

Minutes of the First Meeting of the Town Board of the Town of Riverhead, held in the New Town Hall, 200 Howell Avenue, Riverhead, New York, on Tuesday, March 2nd, 1976, at 7:30 P.M.

Present:

Allen M. Smith, Supervisor
George G. Young, Councilman
Francis E. Menendez, Councilman
John Lombardi, Councilman
Jessie Tomlinson, Councilwoman

Also present: Peter S. Danowski, Jr., Town Attorney
Alex E. Horton, Supt. of Highways

Supervisor Smith called the Meeting to Order at 7:30 P.M. and the Pledge of Allegiance was recited.

Supervisor Smith then welcomed everyone to the first Town Board Meeting in the New Town Hall and then stated that sometime in the future, an Open House would be held in conjunction with the grading and landscaping of the Lane Property to the west of the New Town Hall, which the Town will soon acquire.

He then stated that the Suffolk County Cooperative Extension is helping the Town Board design the landscaping for the new Town Hall.

Councilman Young offered the following resolution which was seconded by Councilman Menendez.

BE IT RESOLVED, That the Minutes of the Meeting of the Town Board of the Town of Riverhead held on February 3, 1976 and the Minutes of the Public Hearings re LILCO Transmission Lines held on February 3, 4, and 5, 1976, be approved as submitted.

The vote, Councilman Lombardi, Yes, Councilwoman Tomlinson, Yes, Councilman Menendez, Yes, Councilman Young, Yes, and Supervisor Smith, Yes.

The resolution was thereupon declared duly adopted.

HIGHWAY MATTERS

Councilman Young spoke of the place in the road, going to Roanoke Landing, that has a flooding problem and stated that Mr. Horton is willing to grade the property back, to correct the problem, but must get permission from the property owners to do so.

Supervisor Smith stated that Mrs. Tomlinson will take that matter up with the Roanoke Landing Civic Association on Thursday evening.

Councilman Young then stated that Mr. Horton is willing to cut holes in the sidewalk for the Chamber of Commerce in order to plant the pin oaks on Main Street.

Supervisor Smith stated that he wanted to point out that the Chamber of Commerce and other interested organizations are trying to raise money to buy more pin oaks to further beautify Main Street and Mr. Horton is trying to help in that effort by working with these groups in the planting.

RECEIVER OF TAXES

Irene J. Pendzick spoke on the Bicentennial as follows:

"The Bicentennial, as of today, on April 2nd, Wading River, which has a very, very active bicentennial committee, is presenting "1776" at the new High School, on April 3rd, most of you have heard about the costume ball that will be held at the Moose Lodge, from 9 to 1P.M., it has a continuous colonial menu. Tickets are \$15.00 per person. It is not designed to make money, but to meet expenses. I won't go into the menu, but it's fundamentally based on one served to President Washington by Gov. Telfair of Georgia. Music will be by the Tommy Dorsey Orchestra. The Bicentennial Barge is coming to Port Jefferson in May. Each Town in the County has been asked to be represented. Riverhead will be represented. The theme will be "Yesterday, Today and Tomorrow".

Town Meeting '76 has its next program on this Thursday in the Holiday Inn for anyone, who is interested. We are producing a history book and will have plaques, microfilming, parade, a block party, fireworks and time capsule."

(Complete detailed report is filed in the Office of the Town Clerk.)

Supervisor Smith stated that he would encourage each and everyone of those present to participate in the bicentennial events. He went on to say that he saw it as an opportunity to rejuvenate the Town Government, the Townspeople and to work for the future of the Town.

REPORTS

Tax Receiver's, dated: February 20th and March 1, 1976. Filed.
 Building Department, month of February, 1976. Filed.
 Police Department, month of February, 1976. Filed.
 Manorville Fire District, Report of Annual Election for 1975. Filed.
 Wading River Fire District, Annual Report of Treasurer for 1975. Filed.

PETITIONS

- a) 1416 Signatures Opposing Proposed Motorcycle Track on the Former Danielowich Property on Middle Road, Calverton. Filed.
- b) George L. Schmelzer - Petition for Special Permit for a Redesigned and Revised Plan of a Mobile Home Park, River Road, Calverton. Filed.

COMMUNICATIONS

N.Y. State Cooperative Extension, dated February, 1976, submitting material on land use issues, a summary of land management techniques, etc. Filed.
 Copies to Town Board and Town Attorney.

COMMUNICATIONS - continued:

Richard Yeni, President of the Riverhead Marine Supply, dated 2/21/76, requesting that the Bus Stop, No Parking sign be taken down in front of 126 West Main Street, formerly Suffolk Electric Supply. Advising they will have their grand opening during the first week of March, 1976 and would like the sign removed so their customers will have a place to park. Filed.

Copies to Town Board and Town Attorney.

This matter was referred to Acting Police Chief Roscoe Palmer for recommendation and report.

Town of Brookhaven, dated 2/19/76, submitting Notice of Public Hearing on Tuesday, March 16, 1976, at 11:00 A.M. on proposed amendments to Building Zone Ordinance. Filed.

Copies to all Town Agencies.

Mary E. Gloss, Linda Avenue, Riverhead, N.Y., dated 2/20/76, stating there are no lights on the first 600 feet of Linda Avenue and all the streets nearby have lights. The part of Linda Avenue in her neighborhood is a "dark dungeon" and she is plagued with kids roaming around all night. Her mail box has been destroyed and the door bell keeps ringing, as well as eggs being thrown against her door. The people in the back constantly burn garbage all year long.

She needs lights by her house and needs them fast. She will send the pole numbers next week when she cools off. Filed.

Copies to Town Board, Town Attorney and Acting Police Chief.

This matter was referred to the Lighting Committee for recommendation and report.

Reverend Richard Adinolfi, dated 2/23/76, as follows: "I respectfully tender my resignation as Program Director of the Open House - Riverhead Community Center and of the Drug Treatment and Prevention Program of the Town of Riverhead, effective April 1, 1976.

Since the status of the Open House Treatment and Prevention Center, and its continued programing is no longer in jeopardy of extinction, and has gained the increased support of the Town Board of Riverhead, I feel that I have fulfilled the calling I received to help the Town of Riverhead be redemptive by providing its young people with drug treatment and prevention services.

Now I look forward to the redemptive work that God sets before me, and the continued service of my congregation, and the Town of Riverhead. (Signed: Richard Adinolfi, Program Director)"

Supervisor Smith then read a communication from the Riverhead Clergy Council, as follows: "The Riverhead Clergy Council wishes to raise strenuous objection to the labeling of the Rev. Richard Adinolfi as a "rip-off-artist" as alleged in an article in last weeks Suffolk Life. We feel that it is both unfair and completely unjustified."

COMMUNICATION - continued:

"Whatever narcotics guidance the Town of Riverhead has had for troubled young people for the past several years has been due to his efforts. The Rev. Adinolfi worked with young people with drug problems for more months without remuneration than he did as a salaried employee. Many young people were directed to him when there was no other help available.

We wish that this inference could be retracted and some acknowledgment made of the service and dedication of the Rev. Adinolfi. (Signed: Rev. Richard H. Warren)"

Supervisor Smith: "Rev. Adinolfi and I have met. We met in the old Town Hall on February 24th, last Tuesday and it was at this time that Rev. Adinolfi discussed his resignation from the Open House Program.

I have known Rev. Adinolfi since the time he has come to Riverhead. I can say that I have attended services at his church. I have cooperated with him in a joint youth group between the Congregational Church and the Methodist Church and in his ministry, he and I have no quarrel. I have found his sermons enlightening and I have found his other services, such as funerals, etc. to be proper.

I have discussed at the prior meeting, what the concerns were with reference to the Open House Program and in light of what I have just said, I would offer the following resolution for the consideration of the Town Board."

Supervisor Smith offered the following resolution which was unanimously seconded and adopted by the entire Town Board.

WHEREAS, Reverend Adinolfi has tendered his resignation as Program Director of Open House, and

WHEREAS, This Board wishes to recognize Reverend Adinolfi's past contributions as an active supporter of Riverhead Youth Programs through service to the Narcotics Guidance Council, the First Congregational Church and other civic groups, and

WHEREAS, This Town Board wishes to state that it has every confidence in Reverend Adinolfi's ability to perform his ministry in the future, despite recent differences in opinion with reference to the Open House Program,

NOW, THEREFORE, BE IT RESOLVED, That this Board hereby accepts the resignation of Reverend Richard Adinolfi and wishes him well in his future endeavors.

Michael Velys, Jr., Chairman, dated 2/26/76, stating that on March 6th, 1976, Saturday evening at 7:30 P.M., the Riverhead Kiwanis Club along with all of Suffolk East Division of Kiwanis International will be honoring Ex-Lt. Governor Jerry Villani at the Rock Hill Country Club.

Mr. Velys extolled Mr. Villani's accomplishments and dedication to the cause of the Kiwanis International.

Mr. Velys further stated that the Kiwanians feel that representation by the Riverhead Town Board at this gala affair would be fitting. The dinner, dancing and open bar is \$15.00 per person. Reservations may be had by contacting Mike Velys at 727-3620. Filed.

Copies to Town Board and Town Attorney.

Supervisor Smith stated that the Town Board extends its best wishes to Ex-Lt. Governor Jerry Villani, as a friend and a

COMMUNICATIONS - continued:

businessman in the Community, but has a prior obligation to appear at the Riverhead Sportsmens Annual Affair.

Costa E. Papson, dated 2/26/76, extending invitation to the Town Board to attend a brief ceremony dedicating the sculpture to be placed at the shopping center, said date, Tuesday, March 21st at 2:45 P.M.

