

**MALABAR TOWN COUNCIL REGULAR MEETING  
SEPTEMBER 13, 2004                      7:30 PM**

This meeting of the Malabar Town Council was held at the Malabar Town Hall at 12725 Malabar Road. The meeting was called to order at 7:30 p.m. by the Chair, Bobbi Moccia. The prayer and pledge were led by Mr. Rivet.

<b><u>ROLL CALL:</u></b> MAYOR:	PHILLIP CREWS
CHAIR:	BOBBI MOCCIA
VICE-CHAIR:	STEVE RIVET
COUNCIL MEMBERS:	JANE HAVET – EXCUSED
	BRIAN HUNTER
	BOB ROSSMAN
ADMINISTRATOR:	ED BOOTH
ATTORNEY:	KARL BOHNE
CLERK:	SUSAN KABANA

**PUBLIC HEARINGS:**

**1. ORDINANCE 2004-09, FIRST READING, 2004/2005 PROPOSED MILLAGE RATE**

Moccia read:

ORDINANCE 2004-09

AN ORDINANCE OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, ADOPTING THE MILLAGE RATE FOR THE TOWN OF MALABAR FOR THE PERIOD FROM OCTOBER 1, 2004 THROUGH AND INCLUDING SEPTEMBER 30, 2005.

WHEREAS, public hearings as prescribed by Florida Statutes have been duly held in accordance with the laws of the State of Florida;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, THAT:

SECTION 1. The Town Council, in regular session duly assembled adopted the mileage rate of 1.7642, to be levied for the General Fund upon all real and tangible personal property located within the boundaries of the above named taxing authority.

SECTION 2. The final levy of 1.7642 mills will result in a 6.21% increase of the rolled back rate of 1.6611.

SECTION 3. This final mileage rate of 1.7642 is to fund the expenses for the fiscal year commencing October 1, 2004 and ending September 30, 2005.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. In the event a court of competent jurisdiction shall hold or determine that any part of this ordinance is invalid or unconstitutional, the remainder shall not be affected and it shall be presumed that the Town Council of the Town of Malabar did not intend to enact such invalid or unconstitutional provision. It shall further be assumed that the Town Council would have enacted the remainder of this ordinance without said invalid or unconstitutional provision, thereby causing said remainder to remain in full force and effect.

SECTION 6. This ordinance shall become effective immediately upon its adoption.

The Chair opened the public hearing and asked for public comment, being none, she closed the public hearing.

Rossman – advise the attendees here tonight that the mileage rate that was adopted is the same as the mileage rate of last year, there will be no increase in taxes. Moccia – we will levy the same tax.

**MOTION: Rossman/Hunter to approve. VOTE: Aye: Hunter, Rivet, Moccia, Rossman.**

**2. ORDINANCE 2004-10, FIRST READING, 2004/2005 PROPOSED BUDGET**

Discussion of which budget to approve at this time. Bohne – suggested that we approve the budget without the annexation at this time. Moccia – stated that the budget could always be amended if the need comes about.

**MOTION: Crews/Rivet to approve the budget for the Town without annexation. VOTE: All aye.**

Moccia read:

ORDINANCE 2004-10

AN ORDINANCE OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA  
ADOPTING THE BUDGET FOR THE TOWN OF MALABAR FOR THE PERIOD FROM  
OCTOBER 1, 2004 THROUGH AND INCLUDING SEPTEMBER 30, 2005.

WHEREAS, the Town of Malabar has compiled a budget for the period from October 1, 2004 through and including September 30, 2005; and

WHEREAS, public hearings as prescribed by Florida Statutes have been duly held in accordance with the laws of the State of Florida;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, THAT:

SECTION 1. The Town Council, in regular session duly assembled adopt the final Budget of \$1,897,813.00 for the proposed expenditures from October 1, 2004 through and including September 30, 2005, reflecting the general operating mileage rate of 1.7642 mills.

SECTION 2. This budget may be amended during the year if necessary, by resolution.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4. In the event a court of competent jurisdiction shall hold or determine that any part of this ordinance is invalid or unconstitutional, the remainder shall not be affected and it shall be presumed that the Town Council of the Town of Malabar did not intend to enact such invalid or unconstitutional provision. It shall further be assumed that the Town Council would have enacted the remainder of this ordinance without said invalid or unconstitutional provision, thereby causing said remainder to remain in full force and effect.

SECTION 5. This ordinance shall become effective immediately upon its adoption.

