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## ZONING BOARD

CONTINUED FROM PAGE 1

back into the ground."

Resident John Pagliaro said that Mr. Sherman's presentation "allayed a lot of my fears," but expressed his concern that the soda ash the applicants plan to add to their water might have a negative impact on Coeles Harbor.

Jeremy Samuelson of the Group for the East End suggested that if a new structure is built on the property, the board should consider imposing restrictions on landscaping, including what types of fertilizers could be used, as well as demanding the removal of bamboo and tree of life, two invasive species on the property.

"If you wanted to put that into a condition, absolutely," Mr. Sherman told the board.

Resident Kim Nolan asked the board whether or not allowing this construction would constitute a precedent for future construction along the causeway. Board attorney Laury Dowd responded that would be a question for the Town Board to decide, though she noted, "We have several board members here today, I'm sure they're listening to you"; Peter Reich and ZBA liaison Chris Lewis were in attendance.

Ms. Dowd reminded the audience that a public hearing for a moratorium on causeway construction is scheduled for March 19. The moratorium would not affect the Zagoreos application.

The hearing was closed except for written correspondence.

### LANDRY OPPOSITION SUBSIDES

Lawrence and Antoinette Landry are seeking a special permit to add a garage with second-floor living space to their nonconforming home. They also seek a variance for a 5-foot variance from the required 25-foot north sideyard setback. Their home at 10 Clinton Avenue is designated Zone AA reverting to A-Residential on the Shelter Island Zoning map.

This is the Landrys' second application for a three-car garage — their first was voted down by the board on December 9. The garage in this proposal has been downsized to 22 feet wide in the north-south direction,

three feet shorter than the original proposal. It has also been moved 4 feet, 9 inches further away from the north side of the property. The proposed garage would be built parallel to the northern property line.

Mr. Landry explained that he had reached a compromise on the new application with David Diwik, the Landrys' neighbor to the north and the most vocal opponent of the first application. Mr. Diwik has withdrawn his opposition to the project as indicated in a joint letter from Mr. Diwik and Mr. Landry.

Ian MacDonald, the Landry's architect, outlined two alternatives that would not require a variance but explained why they were undesirable. The first, a detached garage about three feet to the west of the house, would provide less interior space because of the necessity for a stairwell.

The second is a garage parallel to Clinton Avenue. Though it would have more space than the proposed addition and water views, it would block the view of the water from Clinton Avenue and therefore, he said, have a negative impact on the neighborhood.

He commented that both alternatives would be a detriment to the property's "sense of place." He said that the proposal before the board "is smaller, lower and less obtrusive than the comparison structure parallel to Clinton Avenue."

The Heights Property Owners Association wrote a letter in support of the application, stating that its plan is preferable to the comparison structure.

"I need to know why there's an urgency for a three-car garage," said Board Chairwoman Joann Piccozzi.

Mr. Landry responded that he hopes to one day permanently move from his larger house in Connecticut to his Island home and will need more space, adding that already he lacks space in his current one-car garage.

"In many ways, the structure parallel to Clinton Avenue is the best one for us," he said. "But it isn't, we believe, the right thing for the Heights. For that reason, we're willing to compromise."

The hearing was closed except for written correspondence.

## FIREWORKS

CONTINUED FROM PAGE 1

in the area have fledged and won't be impacted. Fledglings on Conklin Point were still in their nests last July 4, 2009, Mr. McLean told the Reporter last summer, meaning that had the Chamber scheduled the show for the holiday weekend, it would have been cancelled.

Scheduling the show for July 10 also allows for a next day rain date, according to Mr. McLean. Barges and fireworks contractors are booked solid for the holiday weekend but can be contracted to honor a Sunday rain date if July 10 is a washout.

The Chamber also asked its members what their level of commitment would be. The traditional big donors indicated a reluctance to match last year's donation, Mr. McLean said.

"We would be happy to work on it if we thought we could do it," Mr. McLean said of the show, which he described as "a long-standing tradition. We all love it but it's getting harder and harder to pull off."

No land-based launch sites are being considered, Mr. McLean said. Meeting the space requirements for spectators, safety setbacks and parking is a challenge and moving from the traditional Crescent Beach site, where Island families make a day of the event, would be difficult, he said.

Corporate sponsorship is reluctantly being considered. However, "we want it to be a free, public event," he emphasized.

Mr. McLean invited anyone with an interest in helping make the 2010 fireworks show a reality, or in expressing an opinion about it, to email him at seanemclean@hotmail.com.