

Suffolk County
Francis S. Gabreski Airport
Community Advisory Board Meeting
November 4, 2010
Francis S. Gabreski Airport
Location – Airport Manager’s Office
6:30pm to 8:30pm
Summary Minutes

In attendance:

Tom Isles	Chairman, Director of Suffolk County Planning
Anthony Ceglie	Gabreski Airport Manager
Sharon Frost	Civic Leader – Town of Southampton
Carolyn Fahey	Suffolk County ECD & WFH
Col. Thomas Owens	Air National Guard
Beecher Halsey	Westhampton Beach School Board

Ex-Officio Members - Present

Jeff Murphree	Southampton Town Planning
---------------	---------------------------

Members Not Present

Cristina Kepner	Public at Large
Hank Beck	Greater Westhampton Chamber of Commerce
Lloyd Scott	Business Aviation
Bill Berrien	Quogue Association
Toni-Jo Birk	Village of Westhampton Beach
Bob DeLuca	Group for the East End - Environmental Organization

Other Staff:

Chris Kent	Chief Deputy County Executive
Joann Bonsignore	Gabreski Airport

- I) **Call to Order**
Meeting called to order at 6:45pm. We do not have a quorum present therefore we cannot conduct any business.
- II) **Pledge of Allegiance**
Led by Sharon Frost
- III) **Consideration of summary minutes from August 12, 2010**
No consideration of the minutes from the August 12, 2010 due to lack of a quorum.

IV) Correspondence

Editorial from Southampton Press about Airport Community Advisory Board
Newspaper article about ANG facility dedication

V) Old Business

a) Airport Operations and Noise Complaints

Operations: Operations for the year are down 10 percent compared to 2009. 2009 was down 20 percent from 2008.

Noise Complaints: There were 150 complaints in 2010 - down 36 percent from 2009. 86 complaints (or 57%) were from 4 homes. Map in handout shows where helicopters and fixed wing complaints originate.

b) Committee Reports

i. Noise Mitigation Workgroup

There was a meeting held in September 21, 2010. A new chairman of the workgroup was not designated. Anthony Ceglio ran the meeting and the discussion focused on updating the helicopter noise abatement brochure.

ii. Airport Conservation Assessment Panel (ACAP)

An application for Island Harvest's use of Building 90 as a distribution center over the holidays was reviewed. The SEQRA recommendation was a Type II Action.

c) Master Plan Update

No updates at this time. FAA personnel changes due to retirements have caused some delays in receiving comments.

d) Airport Activities Update

A construction project for the Runway 6-24 Rehabilitation (main – longest runway) started in spring and finished by July 4th weekend. The runway remained opened for the summer busy season and closed again in October for minor completion items such as paint and seeding along the edges. The project is now finished. The project was completed on schedule and under budget.

The airport entrance roadway project is underway - paving started on Tuesday. The project should be complete by the end of December.

The Baumann Bus environmental cleanup project on north side of Cook Street has begun with fencing and installation of sheet pilings. A 35 foot deep hole will be excavated to remove contaminated water and soil. The project should be complete by the end of December.

Construction on the Sheltair hangar has begun. The project should be complete by the end of December.

Activity along C.R. 31: The Air National Guard is replacing fence along their lease property line.

Noise Berm – This is funded by a state grant. Bids have been reviewed by Suffolk County and a recommendation will go to New York State DOT this week. The project should be complete by the end of December.

There are three tenants whose leases will be reviewed and submitted to ACAP in the near future - Village Marine, Sheahan Communication, and Enterprise Rental Car.

e) APDD

Rechler @ Gabreski LLC was present to provide an update on their project. Gregg Rechler presented information about the proposed site plan.

He described the proposed earth berm along CR 31 and noted that blue buildings on the site plan are one story with cedar shingles (plans placed on easel showing building design). There will be 100,000 cubic yards of material moved around within the site. The grades are going to change dramatically and the excess material will be used for the berm. No soil will be taken off the site.

There will be mixed use/multi-tenant facilities. The buildings could be broken down into 5,000 to 100,000 sq. ft. leasable spaces providing flexibility for future tenants.

The proposed hotel is not planned for immediate construction. It will be further into the build out schedule.

There are 7 items that need to be refined in the APDD Town Codes as follows:

1. FAR (For Area Ratio): The ratio used to determine the total area of the site that can be developed. The total land available is multiplied by a factor of 0.2 to calculate the total square footage that can be developed. For example originally the site was approximately 58.6 acres (or 2,552,616 s.f) multiplied by 0.2 FAR equals 510,000 square feet of allowed development.

The site is actually smaller; it originally included AHRC and the airport entrance road, which was not correct. The new total lot area is 49.7 acres (about 8.9 acres less). Applying 0.2 FAR equals about 432,960 square feet, not 510,000.

The original belief was there would be many small lots throughout the site and 0.2 FAR would apply to each site individually. We are requesting the 0.2 FAR be applied to the entire site.

2. Day Care Center: The current APDD requires a special exception for a day care center. It has been shown on the proposed site plan from the beginning. We would like to apply for the exception now along with rest of site plan.
3. Parking: There are ratios for different types of businesses in the Town code. When the Master Plan was conceived, there was a base case of various uses. The Master Plan calls for 1,702 spaces. Based on the proposed build out shown on the site plan, we calculated 1,510 spaces are required.

Beecher asked if the town will decide if there is adequate parking for area.

Answer - Yes the town makes that decision.

4. Hotel: The APDD allows for 2 stories maximum. The developer is asking for a change to allow a three story hotel adding that no flagship hotel will consider the location with the current height limit. A change will be requested to have the APDD consistent with the Master Plan and be three stories with a maximum height of 42 feet. In addition, the

code measures building height from the existing grade. A request will be made to change the code to indicate finished grade.

5. Signage: The signage height in the APDD also refers to existing grade. A change to final grade will be requested. Under the current code, some signs would be partially underground. A clarification should be made that all signs face the respective interior roads and not necessarily CR 31.
6. Traffic Study: The APDD recommends that after a certain percentage of build out the traffic study be updated. A request will be made for the town to conduct an updated traffic study now based on the full build out as shown in the proposed site plan.
7. Impervious Surfaces – There is a discrepancy between the Master Plan and the APDD in the impervious surface calculation. The Master plan indicates 22 acres of impervious surfaces – Rechler proposes 21.4 acres.

Jeff Murphree informed the committee that the consultant used a generic formula to come up with figures. All changes will require a SEQRA addendum. The town will be looking at all proposed changes to make sure there is no impact to the site.

VI) New Business

Chris Kent discussed a proposed compressed natural gas (CNG) facility to be located on the southern portion of the airport. There is a federal program that we applied for as a County and got funded for \$5,000,000, to develop two county owned CNG fueling facilities. The concept is to increase the use of compressed natural gas in the United States.

The reasons for putting this facility here is that it is county owned land on the east end and is accessible to Sunrise Hwy. The facility will also be accessible to public vehicles.

The parcel of land is shown on the Proposed Airport Land Use Plan as non-aviation development.

VII) Public Portion

The question was posed - If the Hampton Jitney is staying on the new industrial park?

The answer given was no, they are relocating out of the airport.

Also asked; Is Rechler considering building a Casino in the APDD?

Rechler stated they have no plans for a casino and explained the Town has a code that states a Casino is prohibited.

VIII) Next Meeting

No future meeting date set.

IX) Adjourned – Meeting adjourned 8:15 pm.