Kabana – the approved budget for 2004/2005 year would be \$1,897,813.00, with a operating mileage rate of 1.7642 mills.

The Chair opened the public hearing and asked for public comment, being none, she closed the public hearing.

**MOTION: Rossman/Rivet to approve. Aye: Hunter, Rivet, Moccia, Rossman.**

**ACTION ITEM:**

**1. RESOLUTION 10-2004: ADOPTING FUND 105 STORMWATER UTILITY BUDGET FOR THE 2004/2005 FISCAL YEAR AND CERTIFYING THE ASSESSMENT ROLL**

**MOTION: Crews requests to read by unanimous consent. Chair approves without objection.** Moccia read:

RESOLUTION NO. 10-2004

A RESOLUTION OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA,  
PROVIDING CERTIFICATION OF ANNUAL STORMWATER UTILITY ASSESSMENT  
ROLL; ADOPTING AN ANNUAL BUDGET FOR THE TOWN'S STORMWATER  
UTILITY; PROVIDING AN EFFECTIVE DATE.

**MOTION: Rossman/Rivet to approve. VOTE: Aye – Hunter, Rivet, Moccia, Rossman.**

**3. PRELIMINARY PLAT APPROVAL FOR STILLWATER PRESERVE SUBDIVISION**

The Chair opened the public hearing and asked for public comment.

Chris Norton, 1611 Country Cove Circle – basically supports the project but has comments. With respect to the traffic improvements on Corey Road, there is already a lot of traffic, additional traffic is a concern. There is also a lot of pedestrian traffic. We need to look closely at how many traffic trips will be generated so we can see if there should be any traffic improvements made to the intersection of Corey and Malabar. It's very hard to get out of Corey Road, whether going east or west bound. Traffic studies, turn lanes, and other considerations may be what can be use to get a traffic light in the future.

Norton would like more information about the entrance features: Construction phases – the plans identify three construction phases as phase one, two and three. It might be good to idea to try to tie down roughly when those phases would take place, so that your sure this project is completed. Deed restrictions – these will come at a later date, but these are really the soul of the subdivision. These will tell you a lot about construction, development, and the square feet under air. All of these issues will be spelled out in these documents and should be submitted with the final approval of the subdivision. And you may want to restrict access to the homes along Malabar Road, no driveways should be granted.

Norton would also like to see a sidewalk along Corey Road. Not only for safety but also so you can meet your neighbor. Norton supports the project and would like Council and the developer to consider his comments.

Jennifer Peterson, Corey Road - has a few issues, the first is the environmental studies that the developer is in the process of doing. Peterson has seen Sandhill Cranes that fly over in this area every morning. She has seen gopher tortoises, indigo snakes, and she says in the winter she has seen eagles circle the area. She has heard that there may be an eagle's nest in one of the trees. She wants to make sure this is carefully looked into.

Like Chris Norton, Peterson agrees that the issues at the intersection of Corey and Malabar Roads should be studied. She wants to see the entrance off of Malabar Road. She understands that DOT may have an issue with this but she will not stop pushing the issue. She is effected more than anyone else because the exit will be right in front of her land. It would be nice to move the exit further south, but she is only one person. Peterson stated that her neighbors are concerned about the traffic as well. Because this is a trail head there is a lot of foot traffic on Corey Road.

Peterson also stated that she will continue to make comments about the wetlands in the middle of this proposed subdivision. Peterson has a statement from Murray Hann asking that the wetlands still be part of the trailhead. The developers feel that this should be in their hands, but she also feels strongly that this should remain a part of the trailhead because, hopefully, this is what Malabar is all about and hopefully, this is a direction of our uniqueness in our extraordinary community that has a lot to offer and she would like to maintain it that way. She will still keep pushing this issue.

Sue Hann, 1365 Corey Road – her primary concern is the traffic issue at the intersection of Corey and Malabar Roads. Her understanding is that though the State has offered to work with the Town in terms of an improvement in that area, additional right-of-way is needed. She would like to know where we are with the acquisition and if that's actually going to be a possibility. Hann, in talking with the State, understands that they were looking for thirty feet of right-of-way on the south side of the road and that is not a possibility. The other concern is relative to a future traffic signal at that location. The State's traffic analysis indicated that the signalization wasn't warranted, but it was fairly close. This is something that we should certainly plan for in the acquisition of right-of-way and the design of the turn lane. It's very important that we all work together to try to accomplish that improvement so that it's safe for not only the current residents, but for the future residents as well.

