

TOWN OF WILTON

22 TRAVER ROAD

WILTON, NEW YORK

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Susan Baldwin, Town Clerk

REGULAR TOWN BOARD MEETING-August 3, 2023

Supervisor Lant called the Regular Town Board meeting to order at 7:00 p.m.

Pledge of Allegiance

Supervisor Lant led the board and the audience in reciting the Pledge of Allegiance to the Flag.

Supervisor Lant said a couple of weeks ago we lost another Wilton legend, Jeannie Woutersz, she was the town historian forever. She did a lot of good for this town, mainly preserving our history. Please take a moment of silence to remember her.

Roll Call

Roll Call by the Town Clerk showed all board members present except Councilman Bogardus who was excused.

John Lant-Supervisor

John McEachron-Deputy Supervisor

Erinn Kolligian- Councilwoman

Ray O'Conor-Councilman

Also present was Director of Planning and Engineering, Ryan Riper, P. E., Comptroller, Maria Moran, CPA and Mark Schachner, Town Counsel.

Councilman O'Conor said he would like to have a few minutes to discuss an issue that, if he were going to guess a lot of people are here to discuss with us and that is the issue of solar arrays, solar farms. Just to give everybody background who may not be as familiar with it as others, back in 2017 there were new regulations established regarding solar arrays. At that time tier three solar arrays were larger ones that had multiple panels over several acres. They were permitted in the commercial zones in town, the industrial zones in town, and also permitted in the RB-1, R-2 and R-3 residential areas. When the town started to become inundated with applications for these, we decided to place a moratorium on them while we could study longer, this is all new for us. Solar arrays have never been built, open, or active anywhere in the town. We put the moratorium in place so that we could study it more thoroughly and have continued to do so up until today as a matter of fact. Earlier, some changes to the ordinance were drafted for consideration. That included making the minimum distance between any residential property and solar array 500 feet instead of 100 feet as it was in the ordinance, and also some other restrictions on where they could go. One of the biggest concerns he said he had expressed a few months ago at a town board meeting is the environmental impacts, especially the impacts of clearing forest land,

and the impact on wildlife, the impact on trees which are carbon dioxide sponges and not having them available to do the work to help the atmosphere that they're supposed to do. Prior to the moratorium, there were three solar array projects approved, and they were approved according to what the code was in the town at that time. But we still don't have any experience with these projects, how they're installed, how they operate, what all the impacts might be in a town like ours. And although we can't change the code tonight, the moratorium is still in place until next month. One of the recommendations that we've talked about is, in addition to the other safeguards that were put in this draft, was to also remove the RB-1,R-2 and R-3 zones from eligibility or consideration for solar arrays. We're novices at this, and we admit we don't have any expertise in this. We've done a lot of reading about it and studying about it, especially Councilwoman Kolligian and I over several months. We think the prudent thing to do is to disallow these types of large Tier 3 solar farm arrays in the RB-1,R-2 and R-3 zones. Before the town board can take any action, we're required by law to have a public hearing. We have to have a public hearing scheduled to give appropriate notice in advance of that meeting to make any changes.

On a motion introduced by Councilman O'Connor, the board adopted the following resolution:

RESOLUTION #179

NOW, THEREFORE, BE IT RESOLVED, to set a public hearing for Solar Code Amendments for September 7, 2023 at 7:00 P.M.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor the motion passed 4-0.

Councilman O'Connor said if there is anybody who's here who wants to come to the public hearing next month, please do so because that's when the formal action will be taken. Supervisor Lant said when the solar law was originally adopted, the board thought it would be for solar panels on residential roofs or yards.

Public Comment Session

Lee Trombley, 55 Damascus Drive spoke about the residents' interest in having more trails and ways to get around safely as a pedestrian or cyclist on Damascus Dr. She states it is difficult for anyone to get out of that neighborhood or any adjacent neighborhoods safely without being worried about the traffic on Traver and Northern Pines Rd. She states that Gavin Park, which is a wonderful resource, is not safely accessible for bicycles or walkers from that area. She feels in that neighborhood there needs to be connectivity so residents can move about safely. She says she is at this meeting to encourage the town board to look at ways in which we could more safely have cyclists and pedestrians on this road, and she thinks this would be a valuable asset to add for what is already a great place to live.