A follow-up letter dated 2/26/76 also corrects the date of such ceremony schedule for March 2nd.

(This morning 3/2/76, Mr. Papson telephoned the Town clerk, postponing the ceremony for the reason that the cable snapped and the sculpture is damaged and it will take two weeks to repair same. The Town Board will be advised of the new dedication date.)

Copies to Town Board and Town Attorney.

Supervisor Smith stated that there were two other items of correspondence and proceeded to speak on the first:

"The Board has received from John Talmage, the Chairman of the L.I. Horticultural Research Station Fund, a letter asking for an encouraging support of a \$100,000 expansion project for the Riverhead Research Farm.

The farmers have raised \$68,000 by themselves and are looking to raise an additional \$32,000 to reach the \$100,000 goal. We will be considering the request made, by Mr. Talmage in his letter and we encourage their efforts on behalf of the Research Farm and we'll work with them as best we can, especially in light of the constraints of the economy."

Supervisor Smith then spoke on the second item regarding a drainage problem in Tidewoods, presented in a letter written by William Haugaard, as follows:

"I have stated that I will discuss it with you (referring to Mr. Horton, Supt. of Highways) and we will see if there is a possible solution at that time."

UNFINISHED BUSINESS

a) Codification - Progress

b) Donald and Joan Shwonik Application for Special Permit for Single Family Residence - Supervisor Smith stated that a resolution on this matter would be presented at a later time tonight.

Supervisor Smith stated that under unfinished business he would like to bring up the subject of the Article 7 Hearings re LILCO'S Proposed Transmission Lines and asked if anyone wished to be heard.

He then stated that their concerns on this matter have been relayed to LILCO and what they were about to discuss, at this time, were the results of those discussions and considerations of what would be done next.

He continued as follows: "There is, with reference to the second part of this, a majority and minority view, which will be explained to the public."

UNFINISHED BUSINESS - continued:

Supervisor Smith continues: "There is no divergence of opinion with reference to the first part of the recommendations that we find that we will be making to the Hearing Officer in the Article 7 Proceedings, Dr. Reed.

Our first recommendation will be that all high-tension wires for the transmission of power within the Riverhead Community, from Wading River to the Jamesport Site. Anything dealing with the Riverhead Community should be underground. That opinion is a five to zero opinion with reference to undergrounding and that will be the proposal that we will make.

The second part of it will be first discussed by Councilman Goerge Young relating the majority opinion as to the alternatives to be proposed by the Town of Riverhead."

Councilman Young: "We feel that the lines should be placed under the existing lines and we also want LILCO to be directed to take down the existing lines and put the existing lines underground with the new lines. We feel that this way we are upgrading the Town, rather than downgrading the Town, by attempting to get rid of the existing lines.

We realize there is no answer that will please everyone and we feel that we have to make a compromise. We have to go for the best available solution and the majority on the Board feel that this is the best available solution. The lines will be underground. LILCO we hope will take down the existing poles, so there will be no poles in the Town. There will only be one route instead of two or three routes through the Town. The Town won't be cut up into several sections. The route will go through one place and underground where we can't see it and property that's already owned by the Long Island Lighting Company. Also this is almost the most direct route.

We're recommending that they go down Herrick's Lane, which is a Town Road and we would make some sort of a deal where we would give them the easement or whatever it is that they have to take down that road so they won't have to buy easements in the rest of the area, because they already have easements there.

We can't see where anybody will be suffering anymore than they are already are. In fact we feel that we're upgrading the Town and arriving at this decision, we tried to look at everyone in the Town, people in the village, these lines go through the village and we hope that we can make them put them underground through the village. The lines go up through Wading River, next to the school. We don't want them next to the school we want them underground by the school.

We looked at the whole Town, not just the farmers. We did, however, consider the farmers and we realize that they are a big part of our Town and we want to preserve the farms. We feel that perhaps, if we do this, we will preserve the farms. This is the program that we will present to the Hearing Officer for his consideration."

Councilman Young then walked over to the map and pointed out the recommended route.

UNFINISHED BUSINESS - continued:

Councilman Menendez: "I think George has stated our position pretty well, but I'd like to add a few more comments, if I may.

We haven't taken this lightly. We have spent many, many hours wrestling with this problem and we've talked with the Public Service Commission in one hand and with LILCO on the other hand with the Farm Bureau on another hand and us caught in the middle. What we're trying to do is get something that will please everybody in the Town and not hurt anybody more than we have to.

We took tours of all the various routes that were proposed and some were ridiculous and some were pretty good. We poured over maps until we were cross-eyed. Then finally, one afternoon, we took a real wild ride in a police jeep, up along the present LILCO right-of-way down Herrick's Lane, then to the west along the right-of-way. I've had many a rough ride in my time, but that was the worst and it was plain that about 8/10ths of that corridor is unfarmed and the one part that is farmed is owned by developers and it would probably be built up in the future anyway. So I think probably the least obnoxious route of all of them, if we must have transmission lines, would be along the present corridor. It would be the most practical and do the least damage to the Town, as a whole.

If we can keep them all in one place and have one corridor through the Town instead of having two corridors and having the Town cut up, we'll be in better shape. In my opinion, we should go along with the present corridor."

Councilwoman Tomlinson: "I would just like to say that I agree with everything that has been said and I was on that famous roller coaster ride and it's a good thing I did too, because unfortunately, since January 2nd, I've been looking at these maps and there was really no route that was proposed that I could ever support, but when we finally hit upon this idea, where we would take down the existing lines, I hoped they would see the merit to this. I think it's a very logical way to do it."

Councilman Lombardi: "I had a lot of friends before I got into office two months ago, but with these lines, this is the only way we can go, through this corridor. We went with the jeep and traveled it all the way down to Calverton and there's no other way we can go. We couldn't go out in the water. LILCO is just going to say if you want it in the water, we'll put it in the air and this is the best place to put it, right down these lines. They're right there and you've got sixty feet and that's about it."

Councilman Menendez: "I might add that the present corridor is a small 23KV line and that in 1983 LILCO intends to upgrade that line to a higher power and we'd kind of like to see them do the whole job at once and bury everything right through that corridor, including the present line that they have now."

Supervisor Smith: "If you haven't figured it out already, I'm the minority view. I'll take the pointer and expound upon what my proposal is."

UNFINISHED BUSINESS - continued:

He then walked to the map and continued as follows: "The thought that I had with reference to the exits for the power being generated at the Jamesport substation would be as follows and would also be underground. I will give you what I consider to be the easier parts first.

The easiest part would be coming from the Calverton busing station, underground, along Middle Road to a point where we could come up, essentially along the west boundary line of the property of the Town Dump and underground, thereafter, along Youngs Avenue and Reeves Avenue, as much as possible along that roadway, until we get to a point on Doctor's Path. I will then pick it up and come the other way to about the Proposed Alternate #2 and/or #5 of the Long Island Lighting Company for an underground line which would run northerly of Sound Avenue, but would ask that the same be as close to the treeline as possible. That portion of it would run down to a point somewhere at or near Penny's Landing Road.

The most difficult part of this is when we come to Penny's Landing Road and connecting it with the most easterly termination of Reeves Avenue. I would probably consider the least impact to occur in one of two ways, either undergrounding on Penny's Landing and along Sound Avenue or sticking with the treeline through the McComb's farm, to a point somewhere northerly of the Sabat Farm and then diagonally from that point through a portion of farmland to the easterly end of Reeves Avenue."

Supervisor Smith then returned to the dais and spoke as follows: "We have discussed our proposals with the Long Island Lighting Company and we have been unable to reach an agreement with the company with reference to either my minority view or the majority view of the Board essentially because of the undergrounding requirement of the same. We are therefore in contact with our Attorneys in New York City. We will be preparing in the next few days the required maps delineating the majority opinioned route and we'll be, on Monday next, filing the same with the Public Service Commission, Dr. Reed.

I believe that there are a number of persons that are in the audience that would like to address the Board on this issue and with reference to this issue we will listen to anyone wishing to be heard."

He then asked if Mr. Nohejl wished to speak and further asked if they could follow the same rule that they had in the public hearings and keep it to 10 minutes.

Mr. Nohejl: "May I ask Councilman Young and Councilman Menendez a question?"

Supervisor Smith: "Well I prefer, Mr. Nohejl that you make statements. You may ask your questions, but I think when you go back and forth, it doesn't serve a useful purpose."

Mr. Nohejl: "All right. I heard the gentlemen say that there were about two farms involved on this underground line. I have a list of seventeen. Two, from seventeen is fifteen difference. I don't see how the gentlemen came up with two."

UNFINISHED BUSINESS - continued:

"Now, also across Northville Turnpike, there is a house where the line is going to go. How do you plan to do it, go underneath this house?"

Supervisor Smith: "That's at the intersection of Middle Road and Northville Turnpike. I would think that at that point, you would probably see the undergrounding run under Middle Road to a point west of that home and back over to the existing right-of-way."

Mr. Nohejl: "Thank you. Well gentlemen, being that this proposed route is going across seventeen farms and not two, the Farm Bureau is opposed to it. We are opposed to anything above or under the farmlands. That has been our stand from the beginning."

He then read the following statement: "The above statement was unanimously authorized and approved by the Board of Directors and the Local Affairs Committee of the Long Island Farm Bureau, Inc.

LONG ISLAND FARM BUREAU OPPOSED JAMESPORT NUCLEAR
PLANT MOVES TO INTERVENE IMMEDIATELY IN PUBLIC HEARINGS

The Long Island Farm Bureau has made every attempt to cooperate with LILCO and the Town Board over the past four months to assist them in devising an alternate transmission line corridor which would not cross the farmlands of this town.

