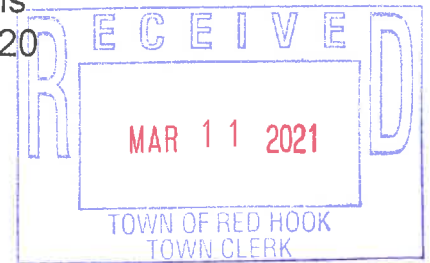


Town of Red Hook Zoning Board of Appeals
Revised, Approved Minutes October 14, 2020



Preliminaries

ROLL CALL

The meeting is called to order at 7:00pm. Chairman Annas asks for a roll call for the attendance. Jim Hegstetter states he is present, Kate Karakassis states she is present, Chris Carney states he is present, Chairman Annas states he is present. Chris Klose is absent. Patrick Logan, for Victoria Polidoro, ZBA Attorney, and Anne Rubin, ZBA Clerk also state they are present. ZBA Applicant for Appeal 20-03 is also present.

JULY 08, 2020 MEETING MINUTES

At 7:02pm Chairman Annas asks for a motion to accept the July 08, 2020 draft minutes as written. Kate Karakassis so moves, and Chris Carney seconds.

At 7:03 pm the Board votes as follows to accept the July 08, 2020 minutes: Kate Karakassis votes YES, Chris Carney votes YES, Jim Hegstetter votes YES, Chairman Annas votes YES.

REVIEW OF PLANNING BOARD MINUTES AND COMMENTS FROM THE CHAIR

There is no discussion of the Planning Board minutes and no comments from the Chair.

REVIEW

Norman Greig application for seven area variances to locate an aircraft landing and takeoff area on the subject parcel, which is less than three hundred feet from the lot lines of seven adjacent parcels, in the Town of Red Hook, as follows: parcel numbers 6273-00-003907, 6274-00-980090, 6273-00-740750, 6273-00-760494, 6273-00-670450, and 6273-00-677518. Town of Red Hook Zoning Law states "No landing or takeoff area for aircraft shall be located within three hundred feet of any property line, or

street line” The subject parcel is located at 144-150 Pitcher Lane, in the Agricultural Business District (ABD) Zone, of the Town of Red Hook.

Chairman Annas asks the applicant to explain what his project consists of and why he wants a second airstrip when he already has a Special Use Permit for an existing runway. The applicant, Norman Greig states new runway is 3300 feet long, and would add safety because it would allow for take offs and landings in different directions. Mr. Greig also states there would be no additional traffic, with the second runway. Chairman Annas asks Mr. Greig to describe the current traffic with one runway, to which Mr. Greig replies it is his plane and one transient. Mr. Greig further states the Town required him to put his landing strip on an Federal Aviation Authority (FAA) map, which means other pilots can access the location of his airstrip and land and take off from there.

Chairman Annas asks Mr. Greig what other aircraft land at his airstrip, to which Mr. Greig replies not many pilots are interested in a grass airstrip, at which only the smallest, lightest, slowest aircraft can land. Chairman Annas states it sounds like Mr. Greig is trying to commercialize this activity, to which Mr. Greig replies the approach from the south, to be used with the new airstrip, is clear, while the approach from the north, to access the existing airstrip, has trees and power lines. Chairman Annas asks where the Mill Road Elementary School is in relation to the existing and proposed airstrip, which Clerk, Anne Rubin, points to. Chairman Annas asks if either airstrip can accommodate larger aircraft, such as a jet engine aircraft, to which Mr. Greig replies they cannot.

Chairman Annas asks Mr. Greig how many flights per year, to which Mr. Greig replies maybe one per week. Chairman Annas states the original variance only permitted 20 flights per year. Mr. Greig states it is his understanding he is permitted one flight per week, and further states he does not fly as much “in season”. Mr. Greig further states the FAA requires three takeoffs and landings in a period of three months.

Chairman Annas asks Mr. Greig if he maintains and can provide the Board a traffic log for both his plane and all other aircraft landing and taking off from his airstrip, to which Mr. Greig replies in the affirmative.

Chairman Annas asks Mr. Greig at what altitude he generally flies his plane, to which Mr. Greig replies 400 feet to 500 feet, and clarifies when

the air temperature reaches 95 F his plane is almost unusable, but at 59 F his plane is usable. Chairman Annas asks Mr. Greig if he is permitted to fly under 500 feet in altitude over other people's property, and further notes the nearby location of the Mill Road Elementary School and a private nursery school, to which Mr. Greig replies he generally flies west of them.