Hann states that both her and her husband concur with the comments regarding the sidewalks and the trail access. They would like to see that if possible as well.

Rossman – was advised that the State would not allow an exit on to Malabar Road. Rossman would like to see an exit with a right-turn only. Hann – can't say how the State would react to this because they prefer the access be from a local roadway to minimize the conflict points on the state roadway. Hunter – would have to agree with the idea of another exit, a couple of weeks ago the only exit out of Brook Hollow was blocked off. Rossman – the developer has a ten-foot emergency exit in the plan but he still thinks another exit is necessary. Hann – states that the process would be to request approval of that access point through the DOT. She stated that it would be questionable that it would be passed, but it wouldn't hurt to ask.

Booth –as far as obtaining of the right of way on the southwest corner, the Town actually owns that land. The question he has is if the State would let us use it as right-of-way. The other part of the south side belongs to a church and he was starting to talk to them before the hurricane. There is a problem on the north side of Malabar due to the very large poles that Florida Power & Light recently put up, they will not give move that so everything has to be on the south side of the road.

Booth – the developer has agreed to put a turn lane off of Corey on the north side and the town will put a turn lane on the south side and the State will do Malabar Road. It won't solve all the problems, but it will make things better. Sooner or later, we will have high enough numbers for a traffic signal. It is a long way between the lights on Malabar Road. The State likes these long stretches of roads, but that is a problem. Recently we have had some accidents due to speed on Malabar Road. Booth supports the reduction in speed on Malabar Road because of the accidents that have occurred.

Rossman – on the southeast corner of Corey and Malabar Road, there is about 300 to 400 feet that belongs to the developer that is not part of the development. That could be used for a turn lane. Booth – the developer has agreed to a turn lane. Rossman – he will address that piece of property later.

Moccia – asks for additional public comment, being none, she asks to hear from the developers representative, Phillip Norr.

Phillip Norr, 1800 W. Hibiscus Boulevard, Melbourne – overviews the project. This is 130 acres, which is under two separate ownership's, and there is 2 ½ acres on the southeast corner that is not part of the proposed plat. We are dealing with the property on the northwest corner of Corey and Malabar. The proposal is a total of 74 lots. The property is surrounded to the north and to the west by a nature preserve. There is a 50 foot natural buffer on Malabar Road. There was concerns about ingress/egress from those lots, there will be none. We will go over some of the other issues that were mentioned but the bottom line is we agree with all of them and we are putting on the public record our response to those items.

The ingress/egress to the property is off of Corey Road. Norr just heard here tonight some concerns about having ingress/egress on Malabar Road. Between lots 67 and 68, there is a twenty foot emergency ingress/egress if ever needed. We believe that traffic engineering calls for trying to limit any ingress/egress off of Malabar Road. We are willing to look at that this further, but from what we understand from DOT, they want to see ingress/egress off Corey Rd.

The community will be gated. The interior roads will be private, the Town will not be burdened with the maintenance of these roads. The deed restrictions will be in place by the time that we come in for final plat. We don't know what the specifics are at this time, but one of them will be the minimum square footage of 2,500 square feet. We are going to bring in development that is going to be high quality, high end, and will be something that the Town will be very proud of.

We will be bringing city water off Corey road, there will not be sewer. In that regards, we have to extend the lines 3,500 feet. We are going to extend the line to the corner of Malabar Road. We are going to bring in a twelve inch line rather than an eight inch line that is required. This will be an additional cost of \$50,000.00 that the developer is absorbing, because that is the right thing to do.

Malabar's staff has reviewed all the preliminary plat. They have concluded that it meets all the objective criteria. We are not seeking any variances, the development meets the requirements of the Town. There will be sidewalks on Corey Road. We believe that this is a requirement, but even if it is not, the sidewalks will be in place. The interior streets will be curbed and guttered. The project at build out, with minimum square footage of homes at 2,500 each, if you use an average of \$500,000.00 for land and home, we are looking at an increased tax base of approximately \$37,000,000.00. We believe that this will be a significant contributor to the Town of Malabar. Under Malabar's ordinance, there is a 100 foot building setback which we will comply with.

We have said yes to every comment that has been made tonight, but there is one issue that we have some disagreement with and that would be public access. We don't believe that this is the right thing to do. The gate is for liability purposes. We understand the concerns and comments, but we believe the right thing to do from a safety point is to limit that access.