We are disappointed by the failure of the Town Board to devise such a corridor. We are also disappointed by LILCO'S lack of certainty, inaccuracy and inconsistency in the proceedings to date.

After careful thought and much discussion, we announce at this time that the Long Island Farm Bureau will move immediately to intervene in the on-going Article VIII proceeding which is reviewing the LILCO application to construct a nuclear power plant at Jamesport.

We are intervening in order to oppose the nuclear plant. We are also opposed to a fossil fuel plant at the Jamesport Site. We have reached this conclusion for the following reasons:

1. At this time, the risks and danger of such a nuclear plant are too great. They far outweigh any potential tax benefit to Riverhead. We are seriously concerned by recent revelations of high ranking scientists and engineers who have quit their careers as nuclear safety experts because of their fear of unavoidable accidents in nuclear plants. The community, and in particular the farm community, would suffer a great hardship if the plant should have even a minor leak much less a "melt down". Such an accidental radioactive discharge took place on February 12, 1976 at the nuclear plant in Waterford, Connecticut forcing its shutdown for five days.

Such a leak here in Riverhead even if not deemed a health hazard could ruin and bankrupt all the farmers of the east end. Few people would purchase Long Island potatoes, cauliflower, strawberries, ducks or other farm produce if they even suspected they might be contaminated by radiation. Farm stands and related industries could become financially insolvent. Such a public rejection of east end produce took place in 1942 when the public throughout the United States perceived our potatoes to be infested with the golden nematode disease."

UNFINISHED BUSINESS - continued:

"LILCO has stated it has neither studied the effects of a radiation leak on crops nor studied the market acceptability of produce perceived to be radioactive by the public.

Since leaks, fires and mishaps have already happened in nuclear plants and since high ranking nuclear officials in industry and government have predicted serious accidents in the future, we believe that the risk of danger and economic harm is too great to allow possible tax benefits to take priority. These benefits are not worth the constant risk to which our community would be subjected.

2. The proposed transmission line corridor necessary to exit the power generated by the plant would destroy the prime farmlands of Riverhead. Modern farm machinery would be stopped from efficiently spraying and irrigating the farms. Farm insects and diseases would spread more rapidly. The farm preservation program would be endangered.

3. Tax benefits of the nuclear plants to the Town are not certain. If LILCO sold its plant to the state, then the plant would become tax exempt and state law provides that after a short period of time it would pay no taxes or other payments at all to the town. This has already happened in Westchester County.

In such an event, the Riverhead Town Agreement with LILCO provides for a "payment in lieu" of taxes. However, this is contrary to New York State Real Property Tax Law, Section 545(6) which provides for the phase out of tax benefits to the town.

4. In the event of a radioactive leak, swift evacuation of the entire east end required by federal law would be very dangerous as well as economically disastrous. If such an evacuation was required during the peak tourist season, the problems would be calamitous.

5. The nuclear plant could become a target for terrorists or sabotage endangering the lives of those in the community.

6. The electricity produced by the plant would not be used locally. On February 5, 1976, LILCO announced an agreement with New York State Electric and Gas Co. of Ithaca and Binghamton whereby it sold half the electricity produced by the plant through 1988 for use in those areas. Riverhead is being used for the site since fewer people would be exposed to radiation in the event of an accident. Our health and economy is being jeopardized so that others may live more comfortably.

7. We are opposed to a fossil fuel plant at this site since County experts have testified that Suffolk County and the east end will not need the electricity produced by this plant.

8. There will be dangers to all residents of Town because of required removal of toxic wastes from the plant--wastes so dangerous that New York City has refused to permit passage within city limits."

UNFINISHED BUSINESS & PERSONAL APPEARANCES - continued:

"We urge the Riverhead Town Board to formally go on record opposed to the Jamesport Nuclear Plant for the reasons stated. Furthermore, we request the Town Boards of Southold, Southampton, Easthampton and Shelter Island and the Suffolk County Legislature to do likewise.

We urge all civic organizations of Riverhead and of the east end to form a joint committee to intervene in the Article VIII Hearings to oppose the Jamesport Plant."

He concluded by reading the following statement: "To Supervisor Allen Smith re Jamesport Plant Intervention - Article VIII..."

Enclosed is a copy of our announcement regarding the above matter. We would like to meet with you at your convenience to discuss your introducing a resolution opposing the nuclear installation at Jamesport." (End)

He then said: "We are also sending this to all the Board Members of Southold, Southampton, Easthampton, Shelter Island and the five western towns and the Suffolk County Legislators."

Supervisor Smith asked if there was anyone else who wished to be heard in reference to either Councilman Young's statement or his own, regarding the underground placement of transmission lines.

Dr. Caryl Granttham stated her support of the Farm Bureau's stand against both the Article VII and Article VIII proceedings and further stated that it was about time that someone looked into all the aspects of a nuclear proposal.

John H. Leonard, 425 Kratoville Avenue, spoke at length about the deficit in the 1975-1976 Budgets and stated that to make out a budget was a tough job and one just had to take a chance that he came up with the right figures.

He then named several accounts that had gone over their budgets in 1975, such as the Police Department, Sanitation and the General Town Litigation, which paid the Attorneys who are representing the Town against LILCO.

He further stated that he felt the other two Board Members who sat in on the budget discussions in 1975, should back him up because he looks like the "bad guy" and they "smell like roses".

He concluded by asking Supervisor Smith to come out and publicly tell the true story, when the 1975 books were finally balanced.

Supervisor Smith stated that he will give Mr. Leonard a chance to review his report before he makes it public.

Mr. Leonard then stated that nothing was hidden in the budget and anyone is welcome to go over it before it is finally adopted by the Town Board. (applause)

Councilwoman Tomlinson stated to Mr. Nohejl that when she and the rest of the Town Board rode over LILCO'S existing right-of-way, the farms that he was speaking about did not look like working farms.

UNFINISHED BUSINESS & PERSONAL APPEARANCES - continued:

She further stated that where they passed was all overgrown with weeds and near the woods and asked if he agreed with that.

Mr. Nohejl stated that that statement was not correct and reiterated that there were seventeen working farms along that right-of-way, between Herrick's Lane and Northville Turnpike.

Councilman Menendez then asked if Mr. Nohejl and some of the farmers would like to take the same ride.

Mr. Nohejl stated that they had taken it many times.

Councilman Menendez said he would like to have him take that ride again and count the open spaces that are owned by developers right now.

Mr. Nohejl asked if he and Councilman Menendez would take the ride personally.

Councilman Menendez stated he would go with him, if he fastened his seat belt.

Paul Meyer stated that he wanted to compliment John Leonard for getting up before the Town Board and the people in the audience and making clear his stand on the 1975 Budget.

He further stated that he too felt that the Board Members should have supported him in this and not let him stand alone.

He concluded by saying that he hoped Supervisor Smith would leave the same warm, friendly feeling in people's hearts when he left office, as John Leonard did. (applause)

Supervisor Smith asked if anyone else wished to be heard and the following responded:

Richard Kessler, 19 Hurtin Boulevard, Smithtown, New York, representing the Long Island Motor Cross Association spoke as follows: "I'd like to begin, first of all by thanking the Supervisor for affording me the opportunity this evening to address the members of the Town Board and I would also like to thank the members of the Board for having me here this evening and giving me a few minutes to address them about a project that is of great personal interest to me.

I'm here this evening for the Long Island Motor Cross Association. The Association has a track, as you all probably know, comprising 35 acres, which is situated on West Middle Road. It also has frontage on the cloverleaf of Exit 72 of the Long Island Expressway. More about the piece a little bit later.

I think I'd really like to come to what I deem to be the critical issue involved in this presentation and really in the question that is being put to the Town Board as a matter of fact to the Town of Riverhead."

PERSONAL APPEARANCES - continued:

"I think the basic issue that we have to confront is really a question of fairness. I think that the Town Board and other public officials in this Town are confronted by a very difficult situation. I think it is evident that the proposed use of this particular site has met with certain opposition and lacks in popularity. That is probably an arguable case. I don't think that's really the issue. I think what we're asking for is that the Town Board and other officials in this Town do what is right and we will abide by that accordingly. All that we are interested in is that right which is accorded to us by law. We wish to be protected in that right. We wish to exercise that right. That is our purpose in coming here to Riverhead and that is our purpose in establishing the Association at this particular site. I think it's a difficult question. I think it's an uncomfortable situation. I think when you come to the bottom line, what is right in terms of the use of that particular site cannot be predicated on a popular plebiscite.

I think the first thing that I'd like to address myself to is how we came to select this particular farm for what is now termed the "Potato Patch Motor Cross Park". It wasn't done lightly. It wasn't done casually. Off the bat, I admit the name is a very whimsical one, but certainly it wasn't an exercise of whimsey when we began to look for a site to develop this particular facility.

The first thing that we considered was that we wanted a site that would be appropriate for this particular sport and that meant we needed a site which has a good amount of topsoil. Sand is very unfavorable. It makes dust. It's uncomfortable for the riders and they don't like it. It's also relatively unsafe.

Secondly, we needed a site which has water and this particular site towards the back, does have a pump and already has six stand pipes straight across the field and we have the opportunity to connect hoses to those stand pipes and keep our track watered down.

Thirdly, is of course the critical proximity to the Long Island Expressway, both as a window for the particular piece and for the convenience of people who would be using this facility.

A further important consideration was our determination that the particular use to which we want to put this property, at this time, was permitted by the Zoning and that was again an important question because we wanted to be in an area where we had a right to undertake this activity. Not where we had to go for Zoning, not where we had to go for a variance, but where we were a permitted use.