Kate Karakassis refers to the April 16, 2012 Planning Board Minutes, in which he was sent to the ZBA for a variance for the existing runway. Mr. Greig states he withdrew the variance request, and shortened the runway to 2000 feet in order to avoid the necessity of obtaining a variance.

Ms. Karakassis also refers to Mr. Greig's application for Site Plan Review to the Town of Red Hook Planning Board, for the proposed runway, and notes on page two, the application asks about retail operations on the adjoining lots, and further comments none are stated, and comments there are two retail operations: Grandiflora Nursery and the Ozone retail site. Ms. Karakassis notes there are also two residential units, which are currently used as Air BnBs, but not noted on the application to the Planning Board.

Ms. Karakassis also notes that page two of the Planning Board application asks for the scope of the proposal, regarding which Mr. Greig had characterized the proposed airstrip as a "Modification of an existing building on a developed site." Mr. Greig states he grows lawn for a runway, approximately 1.5 acres for the existing runway, and approximately 2 acres for the proposed runway. Mr. Greig further notes his neighbor walks his dog on the strips.

Chairman Annas asks the Board for comments regarding the potential commercialization of Mr. Greig's activity. Kate Karakassis comments she would like clarification on Mr. Greig's Planning Board application, as follows, for the record:

Regarding the current use of the site: The Site Plan Application should be amended to include two retail operations and two cottages, used as AirBnb rental units. Regarding the reason for the application to the Planning Board: The application currently states this as "Modification of an existing building", which, Ms. Karakassis notes, is incorrect, since an airstrip is not a building. Ms. Karakassis further states the third item on the Planning Board Application checklist asks for copies of existing approvals, permits, and compliance notifications. Ms. Karakassis states she would like the ZBA to

have copies these documents and copies of the amended application to the Planning Board, which would include the changes listed above.

Ms. Karakassis asks Mr. Greig how many planes are currently operating on the existing airstrip, on a regular basis, and what the N number of each plane is. Mr. Greig replies there are two, and the numbers are N2962T and N6693J. Ms. Karakassis states for the record she is a neighbor of Mr. Greig, and owns 152 Pitcher Lane. Mr. Greig states he feels this is a conflict of interest, to which Chairman Annas replies legal counsel has informed him that Ms. Karakassis need not recuse herself, merely on the basis that she is a neighbor. Chairman Annas further states if Ms. Karakassis were to have a financial and or business relationship with the applicant, it would be grounds for recusal.

Mr. Greig states when he went to the FAA with his current and future plans, for a longer runway, in a east to west orientation, he asked how he could keep people from landing there, and further states he was told to list in "under construction" Mr. Greig further states he dug a pond at the northeast corner of parcel 944725, since it was a dry summer. Mr. Greig further states he had the soil moved. Mr. Greig states he received a Cease and Desist Order from the Town Zoning Enforcement Officer, regarding an airstrip under construction.

Kate Karakassis states the FAA shows N 6693J is owned by a Travis Bard, transferred on 06/01/20. Mr. Greig replies he and Mr. Bard are legal partners for six years, until the plane is paid for. Ms. Karakassis states she sees it taking off all the time from her house, and asks if Mr. Bard is learning to fly using that plane. Ms. Karakassis also asks Mr. Greig if he has flown with Mr. Bard in that plane, three times in three months, and notes on one occasion she witnessed three take offs and landings of said plane, in one morning. Ms. Karakassis asks Mr. Greig if he is giving Mr. Bard informal lessons, to which Mr. Greig replies he is not qualified to give lessons.

Chairman Annas asks the Board if there are any further questions. Chris Carney states he has no further questions. Jim Hegstetter asks the Board what other documents it needs, to put off setting the public hearing for two months. Chairman Annas states he wants to see the documentation asked for, including the flight logs, and the documentation related to Mr. Greig's current Planning Board application. Kate Karakassis states she finds no

detriment in waiting, since the applicant has an existing runway. Patrick Logan informs the Board the Planning Board has circulated its intent to act as Lead Agency, for SEQR, and further notes on September 14, 2020, the Planning Board moved to adopt a resolution to be Lead Agency. Mr. Logan further notes the ZBA typically allows the Planning Board to be Lead Agency. Chairman Annas states the Board will await the Lead Agency request from the Planning Board.

ADJOURNMENT

At 7:45 pm Chairman Annas asks for a motion to adjourn the meeting. Chris Carney so moves, and Kate Karakassis seconds. The Board votes as follows: Jim Hegstetter YES, Kate Karakassis YES, Chris Carney YES, Chairman Annas YES.