As far as the Turkey Creek tributary, we are going to remove all the exotic plants that are choking the tributary and replant with mature wetland species. We're going to take the cattle off the property. Regardless whether you're pro-cattle or anti-cattle, the truth of the matter is that cattle can do damage to the quality of the tributary so they must be removed. We have a twenty-five foot buffer on each side which will act as a basin to catch any run-off. So the net environmental effect to the tributary will be a positive one.

We've heard some concerns with lining the ingress/egress on Corey Road. Norr states that the crossing that is already at the tributary is dictating where the ingress/egress will go, we will be putting in a culvert in such a way that it will be environmentally friendly. We have submitted an environmental study, we believe that we have addressed all the environmental issues. Norr did hear about a possible bald eagle sighting tonight. The Environmental Engineer is in the audience, and can come and speak to the Council regarding this issue. According to the map, prepared by the American Fish and Life, who tracks the bald eagles, there are two nest that are many miles away. Norr notes that the map really doesn't matter because this information can change at any time. There is a lot of regulations with the bald eagles and they will abide by all of these.

As far as the traffic issue is concerned, we do not believe that signalization is warranted. We have the traffic consultant in the audience tonight. We hear the comments and are willing to do the study and participate if signalization is needed in the future. For the right lane, you do not need any of the property from the 2 ½ acre out-parcel, however, if by some chance you need additional right-of-way, then you'll have it. We are committed to putting in the right hand turn lane as part of this project and if it doesn't fit within the existing right of way, it will be put on the property that we own.

Norr hopes that he has addressed all the comments and concerns made tonight. All of the project engineers are available tonight to answer any questions that anyone may have. Norr stated that everyone involved in this project believes that this would be a good project for Malabar. All the codes and objective criteria have been met. Norr respectfully requests granting an approval for the preliminary plan for the Stillwater Preserve subdivision.

Moccia – asked if for Council comment.

Rossman – has seen an eagle's nest and eagles flying in that area some time ago. You are going to gate the entrance and exit, but you're not going to fence it, this does not make sense. Doug Engle – applicant for project, our plan is that the lots along Corey Road will be

required to put in a wrought iron fence matching the fence at the entrance so that it is the same all along the community. Rossman – asked if this would be made part of the deed restrictions. Engle – yes, whether they gate their own lot or not, they have to put the fence in. The lots along Corey Road, lots one through fifteen, will be outside the gate and will actually act as a buffer to those that are inside the gate. Rossman – lots sixty-seven and sixty-eight have a buffer, why? Engle – there will be a retention pond there, which will be along Malabar Road.

Rossman – is there going to be a solid date of building of all three phases? Engle – we are building the entire project at one time. It is only for our own personal reasons that we have called it phase one, two, and three. It has nothing to do with how we are going to build it.

Rossman – will the lot owner choose their own builder? Engle – we will be developing the lots, seventy-four at one time. Rossman – would like something in the deed restrictions that there is to be no access from lots sixty-eight through forty-two on to Malabar Road. We already have this in town from some people who own four-wheel drive vehicles. A drainage ditch is not going to stop them from driving through.

Hunter – was a survey completed on the gopher tortoise and such? Andy Conklin, Atlantic Environmental Solutions, 21 W. Fee Avenue, Melbourne – yes we did conduct a gopher tortoise survey of 15% of the property, we found sufficient burrows within a particular portion of the site, the western thirty acres. To calculate that to meet the State required mitigation amount to compensate for the impact to those tortoise, we would have to provide four and one half acres of off-site mitigation. We are prepared to do that, but we are not ready to submit the application to the State yet. We need to submit with the application some type of documentation, like this preliminary plat approval to show that the project is good.

Hunter – how many gopher tortoises did you find in this 15% study? Conklin – when doing a study, you don't look for tortoises, you look for their burrows. We found four active, one in-active and two abandoned burrows on 15% of the western thirty acres. The cattle land is not suitable for gopher tortoise habitat. We did not find any evidence of any gopher tortoise suitability or occupation in that area. Hunter – you said there would be approximately four and one half acres needed for mitigation to compensate for the tortoises. Where would this be mitigated at? Conklin – the Brevard County Environmentally Endangered Lands Program is actively a part of this, as a consultant, to provide mitigation through that avenue. If this would be unacceptable, there are other avenues we can pursue. The land would have to be south of Malabar in Valkaria because there really isn't a suitable tortoise habitat within the Town.