There is one unfortunate aspect of this particular site, as I'm sure you will hear later, we do have a number of residences in the vicinity. I had the opportunity to speak with some of our neighbors this past Sunday, they're, of course, somewhat upset. Both by the uncertainty of what we plan to do and their feeling of a possible incompatibility of use. We thought that this was the optimum situation and I think nobody expressed more clearly than one person. A question was asked: 'Do you think there is somewhere else in the Town of Riverhead where this facility might be more appropriate?' And the question was answered: 'No, there is not.' Maybe when you go driving along, you see a great deal of vacant land, you see a great deal of open land, but anywhere you go in the Town of Riverhead there are going to be a few homes there."

PERSONAL APPEARANCES - continued:

"And those people may arguably be inconvenienced. The fact of the matter is that we selected this piece in part, because it was zoned industrial. I understand that zoning change was made more than ten years ago. Unfortunately, it includes residential homes within it. It's not my place to debate the wisdom of that land use decision, but it certainly wasn't made by us. Furthermore, with respect to such factors as noise and dust, we went down to the end of West Middle Road where you can't get on to Middle Country Road because it's been blocked off and there's a gravel mining operation going on there with extensive excavation and we stood on the site and we watched these huge trucks rolling back and forth down Manor Road hooking this wild right turn onto West Middle Road and we said 'My God, if people can live with that, I think people can live with us!'

I think the next thing that I would like to call to your attention is just briefly, what the sport of motor cross is all about.

The sport originated in Europe and it involves riding or racing on a motor cross track. A motor cross track is what you're looking at (referring to his display set up in the front of the meeting room). It's a track which goes up and down like a roller coaster. It has berms. It has jumps. There again you see the idea of one of the jumps that you have. The most important thing to point out immediately is that there is not such a thing as an ordinary motorcycle bike that can withstand that type of punishment and abuse. The only thing that can take that kind of abuse is a special type of motorcycle, namely, a motor cross bike. It has a specially designed suspension system. If you look closely, you will see that the tires are a special type of tire and to put it quite simply, that bike cannot be ridden in the street. There again you see the different contours that you get on this type of course. There, of course, is a flat turn. The point I was making was that people who engage in this particular sport do not come up riding on their motorcycles. If they come up riding on their motorcycles, they have absolutely nothing to do with the Long Island Motor Cross Association. These bikes have to be transported by some type of van, mini-bus or truck. They cannot be ridden on the street. There again is an example of the type of performance that you get out of these particular machines. At present the facility which we have has four such jumps and we are able to get the same kind of exciting performance. Also in your track, which sort of goes up and down like a roller coaster they build in a speed control design. That's referred to as a whoopedoo. The course runs about 1½ miles and it is an exhausting experience. Depending upon your proficiency, you are ranked in a class and you are scored for the number of times you succeed in going around that track and you're given points accordingly.

A rally is referred to as a Moto. Motos last anywhere from twenty to thirty minutes. The professionals which are the Europeans are able to do forty minute rallies. (He concluded his slide presentation.) I think very few people that I know are in physical condition to actually go into one of these things and do two or three heats.

Now, one of the questions that most concerned people was, 'What is the kind of individual that comes out for this sport?' Reference was made to a bad element. This isn't that type of use and that sort of fear really isn't well-founded. Unfortunately, in trying to prepare for this evening, I only had twenty-four hours and regrettably I could not make available to each member of the Board

PERSONAL APPEARANCES - continued:

a copy of this booklet, which is called the 1975 A.M.A., which stands for the American Motorcycle Association, Professional Motor Cross Competition Rule Book. This facility will be sanctioned by the American Motorcycle Association and its races will be sanctioned by that Association. That body has been in existence with competition rules since 1924, devoted to that particular sport. I think I can only begin to give you a flavor for what's involved in this particular sport, as distinguished from riding a street bike on the highway or in groups.

By just thumbing through this and just reading arbitrarily a number of things that I've marked, that sort of caught my eye. To begin with, there are all sorts of promoter responsibilities and this is enforced by the A.M.A., such as a promoter shall provide a sufficient number of police and marshalls to keep the track fit and the fences clear of spectators and otherwise insure safety. Promoters must take adequate measures for the prevention of dust on the track. I also find this one particularly unusual, promoters must have no less than two ambulances with operating oxygen supply and an attending physician or qualified first-aid personnel present at the track before practice starts. At all times, while races are being run, one ambulance must be standing by, ready and available. So you really can't run without having two ambulances there. There are additional restrictions imposed with respect to fire safety and also with respect to policing the pit area. In addition to this, there is a whole section devoted to the fact that anybody that engages in the sport and comes out to this particular track must have helmets, goggles and clothing and boots that meet the specifications set forth in this handbook and I'm particularly intrigued by this paragraph #2 on page 14. I'm not sure I quite understand it, but I'm going to read it to you.

It says all riders and mechanics must present a clean and neat appearance. The referee shall not permit any rider to participate who violates the rules on clean and neat appearance and shall forward his competition license to the A.M.A. home office. Whenever you run any race here, anybody who's an entrant, surrenders his license to the referee and he doesn't get it back until the end of the race and if he engaged in any misconduct or violated any of the other rules, the license is sent to the A.M.A. The referee is an official of the A.M.A., not our organization.

To give you an idea of how extensive the preparation must be for this type of thing, I will read off the number of officials that you have here. You have the referee, a starter, a clerk of the course, who is in charge of all the events and all your scheduling. You have a head scorer, who sits down at a table and counts the number of times people go around. He in turn, supervises all the scorers who work under him. You need a timer, judges and umpires, that are around the course, a pit steward, a scrutineer, who examines that everything's being done the way it's supposed to be done and a starting line observer. So what you've got, is a fairly complex set of regulations and you've got to have quite a number of personnel there to conduct this particular type of event.

Might I just call your attention to one more item that I think is rather important, if I can just find it? Paragraph twelve on page thirty-two, the use of intoxicants or drugs of any nature, which could affect the mental or physical ability of a rider, beyond his abilities, when in good mental and physical health, shall be prohibited."

PERSONAL APPEARANCES - continued:

"Any such use, can not only affect the safety of competition, but is deemed inconsistent with the concept of good sportsmanship and therefore an unfair practice detrimental to the sport of motor-cycling. (He then pointed to his drawings.)

What I've brought this evening is something called a conceptual land use plan. It does give us an idea of what our basic uses of the area are. Over here, is West Middle Road, which is this area up here. Over here, you have the LILCO property, which really runs across here. Over here, you have the other end of the property, that's this area over here and of course, right back here, you have the Long Island Expressway.

Basically, we have put in a track facility which is schematically shown as this particular area here. This isn't the exact track that we've used, but it gives you an idea of the land masses.

Secondly, we are going to provide our fenced pit area parking over here. For this particular area, in the near future, we plan to stabilize the soil. Now, what that basically is, is nothing more than a roto-tilling operation which mixes some of the bottom soil with the top soil so that it is more convenient for this kind of parking, because right now, in the rain, as you may know, vehicles will sink in the sand there. Now, at this point, we just wish to operate this facility as a motor cross park. And we feel we're entitled to do that under the permitted uses that we have there. However, with the cooperation of the Town, we would like to undertake a great deal more than that. To do that, we will need at a minimum, a building permit and perhaps certain other approvals from both Town and County Departments. This over here, is referred to as the main building. What is contemplated there, is a two-story structure totalling 100,000 square feet - that's 50,000 square feet per story. The uses which we wish to place in our main building consist of a facility for the sale of motorcycles, a facility, as part of that for service and equipment and the sale of parts, a training school for these particular types of vehicles dealing with their maintenance and repair and also with riding them, the administrative offices of the Long Island Motor Cross Association, a warehouse facility which will function as a distributorship and finally a design modification and assembly center. Now, that would involve light manufacturing and I just in passing looked at the Zoning Ordinance and I didn't quite understand this. I found it a little bit anomalous, but I looked up all the uses that I just mentioned and all of them were permitted uses as far as I could determine. And here was a light industrial district and I'd just been talking with neighbors the other day and they said, 'You know, if you were just manufacturing these bikes here, we wouldn't really object to that, because that's really what you kind of expect in a light industrial zone,' and I looked at it and I saw that was not a permitted use. That despite what I know is a sincere interest in encouraging employment and industry out here, you really can't have manufacturing in Industrial A as it stands right now and in a heavy industrial zone, you can have it with a special use permit. That confused me. We think it would be a very desirable facility. We think that this facility would be running five days a week and we hope to employ about 150 people there."

PERSONAL APPEARANCES - continued:

"The other building that we want to have is a much smaller building, it's only 10,000 square feet and we call it the pit building and that's basically for the conduct of races. It would have a second story, in which judges and other officials could preside over the races and include within it, locker facilities for about six hundred riders, lavatory and comfort facilities and also a very small repair service to be used only during races, where people could pick up pieces of equipment that they might need, that were broken in the course of going through these particular obstacles, which I showed you before.

We anticipate that the gross volume generated by this particular facility will be about \$10 to \$12 million dollars. I also might mention that we are looking to have weekend employment of about fifty people. The season for this particular facility would consist of an eight month season. Events would be run on the weekends and the facility would be open in the day time, during the months of July and August.

