parcels from Residence A-40 (RA-40) to Downtown Center 5: Residential (DC-5) along East Main Street, Riverhead, New York, so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #381**

Councilman Gabrielsen: “Authorizes the Acceptance of a Performance Security for Stoneleigh Woods at Riverhead LLC – Phase 4 (Foundations Permit), so moved.”

Councilwoman Giglio: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #382**

Councilwoman Giglio: “Authorizes the Acceptance of a Donation from Lee Browning (Furniture to Senior Center), so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy.”

Councilman Dunleavy: “Yes and I want to thank Mr. Browning for donating all that furniture to the Senior Center. It saves us a lot of money, thank you.”

Vote Continued: “Walter, yes. Resolution adopted.”

**Resolution #383**

Councilman Dunleavy: “Approves Chapter 90 Application of Wading River Shoreham Chamber of Commerce, Inc. (Duck Pond Day – Sunday, June 7, 2015), so moved.”

Councilman Wooten: “Second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #384**

Councilman Wooten: “Approves the Chapter 90 Application of Long Island Abate, Inc. (Veterans Appreciation Run – Sunday, June 14, 2015), so moved.”

Councilman Gabrielsen: “And Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

**Resolution #385**

Councilwoman Giglio: “Approves Chapter 90 Application of Jamesport Fire Department to Conduct a Firemen’s Carnival (July 7<sup>th</sup> through June 11, 2015), so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #386**

Councilwoman Giglio: “Approves Chapter 90 Application of Starfish Junction Productions LLC “North Fork Craft Beer Festival” (Calverton Links – Saturday, August 8, 2015), so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #387**

Councilman Dunleavy: “Authorizes Town Clerk to Publish and Post a Public Notice to Consider a Local Law to Amend Chapter 108 Entitled “Zoning” of the Riverhead Town Code, (108.3 Definitions), so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #388**

Councilman Wooten: “Authorizes Town Clerk to Publish and Post a Public Notice to Consider a Local Law to Amend Chapter 108 Entitled “Zoning” of the Riverhead Town Code (Article LVI. (DC-1) 108-298. Uses), so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #389**

Councilman Gabrielsen: “Authorizes Town Clerk to Publish and Post a Public Notice to Consider a Local Law to Amend Chapter 106 Entitled “Waterways” of the Riverhead Town Code (Article II. Houseboats and House Barges), so moved.”

Councilwoman Giglio: “Second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #390**

Councilwoman Giglio: “Authorizes Town Clerk to Publish and Post Notice to bidders for Quick Lube Maintenance Riverhead Water District, so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #391**

Councilman Dunleavy: “Authorizes Town Clerk to Publish and Post a Public Notice to Bidders for Annual Diesel/Generator Maintenance Riverhead Water District, so moved.”

Councilman Wooten: “I’ll seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes to a public hearing; Gabrielsen, yes; Wooten, yes and a public hearing; Dunleavy, yes.; Walter, yes. Resolution adopted.”

### **Resolution #392**

Councilman Wooten: “Amends Resolution #294 of 2015 (Approves the Chapter 90 Application of the Long Island Moose Classic Car Club – Car Show for the Wounded Warriors of Long Island), so moved.”

Councilwoman Giglio: “They had to cancel it on Saturday.”

Councilman Wooten: “Due to the rain.”

Councilwoman Giglio: “And then it turned out to be a beautiful day. They cancelled it at 10:30.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #393**

Councilman Gabrielsen: “Pays Bills, so moved.”

Councilwoman Giglio: “Seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

Councilman Dunleavy: “I make a, can I make a motion?”

Supervisor Walter: “Let’s take all of these unless there’s an objection because there’s three; 394, 395 and 396 off the floor. These are all to appoint members to the Riverhead Veterans Advisory Committee. 397 authorizes to *Declares Certain 1985 Detroit Diesel Generator to be Obsolete/Surplus Property and Authorizes the Town Clerk to Publish Advertisement for Sale of 1985 Detroit Diesel Generator*. Can we take that also off the floor?”

Councilman Dunleavy: “I make the motion, so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes to take off the floor; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolutions 394 through 397 are taken off the floor.”

### **Resolution #394**

Councilwoman Giglio: “Replaces Member of Veterans Advisory Committee (John Newman), so moved.”

Councilman Dunleavy: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #395**

Councilman Dunleavy: “Appoints Member to Veterans Advisory Committee (John Rago), so moved.”

Councilman Wooten: “I’ll second.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten.”

Councilman Wooten: “This seems redundant because it’s mentioned in 394 that you’re replacing the guy you just replaced with John Rago and then 395 you’re putting John Rago, it’s redundant but I’ll vote yes.”

Vote Continued: “Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #396**

Councilman Wooten: “Appoints Member to Veterans Advisory Committee (Richard Dellasso), so moved.”

Councilman Gabrielsen: “And seconded.”

Supervisor Walter: “Moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy, yes; Walter, yes. Resolution adopted.”

### **Resolution #397**

Councilman Gabrielsen: “Declares Certain 1985 Detroit Diesel Generator to be Obsolete/Surplus Property and Authorizes Town Clerk to Publish Advertisement for Sale of 1985 Detroit Diesel Generator, so moved.”

Councilwoman Giglio: “Second.”

Supervisor Water: “Before we vote I just want to say I don’t want to see this (inaudible) because it’s an operational motor (inaudible) and I just hope that if we only get scrap value that we try to find another way to advertise because this is a very valuable engine. We just have to find the right person that would want it. So moved and seconded. Vote please.”

The Vote: “Giglio, yes; Gabrielsen, yes; Wooten, yes; Dunleavy.”

Councilman Dunleavy: “Even though this is a 1985 Detroit diesel it has less than three thousand hours on it and it’s great for anybody who has a boat and needs a diesel engine. So that’s a yes.”

Vote Continued: “Walter, yes. Resolution adopted.”

### **PUBLIC COMMENTS**

Supervisor Walter: “Does anybody wish to be heard on anything before the Board tonight? We limit you to five minutes. Mr. LaFurno five minutes. Mr. Lafurno please go to the podium. Mr. Lafurno please step up to the podium.”

Mr. Lafurno spoke about the cupola and the construction of the cupola that is on the top of his home. Councilman Dunleavy reminded Mr. Lafurno that the Board has a Supreme Court Order to remove the cupola and the order cannot be ignored.

Mr. Lafurno said the Order states that the third and fourth floor on his house has to be removed but he stated his home does not have a third or fourth floor so how could they be removed if they do not exist.

The Councilman Dunleavy then told Mr. Lafurno that he must appear in Supreme Court if he wants to have the Order changed.

Supervisor Walter: “Thank you Mr. Lafurno. Does anyone else wish to be heard? Can I get a motion to adjourn?”

Councilman Dunleavy: “I make a motion we close the Town Board meeting.”

Supervisor Walter: “All in favor, aye?”

Collective ayes, meeting adjourned.

**Meeting Adjourned at 9:38 p.m.**