Rossman – what is the intention for that 2 ½ acre parcel? Norr – there is no present plans on that, but in the future, it would be developed as commercial. Hunter – is a good spot for a convenience store. Rossman – does not want the developer to feel that he (Rossman) is not in favor of the project, because he is, he likes the concept of the 2,500 square foot homes, it would be good for the community, but he has some concerns that he feels can be worked out.

Hunter – has an issue with the additional access of fifteen driveways that come on to Corey Road, this will mean fifteen culverts, and fifteen crossing points. Wants to make sure this is done in accordance with the Town requirements. What about Scrub-jays? Conklin – we have a clearance letter for the Scrub-jays. Rossman – have you seen the sand hill cranes? They nest in there and are seen every day. Their nesting is in the wetlands area that would be in the area of the drainage easement, where the cows are.

Moccia – we have concerns for the environment. She asked the developers to have someone check into these things. Norr – the concerns are heard and will be responded to.

Rossman – wants to see an egress only at lots 67 & 68, it would benefit those going west on Malabar. Norr – will have Morgan address this issue. Rivet – his main concern is that an emergency exit would be available. Norr – there is, it is built into the plat. Hunter – since they will have city water will there be fire hydrants throughout the community? Norr – yes. Hunter – needs to be assured that there's not going to be a drainage issue with the fifteen driveways on Corey Road. Hunter thinks this is a great project.

Rivet – likes the multiple driveways on Corey Road, it doesn't concentrate traffic. We need to make sure the drainage issues are addressed. His only other issue is the environmental impact on the Turkey Creek tributary and the positive impact this development will have. He understands the impact that cattle have, but thinks that's fairly minor to well-manicured lawns with the addition of the pesticides, would like to understand the 'positive' to the environment.

Norr – there are buffers on either side of the tributary, these will capture the run-off from the homes before it runs into the tributary. Also, we will remove the invasive plants and plant healthy natives. We believe, the sum of all this will be a positive rather than a negative. Rivet – feels that the parcel at the southeast corner would be a great place for a neighborhood park.

Moccia – what types of lighting will be used? Steve Morgan, engineer of record for the project – the entire project will be underground power, the lights are colonial style above ground light and will be placed by FP&L. The homeowners will pay an association fee which will include a fee monthly for the lights. Moccia – what about deflection? We are concerned about night-time light pollution. Morgan – the lights are small, above ground maybe twelve feet, with a low watt light bulb. Rossman – is street lighting a necessary? Morgan – it would be necessary for evening for outside activities. Rossman – stated that he walks in the evening in Country Cove with no street lights, there is plenty of natural lighting. Morgan – it's an option that can be looked at. Rivet – the lighting needs to point down. Rossman – thinks that the developers will find that the majority of the people will not want the lights. Moccia – sidewalks should only be on the side of Corey Road with the houses because the other side is used for horses.

**MOTION: Crews/Rossman to approve the preliminary plat subject to the DOT issues, the environmental issues, and other issues addressed at this meeting tonight.**

Rivet – asked if P&Z had comments that needed to be addressed. Moccia – P&Z recommend that the Town Council approve the preliminary plat contingent on compliance of staff comments prior to the final plat.

**VOTE: All aye.**

## **2. HURRICANE FRANCES DAMAGE REPORT**

Booth – advised the Council that a representative from FEMA is here. Would like them to make a presentation to the Town Council.

Ron Ingram, FEMA, North Carolina – Ingram introduced Jill Harper from Tallahassee and Susan Kabig from Seattle, Washington. Ingram made a presentation to Council regarding the services that they provide, some locations for where citizens can go for this assistance and information regarding contractors and generators.

Once the paperwork is completed, FEMA will send a representative out within ten days to assess the damages. After this, within another ten days, you will know what you are eligible for.

Rivet – there are people who have had minor damage, but it doesn't meet the threshold for the insurance deductible, could FEMA help with any of this? Ingram – suggested that anyone who had damage, regardless of minor or major, should register with FEMA, because there is probably a program that they will qualify for. Every case is different, but you may be able to get some assistance.

Hunter asked that Council waive any and all fees regarding hurricane damage to the homes and businesses of Malabar. A list of all the damaged structures has been compiled. We know who qualifies and who doesn't. This would be one time only. A permit would be required, without any fees incurred for the permit.