We think that the proposed future development of the site, is of distinct benefit to the Town, because we are talking about one hundred and fifty permanent jobs and at least fifty part-time jobs. I think that what we call our main building will probably have a construction value of something in the area of four million dollars, which I think would be a useful tax rateable. I think it's desirable to have industrial development within the Town and this certainly is geared to that particular objective. And finally, I think it's a very important recreational asset. I think a track like this is very sorely needed on Long Island. People who have this particular interest, simply have no place to go, where you have safe, supervised, properly sanctioned racing. I do want to suggest one thing most respectfully, to the Town Board. When this was originally considered, it seems as if the question of the existence of this particular association and this facility which I hope will only be our first, was really a disjunctive question - either we approve this. I think that that's not the best way to look at it. I know that you're ably assisted by counsel, who I think can confirm to you that no one can raise a defense of estoppel or laches with respect to anything that a Town has done. Therefore, the mere fact that a Town does not seek to go to court to stop something, in no way precludes a Town from doing so at any future date. At this time, it's our intention to open this facility to the membership on April 3rd. We would like to invite each of you to come out there and see what we're doing. Maybe it isn't as bad as you might initially anticipate.

I think the ultimate question before you, as I mentioned before, is a question of individual rights and it may be quite appropriate that this land use question has been presented and submitted to you in our bicentennial year. I'm not joking about that. I'm being perfectly serious about it. This is an activity which at this time has created or generated a certain amount of opposition. It's unpopular. Nobody wants us as a neighbor. Well, that is in part the issue. We do have a right to be there and really we were founded as a nation of different people. We were founded because of our differences and the ability to live among ourselves with respect for those differences. I think this particular facility and its operation does raise very interesting questions of constitutional law relating to the first and fifth amendment and I think it's something that is a very difficult question to be presented to the Town.

PERSONAL APPEARANCES - continued:

but I'd like to express my feeling that I believe you will deal with us fairly. I believe you will do your public duty, as you see fit. We would like to work with you. We welcome your participation in our development program. Come out and see our track and I thank you very much for the opportunity to speak to you this evening."

Robert Pekar, West Middle Road, Calverton, directly opposite "this proposed monstrosity", spoke as follows: "I do wish Mr. Kessler had sound with his slides. They would have been quite effective. I would like to get into the issue of noise later. I'd like to cover some other issues first.

They propose the "Potato Patch Motor Cross Park". The name itself is a downgrading as far as the Town of Riverhead is concerned, on this piece of land. And they say they want it erected on West Middle Road along the LILCO right-of-way where they show spectator parking. That's quite questionable.

The only access to this is going to be by Manor Road which the Town now knows, we are just about unable to maintain in just about any type of weather. When it snows, we can't get snowplows in for two and three days at a time. When it rains, it's flooded out, but they propose to erect the motor cross parkway here. They say they have a membership of approximately one hundred now, but they soon hope to have a membership in the thousand. These motor bikes have got to be trucked out here on vans and trucks, etc. for weekend rallies. From how far away, we don't know.

Where are these people? Well, I'll get to that.

Along Manor Road there is nothing, but residential homes, LILCO'S right-of-way and in-use farmland.

Mr. Kessler maintains that his organization is nothing but A-One All American Guys. So be it. But we maintain that the element that he is going to bring with him, following him, the people that are going to come to see the races, the advertisement and so forth that he is going to drag into the area, are not necessarily going to measure up to his caliber.

What's going to happen along Manor Road when this excess traffic and their beer cans and what have you are littered and who knows what else.

They have an extensive police network inside the facility. What about outside the facility? Our fifty-two man police force, right now, is over-manned. They came just about cover the areas they have to do now? Are we going to hire a new police department? Are we going to double the size of it? Vandalism, damage to public property, private property along this is only going to be an inevitable outcome. It is going to happen. Who is going to protect the Town from this?"

The very nature of the parkway, the motor cross park, is against the character that Riverhead wants to establish. We have been stating in the last few years that we're trying to change our image. We want to upgrade the Town. Those are words that I have heard tonight, throughout the evening. We want to upgrade the Town. I defy anybody to tell me how a motor cross parkway, with possible noise aspects, pollution aspects and crowd aspects is going to upgrade the Town of Riverhead. I don't see how."(applause)

PERSONAL APPEARANCES - continued:

"They make promises of a potential one hundred and fifty jobs, fifty jobs on the weekends. \$1.50 jobs for the kids, let's get them in. What is a hundred to one hundred and fifty jobs to the Town of Riverhead, to the total damage that they can possibly do to us.

I'm sure if we started checking some other Towns and Villages throughout the Country that have had motorcycles as a dominant aspect and you start looking at the element, the crowd that they bring in and I'm sure when you'd start checking on the amount of damage and so forth done, I think the proposed one hundred and fifty jobs offered to us, as a token, are pretty minimal.

This area is zoned "Light Industry". Their proposal, as it stands now, is recreational and that does not and I repeat, does not conform to the "Light Industry" standards of the Town of Riverhead. A couple of years ago, I'm sure the Town can look up the exact date, we stood, in the old Town Hall, concerning a piece of property opposite this, on the diagonal, Suffolk Cement Property, where they proposed a skeet-trap shooting range, recreational and it was the ruling of the Town then that the recreational purpose of that skeet-trap shooting range did not conform to the Town "Light Industrial Code". This is no different, except that it's much noisier and it is going to be much worse. This area again as we stated is zoned "Light Industrial". The homes that exist directly opposite the large gray building that he referred to and in the kitchen of the small gray building that he refers to, in the swimming pool, those homes, for the majority, with the exception of possibly one case, were there when this was not zoned industrial. The zoning was changed after those homes existed. Therefore, those homes have the prior right. Any light industry coming into this area, must be compatible with the people. On the opposite side of the LILCO right-of-way, there are homes. That area is zoned agricultural.

Opposite that, down the road on Manor Road, which is not shown, there are homes, again agricultural."

Supervisor Smith asked Mr. Pekar: "Would you please, in that the record doesn't pick exactly the import of what you're saying how many homes are to the west side of Manor Road, west side of West Middle Road, south of Manor Road, etc."

Mr. Pekar: "I will give you the exact location."

Supervisor Smith: "I want to know how many one-family homes."

Mr. Pekar: "One-family residence homes on the proposed side that the parkway is shown, directly across the street on Middle Road there are five homes within five hundred feet of the proposed track."

Supervisor Smith: "Would you approximate for us, Sir, the number of one-family residences that you mentioned elsewhere on Middle Road and Manor Road."

Mr. Pekar: "Directly behind Middle Road along Manor Road, there is Twomey Avenue. There are eight houses along Twomey Avenue area. Along Middle Road going north, there are approximately twelve homes directly on Middle Road within sight of the motor cross."

PERSONAL APPEARANCES - continued:

Supervisor Smith: "Thank you, Sir."

Mr. Pekar: "Now, we have spoken of fairness and I think fairness does work two ways. We must be fair to the people that are there. We must be fair to the Town and we must be fair to the future of the Town for my children and yours and the same with doing what is right. When the bottom line is reached, it is the Town of Riverhead that will suffer or benefit.

We the people of Riverhead and I not only represent myself and the homes, but I am speaking on behalf of better than one hundred and forty names, signed by a petition, presented today and there are others, if necessary. We're quite concerned. People from out-of-town can just come into this Town and bulldoze the land, do as they please, try to intimidate us that what they want to do is right. We must treat them fairly, without approaching the Town, without coming to the Town and saying 'this is what we want to do', they move in with heavy machinery - no names, no addresses, just machinery. They come in and say 'Oh those eastenders, we'll just intimidate them a little bit'. Well, we're not going to be intimidated that way. We the residents of Riverhead and I'm sure I'm speaking for the majority of Riverhead, want to control and form our own destiny. We don't want the westend controlling it for us.

Now, we get to the aspect of noise which up to now, really hasn't been mentioned. In a meeting with Mr. Kessler and his associate we were informed the A.M.A. states that one of these bikes is not allowed to emit more than 90DB. I would just like to quote a few figures. One bicycle emits 90DB. If you have two bikes, then you are emitting 93. An addition of three decibels is an increased power by double. Everytime you increase the number of bikes, you are increasing the power, the audible sound of the proposed facility by 3DB. Eight bikes emit 99DB. Sixteen bikes emit 102DB, thirty-two bikes 105DB, 64 bikes 108DB and one hindred and twenty-eight bikes 111DB. Why the high numbers? Because Mr. Kessler has stated to us that this track can race simultaneously at one time, forty-five bikes. That does not include the bikes in the pit area. That does not include the bikes in the run-up area. And how many of you have seen motorcycles that were not being revved up and tinkered with continuously. So one hundred bikes running simultaneously is not a fictitious number. It's a very real number. OSCIA (pronounced oh-shah) Occupational Noise Exposure Indexes say, 'Anyone exposed to 110DB cannot be exposed to that sound for more than one half hour a day.' Let's drop it by 10DB to 100. OSCIA says two hours a day are maximum exposure limits. Of course, these are occupational limits. Evidentally or very possibly the residents of an area don't count. 90DB is eight hours. What is 90DB? Sit in your livingroom and listen to a riveter, a continuous riveter. You're listing to 90DB. 100DB? Take sixteen riveters and listen to them. That's what you're hearing and 110DB, try 128 riveters going simultaneously. Of course sound does dissipate inversely with distance. And if they are generating 110DB at a source, it isn't going to be 110DB where it's being heard. Increase the miles per hour by ten and you triple the distance that sound will travel. Our prevailing winds in this area which blow basically into the Town of Riverhead during the summer, are running anywheres from twelve to twenty miles per hour, with the exception of dawn and dusk, but they say they're not going to run at dawn and dusk."

PERSONAL APPEARANCES - continued:

"They say they want to race on weekends, Saturdays and Sundays. The days that the normal residents of Riverhead might have some time off. Naturally, this is going to affect me drastically, but it's going to affect other people in the Town of Riverhead. Anybody within a two mile area of this is going to be affected drastically. I want to remind the Board of the number of complaints received concerning Riverhead Raceway. That operates for three hours, maximum, one night a week. These people tell us they're going to run this thing Saturdays and Sundays. Oh! they're willing to be flexible on their hours - July and August, seven days a week, day in and day out, but of course we're forgetting about the manufacturing aspects because when they start the manufacturing that they propose, then it's seven days a week also - five days for working and two days for playing. I just feel that in the long run, in all fairness, if this "Potato Patch Motor Cross Park" is accepted, the Town of Riverhead will be doing itself a very great disservice. Thank you." (applause)

Supervisor Smith: "Thank you, Mr. Pekar."

Ed Hodun, Middle Road, Calverton, spoke as follows: "Mr. Kessler told us that he can water this land to keep the dust down. I had a rig in there last year, irrigating that farm. It took me a week, so how is he going to cover that land to keep that dust down."

He then asked Mr. Kessler: "How long is that track that you have? You said one and one half miles, right?"

Mr. Kessler: "That's right."

Mr. Hodun: "How are you going to irrigate that with water. You told us that cycles can't go in mud, right?"

Supervisor Smith stated that Mr. Hodun should ask him the question and he would, in turn, ask Mr. Kessler.

Mr. Hodun: "He told us that those cycles can't go in mud. Could you ask him if that's correct? Now, no matter how he tries to water that, he's not going to get it watered. We're still going to have the dust situation. Also he said to us that there's not going to be any spectators. According to those pictures he showed us, that must have been Woodstock, because there were spectators."

Supervisor Smith: "Mr. Hodun, before you step back, you have farmed that acreage before?"

Mr. Hodun: "I farmed part of it and I irrigated it for somebody else."

Supervisor Smith: "Is there a water source on the site now?"

Mr. Hodun: "Yes, but there's no way you can irrigate that, ride the cycles and keep the dust down. We're going to have one heck of a big dust situation there."

PERSONAL APPEARANCES - continued:

Supervisor Smith: "Thank you, Mr. Hodun."

Supervisor Smith addressed himself to Mr. Kessler: "Mr. Kessler, there is an inquiry with reference to the dust problem."

Mr. Kessler: "Well, concerning the dust, I hope that that problem can be overcome. It's reduced somewhat by the fact that we have top soil there, as opposed to sand. Secondly, the portion of the land to be irrigated is the track that's shown there, which is different than irrigating all of farm acreage. The way we propose to do that is by running hoses from the stand pipes to critical areas on the track, hosing them down. In those areas which are harder to reach, we plan to just have a water truck or jeep where the water can actually water down in between rallies."

Supervisor Smith: "Mr. Kessler, may I address myself to the second question. You call a rally something else."

Mr. Kessler: "It's called a moto."

Supervisor Smith: "What's the sense of having a moto, if nobody watches it?"

Mr. Kessler: I just heard here, that I said there wouldn't be any spectators and I don't remember saying that there wouldn't be any spectators."

Supervisor Smith: Let's deal with it tonight. Will there be any spectators?"

Mr. Kessler: "I'm sure there will be spectators."

Supervisor Smith: "Approximately how many are you providing facilities for?"

Mr. Kessler: "Well, we're anticipating the following: I think on the average, every rider will bring with him, one spectator. What we're expecting, for instance, is that fathers and sons will come out, a group of friends will come out together. We will have spectators on the facility, but this is not a spectator facility. It's principally a rider facility, but you just can't prohibit people from bringing guests along."

Supervisor Smith: "Will there be any sort of grandstands and/or common toilet facilities?"

Mr. Kessler: "No, there will be no grandstands, at this time or any time in the future. Yes, we would like to have lavatory facilities available for the comfort of people using the park."

Supervisor Smith: "Thank you, Mr. Kessler."

PERSONAL APPEARANCES - continued:

Alphonse Danowski, Middle Road: "I live about 1,000 yards from the proposed motor bike track.

I farmed that farm myself one year and if you get a rainy season, there is no way that you can park on that farm, where they're predicting the parking area, because it is all clay in that area."

Supervisor Smith: "This is on the east side of West Middle Road?"

Mr. Danowski: "Right. So definitely, you're going to have to park on Middle Road, which is predominantly loam, so anybody in the towing business will have a pretty good job, I imagine, pulling them out.

I was fortunate Sunday to have time to take a nap, which I usually do, but between the Long Island Lighting Company splitting half the farm acreage and a race track on this side, I was thinking that if I could put up a shooting range in between, I could be in the middle, but I was fortunate, like I said to take a nap and I heard this noise in the back. I have a few acres of woods there and I let a few of my friends cut a few trees once in awhile. I said, who the hell is back there today! So I got up and looked out and I didn't see anybody. I heard this thing going "vroom vroom" and I said Damn! I go up the road and there's one motorcycle, maybe about 2,000 yards away. The windows were all closed in the house and he woke me up and I'm a pretty sound sleeper. You can ask my neighbors.

Now, in another situation, I've got about seventeen acres. I was going to give an acre to my daughter, an acre to my son. Maybe, if I had a little money, I'd put a road in and sell acre lots. Maybe I could retire then. Now, if I would ask my daughter to build a house there, I don't think she'd want to build a house there, period, because if I can't take a nap on Sunday afternoon for a couple of hours, in the middle of the day, I don't think anybody wants to build in that area. So the \$300 or \$400 that I spent on surveying, etc., I guess I'll just have to give it up. So I'm a little bit opposed to it and you can see why." (applause)

Mrs. Rita Hodun: "I think we should also mention that within a mile and a half, we have a school on Riley Avenue and we have three trailer parks in the area, which I think are within a mile and a half or two miles from this track. They should be recognized." (applause)

Supervisor Smith: "Mrs. Hodun, that would be the Millbrook Park, Glenwood Park and Roll-In Park."

Mrs. Hodun: "That's right."

Mr. Hodun (from the floor): "Maybe I didn't quite make myself clear before, but he was saying about one spectator per bike, but in the meantime, Sunday he told us about the national meets, where you have maybe 20,000 or 30,000 people following these. The riders come from Europe, like he told us, the best riders come from Europe. So you have these bikes coming from all over. I don't feel that our Town could take something like that."

Supervisor Smith: "Mr. Kessler, is there any thought of entertaining regional or national?"

PERSONAL APPEARANCES - continued:

Mr. Kessler: "The answer to that, and I'd like to give it a word yes or no, is a yes with an explanation. The Long Island Motor Cross Association would very much like to have a Grand Prix Pro-Am Event, held on Long Island. I think we're lucky if we could get one. This is the type of event that's being described. I don't think that there is a possibility of getting more than two. It is quite correct that these draw huge crowds. The recent race up in Unadilla, which I understand is about 250 miles upstate drew 12,000 people and there's no doubt that presenting such a race, on the Island, would draw a big crowd. We don't particularly want to use this facility in Riverhead for that purpose. We think that there are far better locations for a Pro-Am Event and I personally feel quite confident, I can make arrangements for them, because you're just looking for a facility for a weekend and what you're really looking for is a place that has at least 200 acres not 35, because you want to provide facilities for camping and other amenities for the people who do come from all over, not just from the Island, to witness this particular event."

Supervisor Smith: "When you speak of amenities, are we speaking of concession stands of some sort?"

Mr. Kessler: "For this type of event, yes, you would have concessionaires come in, but I don't think they would actually erect stands. They either come in with vehicles or what was done at Unadilla was actually a tent was put up and food was provided on a 24-hour basis in that tent."

Supervisor Smith: "Is there some sort of admission fee with this?"

Mr. Kessler: "Oh, yes. The admission fee varies, but I think Unadilla was either getting \$7.00 or \$8.00 per spectator."

Supervisor Smith: "Thank you, Mr. Kessler."

Mr. Kessler: "I'd like to point out one other thing that you may not be aware of. We plan to charge a rider admission fee. The A.M.A. prohibits charging spectator admission, where a rider admission fee is charged. At these particular events, of course, the riders are not charged an admission fee, of course, the spectators are. Thank you."

Mrs. Hodun (from the floor): "I have one other question."

Supervisor Smith: "Yes, ma'am."

Mrs. Hodun: "When they stay overnight, do they stay on any area of this racetrack? Where do these people stay, if they stay for these weekend things? Do they camp or stay on this track 24 hours a day?"

PERSONAL APPEARANCES - continued:

Supervisor Smith: "Do you have an answer to that, Mr. Kessler?"

Mr. Kessler: "Well, the answer is very simple. They're not going to stay on this track, because this track isn't suitable for that kind of use."

Mrs. Hodun: "In the evening, when this track isn't being used, where do these people go?"

Mr. Kessler: "These people go home. This is basically...."

Mrs. Hodun interrupted: "To Europe?"

Mr. Kessler: "No. I'm afraid you didn't follow what I was saying, so if you'll indulge me, I'll repeat it again.

This facility is going to be run for, what I can best term, local races for people who can readily commute to the area within one day. It's not going to bring in the kind of events where people come from 300 miles away and camp overnight. I did say we would like to have that type of race under the sanction of the Long Island Organization, but we would not contemplate holding it at this facility. This facility is just too small for it."

Mr. Hodun (from the floor): "Let me bring up one more thing. I think he's contradicting himself on what he told us Sunday. He told us they are going to have competition races amongst the neighboring states. They are going to have competition. So it's not only the idea of the big race, which he said they're not going to try and keep here, it's going to be fairly close traveling. They are according to him, going to have a competition, Connecticut, probably Massachusetts, competition of one club against the other."

Supervisor Smith: "All right, Mr. Hodun."

Maribeth Andresen, Church Lane, Aquebogue: "As a former resident of Middle Road, I have a couple of questions. One thing, I just want to reiterate, is the dust problem. I lived on that street and I had dust storms, just from the farms and I'm telling you it was this deep. And I didn't have motorcycles going around me. I just had wind. That was one thing I wanted to say.