**MOTION: Hunter/Rossman to approve the waiving of permitting fees due to Hurricane Frances related damages.**

Moccia – how long do we waive the fees. Booth – indefinitely, because we have the list.

**VOTE: All aye.**

Booth – thanked Brian Hunter, Booth hired him for a short period of time. Hunter acted as a representative to assist with getting people out of their trailers and houses. This is one of the reasons that we had no fatalities. And Booth thanked Jane Havet who answered the phone for a short time at Town Hall.

Moccia – maybe the new Town Hall could be a shelter. Booth – agreed, we need a shelter in this area. This was a huge problem for people in and around our community. We'll get some funds from the State with the assistance of Mitch Needleman. In the near future we are going to buy a generator for this building and for our lift stations. Having no generators for the lift stations is a real problem. We are very fortunate with the size of our lift stations, we had no problems with overflowing.

Immediately after the storm, we hired O'Brien Tractor to clear debris. Booth thanked O'Brien, because at no cost to the Town, he hooked a generator to this building so we could semi-operate. Today, the County started the clean-up, but because we hired O'Brien we are half way through our clean-up. We will be finished within another week or so, and can move on.

Moccia – asked when the remaining debris pick-up would take place. Booth – we've picked up Brook Hollow, Malabar Road, US #1, and Rocky Point. Now we are starting the interior. We have started up Corey and are heading to Country Cove. The debris will be taken to the Marie Street property. We will be burning it. The Fire Department receives \$2.00 per yard for the burn.

Booth notes that from the start we documented every action taken with paperwork and pictures. FEMA will pick up a large portion of the cost, which will be around \$100,000.00. Booth estimated the cost for debris removal to be approximately \$60,000.00. Brook Hollow was hurt the worst. They had the most trees fall, which is why we went there first. The second exit was closed for a time, we had to cut it open. It is the second time in two months that we had to use that emergency exit. People were endangering themselves trying to get out of Brook Hollow. Wires were dangling, we did manage to cut some trees and this let the wires go back up. Booth used slides to show the damage from Hurricane Frances.

Bill Withers – reported the damage to the parks. Huggins Park is cleaned up pretty good. Opened Malabar Community Park today. Lost sixteen cedar trees, they split up the middle. The Trailhead looks really bad, has major debris. Hopes to have the Trailhead back on track by next Monday. We have two busted sky lights in the restrooms, they will need to be repaired.

As Procurement Coordinator, Withers and Car Beatty, of Public Works, will make a trip to Stark to look at a five ton dump truck, if it looks good, we will purchase it for \$5,000. There are thirty kerosene lanterns at \$3.71/each, fifteen aluminum folding cots at \$5, we have an order in for an additional fifty. There is a 1983 Chevy diesel truck with 17,000 miles on it, which we will negotiate for. We will also see if there are any other supplies that can be purchased that our various departments will be able to put to use. We also have a 1500 gallon fuel tank on reserve for the Town for \$150, which sits above ground.

Helen Voltz – states that she will be hear to support Town Council, especially with the EELS program.

**REPORTS: MAYOR, COUNCIL**



- Moccia – asked Kabana about candidate qualifying. Kabana – due to the storm it will end later than planned: tomorrow, September 14, 2004, at 4:30 p.m. So far we have: District #1, Frank Hickson, unopposed; District #2, Brian Vail, unopposed; and District #3, Steve Rivet, unopposed. Four people are running for Mayor: Brian Hunter, Vicky Thomas, Tom Eschenberg and Don Kreiger. No other packets are out at this time.

- Mayor – the clean-up crews are doing terrific work, the Town staff has done a great job. In regards to FEMA, people have been very pleasant, the wait is not that long, the people were very helpful with the assistance provided.

- Hunter – thanked the Fire Department, they provided the Town very good service, even though they are not in the Fire Department building. Hunter states that Booth worked over and above the call of duty. He thanked the manager of Camelot Mobile Home Park, who provided their recreation center to feed the fire fighters. We need to be prepared for the next hurricane. We need to have our own water, ice, etc. Heart-felt thanks to Chuck McClelland, who went beyond the call of duty. Hunter thanked Brian Vail, who came through with a generator and provided a lot of service to the Town.


#### ADJOURNMENT

The meeting adjourned at 9:20 p.m.

BY:

  
Chair Bobbi Moccia

ATTEST:

  
Susan Kabana, CMC  
Town Clerk/Treasurer

DATE:

10/18/04