Now, I show dogs. So I drive my little car and I go to Jersey, but I'll be darned sure, I'm not driving back to Riverhead when there's another show, maybe 30 miles away. I would rather sleep in my station wagon or get a motel room and I don't have a camper or a van. So I really feel that even people as far in as the Bronx or Brooklyn or Westchester are certainly not going to schlep home with all of their motorcycles and the cost of gas and today's living, they're going to park on the street.

About the tenting for concessionaires. I know you read that the A.M.A., which I used to think belonged to the American Medical Association. I was a little disturbed that nobody can take drugs or intoxicants while they're driving cars, but are they going to be for sale in the area to the spectators? That's one thing I wanted to know."

PERSONAL APPEARANCES - continued:

"Because I'm a nurse, I would like to know. You said that you have a doctor there when you have a race. Do you have a practice? I want to know if they have a doctor when they practice or whether I have to be johnny-on-the-spot and start pounding on someone's chest. I've seen it happen at dog shows. I don't want to bring that up, but it happens. So I would like to know, when somebody goes careening off their motorcycle and splits their guts open on a tree someplace, is there somebody there that's going to help them?"

Supervisor Smith: "Mr. Kessler, the reference is whether or not and rather graphically put, during a practice session, there will be a doctor in attendance."

Mr. Kessler: "The answer to that is no, not during practice sessions. However, there will be first-aid personnel, in attendance, or licensed personnel, to deal with these emergency situations. There is no doubt that this should be termed as a hazardous sport and it is not unlikely that someone will fall down and I'm happy to say we don't have any trees to worry about, but there is no doubt that there will be broken limbs and I can anticipate that. One of the things we have to address ourselves to is to have adequate first-aid facilities and get these people to a hospital to get proper medical attention."

Supervisor Smith: "Thank you, Mr. Kessler."

Mrs. Andresen: "I was worried about that and the fire safety. You are in the super worst area for fire. That's all I wanted to say about the health, noise and dirt." (applause)

Supervisor Smith: "When you go like this, that doesn't show up on the tape-recorder."

Mrs. Andresen: "Oh, the dust. I wrecked two vacuum cleaners and it happened four times in one winter."

Grace Melvin, 36 Millbrook Park: "The congestion of the roads and so forth, at Calverton, I don't think any of the roads are wide there, and if you had parked cars and trailers and so forth and campers, when they come out, after this is all over, can they get through or will it be like the auto races on Route 58 which we hear once a week, which is horrible, and we get terrific dust from it. I've gotten it for six years now and I'm not supposed to have dust at all and so does the Glenwood Park. We both get the brunt of it and we would get this from the other end. I would like to know if we will have the congestion and dust and everything."

Supervisor Smith: "Mrs. Melvin, so I can repeat, you see, my concern is that the tape-recorder doesn't pick it up when you talk that way."

Mrs. Melvin: "I'm sorry."

PERSONAL APPEARANCES -continued:

Supervisor Smith: "So that the lady who transcribes the tapes can understand what you said with concern about parking on both sides of the oil and grit roads that we have here in the community and passage through, by vehicles of various sorts."

He then addressed himself to Mr. Kessler saying: "How many parking spaces do you intend to provide, Sir?"

Mr. Kessler: "Well, what we intend to do, very shortly, is the following. This came up before. Someone mentioned a rain storm and what I had said the other day and I want to say thank you for the people who enjoy this sport, like to race their bikes in mud, but if you put a van out there, the condition of the soil is such that it sinks. I know that to be a fact, because we had a van out there and it sank and it took us an hour to pull it out. What we propose to do in the area designated as pit area is to stabilize the soil. It basically means to rotor-till it. What that means is, it's more compacted and it's going to drain in the rain and there will be room there for 600 vehicles."

Supervisor Smith: "Your answer then is you are going to provide 600 spaces."

Mr. Kessler: "At that point and additional parking where the LILCO Property is."

Supervisor Smith: "When you say at that point, you are referring to the portion adjacent to the easterly side of West Middle Road, the south end of your parcel. Is that correct?"

Mr. Kessler: "I believe that's correct. It's in the area which is shown as spectator parking and if you would like, I could point it out to you on the survey, which is also mounted on the board."

Supervisor Smith: "I think I got it right."

Mr. Kessler: "We will have additional parking there, which could easily take another 400 or 500 vehicles, so we will have on-site parking for over 1,000 vehicles, which we never anticipate having."

Councilman Young: "How many do you anticipate having?"

Mr. Kessler: "I think that once the facility goes into operation, when we are conducting a race, I would imagine that we're going to have about 300 to 350 vehicles."

Supervisor Smith: "All right. Dr. Smith?"

Dr. Alfred Smith: "I understand they've already started on this and they talk about having an April 1st deadline. Isn't this discussion all academic?"

Supervisor Smith: "I suggest to you, Sir, that it is not."

Mary Smith, Glenwood Park: "We have approximately 375 homes in our park and if this goes through, you will have an exodus. We are mostly senior citizens and we'll all leave Riverhead, believe me!"

PERSONAL APPEARANCES - continued:

Supervisor Smith: "All right. You're statement is that you've got 375 homeowners in Glenwood and you are concerned about both the noise and the dust, I assume."

Mrs. Smith: "Right."

Supervisor Smith: "Thank you, ma'am."

Alphonse Danowski: "I'd like to repeat the condition of the ground that he mentioned will be the new parking lot, because I farmed it one year and that year it happened to be on the west side. So in order for me to bring a sprayer through, and I only put 100 gals. of water in it, I had to pull it with a tractor. I was sinking in some places that deep. I happen to be in landscaping and the rotor-tiller, unless you steal one from a big construction company, doesn't go down far enough and it's pretty impossible to mix that ground up with a rotor-tiller."

Supervisor Smith: "Thank you, Mr. Danowski. Again, when you were holding your hands apart, you were indicating about 2½ feet, right?"

Mr. Danowski: "Yes."

Bruce Stark, owner of Glenwood Park: "I don't want to see an exodus. I do wish to voice my opposition to the "Potato Patch Motor Cross Park". I think that the noise pollution in that end of the Town, is overbearing, as it is and you know yourselves that we're constantly badgering you about that as it is. I would hate to come down here and have to badger you about two things. I don't think it's an asset to the Town and it doesn't give anything that we would like to see in the Town and I hope that you Gentlemen will look at it as citizens of Riverhead and bear in mind what the other taxpayers of Riverhead are saying tonight."

Herman Gassinger: "I live at 57 Millbrook Park and I don't know if half of these people know what the hell is going on. I monkeyed around with midgets and I monkeyed around with motorcycles. I drove motorcycles in the Army and everything else. These things create nothing but dust. I don't care how much water you throw down.

Has anybody ever gone down the Long Island Expressway and run around Exit 54? They'll see off on the right hand side, there is a Shell Station, behind there, they have one of these contraptions. You'll see the crowd that goes and gathers in the front of this thing. We have enough trouble down on Route 58 by the racetrack. It's a wonder people haven't been killed. Cause when a lunatic sees a lunatic get out there and knock his brains out, he's going to get in his car and go like hell. This gentleman says, with the motorcycle driver, generally comes one man. No way! No way, because he's got to have a pit crew. A man has three or four bikes. You mean to tell me one mechanic is going to go running around from bike to bike (inaudible due to applause). No way. Mr. Kessler lives in Smithtown. Let him come over to 57 Millbrook Park. I'll let him stay there while the race is going on! We hear Grumman's knocking our brains in and they're way the hell down the road! This is less than half the distance. I still can't understand how the people in Thurm's Park put up with that or rather Stark's Park can put up with that racetrack. It's true they were there before and you can't roll them out. But I say to this thing, forget it or forget Riverhead. I'll go back to Brooklyn. It's quieter." (applause)

PERSONAL APPEARANCES - continued:

Emma Karch: I'd like to ask one question. The way the gentleman spoke, he plans to open on April 3rd and says he has the right, the amendments and everything. Who has the right? Is the Town Board going to decide or is he just going to go in and start? He owns the land?"

Supervisor Smith: "We're going to have to make a decision, yes."

Emma Karch: "But the way he spoke, or did I misunderstand it as though he has every right to go there."

Supervisor Smith: "That's his opinion."

Emma Karch: "But, if he should go there without you giving your approval. What do you do then?"

Supervisor Smith: "You are asking what our options might be?"

Emma Karch: "That's right."

Supervisor Smith: "Not what we're going to do, but what our options might be?"

Emma Karch: "Right."

Supervisor Smith: "All right. If we happen to disagree with certain ones of the opinions expressed by Mr. Kessler, we have the remedy of going to the courts, of course, and there is some consideration of whether or not a remedy might be available within the Zoning Board of Appeals within the Town. That's two."

Emma Karch: "Okay, but these days, you begin to wonder which rights a person has."

Supervisor Smith: "That's right."

Emma Karch: "Why is it that this got so far advanced, that they could open April 3rd without something happening before this or having a Town Board Meeting or having this worked on months ago. Has this all been a deep, dark secret all these months?"

Supervisor Smith: "No. I believe the first day that I heard about it was last Thursday or Friday that I heard about it."

Pat Pekar: "I'm sorry. I don't even originally come from Riverhead, I come from upstate New York, chose to leave my small town and expand and go out and build myself a home. We chose this place. I can't believe that Riverhead would do this to us. I think I've already said it at one point, more than once I know. I can't say anything that hasn't already been said. I am thinking, not about the fact that it's across the street from me, which upsets me, but it's going to take a heck of a lot more than a racetrack to get me out of a house that I put sweat and blood into. I'm thinking about Riverhead. What's it going to do to our Town!! It isn't going to be worth anything." (applause)

PERSONAL APPEARANCES - continued:

Bert Rhodes, Wading River: "Mr. Kessler painted a very rosy picture of a facility. The question I think the Board should address itself to and it's very important. For example, he read from a book from the A.M.A. and that presented a very rosy picture. I think you have to address yourself to the guarantees of those promises. If they don't subscribe to the A.M.A., if they violate the rules and the A.M.A. throws them out, what becomes of the facility. It can become everything that all of these people are afraid of. So be very concerned about the guarantees."

Supervisor Smith: "Thank you, Sir."

Peter Mastropalo: "I am the owner of Millbrook Park. We have noise level problems up there too. I get it everytime I raise the rent and that's only once a year. I don't feel that we need something like this in such a confined area, where there are so many residences."

Supervisor Smith: "Thank you, Sir. How many people in your park?"

Peter Mastropalo: "Ninety-eight families."

William Nohejl stated his objection to being limited to only ten or fifteen minutes when everyone that just spoke was allowed all the time they wanted.

Supervisor Smith stated that he was told that there was a public hearing scheduled for 8:30 P.M. and now he could speak all he wanted to.

Mr. Nohejl stated that it was too late and refused to speak further.

Mrs. Katherine White, Wading River stated that she has lived in Tidewoods for over four years and she was still waiting for the roads to be taken over by the Town.

She further stated that the roads are in a dangerous state of disrepair and the residents up there want to know how to go about having them taken over by the Town and repaired.

Supervisor Smith stated that this is a new problem to him and he will have to go over the problem and see what can be done about getting the roads dedicated.

Mrs. Grace Marano asked Supervisor Smith if the words "Reverend Rip-Off" in the newspapers (referring to an article on Reverend Adinolfi and the Open House Program) were his own words or the language of the reporter.

Supervisor Smith stated that they were not his words.

He further stated that he had heard a rumor to the effect that Rev. Adinolfi was preparing to "set him up for a lawsuit".

He continued by saying that he will stand on prior statements that he had made February 20th with reference to the program and he would stand on the statements that he made this evening with reference to Rev. Adinolfi's ministry.

PERSONAL APPEARANCES - continued:

Mrs. Marano stated that she was glad to hear that he had no qualms about stating the competency of Rev. Adinolfi's ministry, but further remarked that if the language in the newspapers was not his, would he consider clearing that statement publicly in the paper?

Supervisor Smith replied that he and Rev. Adinolfi made a pact, on Tuesday, that the matter would be dropped and that's what he intended to do.

Mrs. Marano stated that the stigma was still there and she begged Supervisor Smith to clear the matter up in the papers.

Supervisor Smith replied: "I shall not."

Richard Bakker, Minister of the Old Steeple Community Church, Aquebogue, commended Rev. Adinolfi for his ministry in the Community and supported his efforts in the Open House Program.

RESOLUTIONS

Councilman Menendez offered the following resolution which was seconded by Councilman Young.

BE IT RESOLVED, That the following police officers be paid recall pay from January 1, 1976 to and including January 31, 1976, as per P.B.A. Contract:

1.	F. Alexander	1-07-76	4Hrs.	\$ 44.46
2.	H. Boden	1-05-76	4Hrs.	49.44
3.	D. Miller	1-30-76	8½Hrs.	82.74
4.	W. Palmer	1-03-76	4Hrs.	50.10
5.	J. Psaltis	1-26-76	4Hrs.	38.94
6.	R. Underwood	1-09-76	5½Hrs.	72.68
	TOTAL			<u>\$338.36</u>

AND FURTHER RESOLVED, That the following police officers be paid overtime pay from January 1, 1976 to and including January 31, 1976, as per P.B.A. Contract:

1.	D. Cheshire	1-25-76	½Hr.	\$ 3.51
2.	A. Densieski	1-03-76	2-1/3Hrs.	25.89
		1-17-76	1Hr.	11.11
3.	J. Dunleavy	1-21-76	2Hrs.	22.23
4.	J. Kurpetski	1-02-76	1Hr.	11.34
5.	L. Mickoliger	1-12-76	1½Hrs.	16.67

RESOLUTIONS - continued:

6.	W. Moisa	1-22-76	2½Hrs.	\$ 28.91
7.	F. Rodgers	1-22-76	1Hr.	9.73
8.	W. Witt	1-29-76	2Hrs.	21.09
	TOTAL			<u>\$150.48</u>

The vote, Councilman Lombardi, Yes, Councilwoman Tomlinson, Yes, Councilman Menendez, Yes, Councilman Young, Yes, and Supervisor Smith, Yes.

The resolution was thereupon declared duly adopted.

Councilman Lombardi offered the following resolution which was seconded by Councilwoman Tomlinson.

WHEREAS, Catherine and Claude Shwonik did submit a plan for the subdivision of their land at Parker Road, Wading River, New York, as shown on "Survey Prepared for Donald and Joan Shwonik, dated January, 1976", and

WHEREAS, The applicant seeks a special permit to erect a single-family dwelling in an industrial district, and

WHEREAS, The Planning Board has approved the submitted plan, upon the filing of certain required covenants,

NOW, THEREFORE, BE IT RESOLVED, That the Town Clerk is directed to publish a public notice, in a duly designated newspaper, calling for a public hearing on the aforementioned application for a special permit.

PUBLIC NOTICE

PLEASE TAKE NOTICE, That on the 16th day of March, 1976, at 8:45 P.M., a public hearing will be held before the Town Board of the Town of Riverhead, at the Town Hall, 220 Howell Avenue, Riverhead, New York to hear all interested persons in connection with the proposed Subdivision and Platting of Land at Parker Road, Wading River, New York as shown on "Survey Prepared for Donald and Joan Shwonik, dated January 18th, 1976", wherein the applicants seek a special permit to erect a one-family residence in an industrial district.

The vote, Councilman Lombardi, Yes, Councilwoman Tomlinson, Yes, Councilman Menendez, Yes, Councilman Young, Yes, and Supervisor Smith, Yes.

The resolution was thereupon declared duly adopted.

RESOLUTIONS - continued:

Councilman Young offered the following resolution which was seconded by Councilman Menendez.

WHEREAS, The Town Board of the Town of Riverhead, Suffolk County, New York, has caused all matters and things to be done which are required by the Town Law and other statutes made and provided in connection with the amendments of the Town Zoning Ordinance No. 26, of the Town of Riverhead, as Amended.

NOW, THEREFORE, BE IT RESOLVED, That this Town Board hereby ordains and enacts the following amendment.

RESOLVED, That the Zoning Ordinance No. 26 of the Town of Riverhead be amended as follows:

That the "Zoning Schedule" be amended by adding the following note to the maximum building area in % in the Business B District.

NOTE: The maximum building area in the Business B District in % may exceed the stated amount by special permit of the Town Board, but not beyond the requirements of the parking schedule.

BE IT FURTHER RESOLVED, That the Town Clerk be and is hereby authorized and directed to enter said change in the minutes of the Town Board and to publish a copy thereof in the News-Review the official newspaper of the Town of Riverhead for such purposes, and to post a copy of said change on the sign board and insert said copy in the Town Ordinance Book as maintained by the Town Clerk, all pursuant to the New York State Law.

The adoption of the aforesaid amendment to Zoning Ordinance No. 26 of the Town of Riverhead as amended, shall take effect ten (10) days after such publication and posting.

The vote, Councilman Lombardi, Yes, Councilwoman Tomlinson, Yes, Councilman Menendez, Yes, Councilman Young, Yes, and Supervisor Smith, Yes.

The resolution was thereupon declared duly adopted.

Councilwoman Tomlinson offered the following resolution which was seconded by Councilman Lombardi.

WHEREAS, The Knights of Columbus have graciously offered to donate their time, effort and expense to the construction and location of a "Town Crier", to serve the needs of the Wading River hamlet, and

WHEREAS, The proposed location of said "Town Crier" is on an area of great natural beauty, as evidenced by a viewing of said site, and

WHEREAS, The Town of Riverhead's uses of the proposed site are restricted to park purposes, and

WHEREAS, It is the opinion of this Town Board that the interests of the Town would best be served by preserving the natural beauty of the proposed site, by prohibiting the erection of any type of construction on said site, and

RESOLUTIONS - continued:

WHEREAS, The Town Board endorses the idea of the proposed erection of a "Town Crier" as designed in the proposed donation from the Knights of Columbus,

NOW, THEREFORE, BE IT RESOLVED, That regretfully, the Town Board of the Town of Riverhead opposes the erection of the proposed "Town Crier" or any other construction on the proposed site.

Supervisor Smith stated that he wanted to point out that they had had discussions with various groups from Wading River with reference to this and he felt that they had obligated themselves to discussing alternatives.

Councilwoman Tomlinson then asked for the resolution to be tabled until the next meeting and proceeded to withdraw her motion.

Supervisor Smith stated that it was not necessary to withdraw the motion and the second and informed the Town Clerk that it would be tabled until the next meeting of the Town Board.

Supervisor Smith stated that he would like to make note of one other matter and asked Miss Block if she would prepare a letter in the Town Board's name congratulating the winners of the American History Essay Contest, JOHN GERGELA - 5th Grade - St. John's School, KEZIAH FELMETH - 6th Grad - St. David's School and JACKIE MCKAY - 8th Grade - Riverhead Junior High School.

There being no further business on motion and vote, the Meeting adjourned at 11:45 P.M., to meet on March 16, 1976, at 7:30 P.M.



HMB/mhj

Helene M. Block, Town Clerk