Tom Case, 240 Loudon Road spoke on the solar farms. He feels that that the people of the town are not all against solar energy however, They are concerned that no matter where they are they will destroy the ecosystem, wildlife, tree canopy and wetlands. He feels that the large solar companies are taking advantage of the small towns and buying up the land which includes the wetlands because it's inexpensive. He thanked the town for doing the right thing by researching the solar issue and deciding it was not right for this town.

Mike Brice, 233 Loudon Road thanked the committee and the town board for making the motion to not allow the solar company to go further with their plans for the solar farm. He too, feels there are too many risks involved including fires and toxic fumes if a fire did break out. He is happy with the decision and asked the board to stop any solar companies that own properties in the town not be allowed to develop solar farms in the future.

Kate O'Leary, of 319 Ruggles Road spoke and agreed with previous speakers regarding no solar. She feels the same about all of the above concerns as well as the polluting of the waterways and wells. She thanked the board for allowing everyone to voice their concerns.

Shawn Brazo, President of Seaboard Solar Company spoke regarding the pending proposal his company has off Loudon Road. We're a small family run business, based in Western Connecticut and a rural town, not dissimilar to this one and only 10 people work for the company. We've built a range of solar projects in the northeast, including quite a few in Upstate New York. I absolutely understand the concerns that residents have, particularly regarding safety. From a safety perspective. I know I delivered some packages of information to adjacent residents on Saturday and early this week. There were concerns about the fire in Jefferson County. As you probably know, that was a battery fire, not a solar farm fire. Solar panels today, unlike early solar panels, don't have any dangerous chemicals that can leak or seep into the groundwater or be burned and turn into toxic fumes. That is unfortunately, just not accurate information today. And while it's a concern, there is third party information that I'd be happy to make available to people to outline clearly that those are not risks. Sighting is obviously a discussion; I'd much rather put a solar farm in a place that no one is going to be upset about. But you have to be able to interconnect them. Wilton actually has almost no sites left for tier three solar, full stop on any commercial place, you can't just put them in a parking lot, you can't just put them in a commercial zone, you have to be able to interconnect them. The site off Loudon Rd is almost the last one available in a wilderness area. Banning solar in residential areas will effectively manage here from somewhere in town. It's just not possible to put them in other places if you can't connect to the logic. I encourage anyone if they have questions, anyone in the town who'd like to ask about how we do things, to contact me. We're not a fly by night, sell it and get out of town operation. We have land under management all through Massachusetts, and upstate New York. I want to make sure that people know that they can ask questions. I'm happy to email, speak by phone, or meet over a cup of coffee with anyone who has any interest in understanding and to know what our perspective is. I appreciate your patience. Thank you very much.

Steven Borden, 230 Loudon Road said he lives directly across from where the potential solar farm might be coming in. He said he moved in there with his wife in 2015 and has been blessed with two children, Vivian and John. He said he thinks the potential harm and risks that could cause not only himself but to his family is alarming and if there's one thing he would go to bat for, it's for his family. He said he considers this community part of his family as well. And the as far as the small family business, he said he thought he read somewhere that it was profiting, or it was making somewhere close to \$15 to \$18 million a year. It doesn't matter how small you are, if you have the resources to fight these battles, and you do. He said his understanding of government in general, is that at the base of what government is made for, it's any policy or law or statute or whatever they pass at the crux of it, it shouldn't be considered, if it doesn't help the population which are governed. He said he cannot think of how this was going to help his family or his community in any way, shape, or form. He said if there's one thing that he'll fight for, and most people in the world agree, it's for our families. He said it hurts his heart to think that you know, potential side effects of whatever could occur with contamination and groundwater, air quality or soil quality or anything could have long lasting effects on his children. He said he moved in with his wife in 2015 and that was supposed to be our forever house. We wanted to live there forever and just grow and develop and hopefully have grandkids someday and all those things. He said he really thinks that this was kind of putting that in jeopardy.

Bill Battaglia, 128 Ruggles Road said he lives two houses away from the corner of Louden Road and Ruggles Road. He said he would really like to ask everybody to be very careful and skeptical about what they read. There's a lot of interests on both sides. Fossil fuel companies and solar companies have a lot of economic interests. He said he read a few things and researched them and is pretty certain there is propaganda on one side or the other. There's a lot of money at stake here. There's a lot of people and businesses that will put out fake news, basically, to sway you one way there. He said he would ask everybody to be really careful what you believe and look into and make sure it's really legitimate.

Approve Pending Minutes

On a motion introduced by Councilman O'Connor, the board adopted the following resolution:

RESOLUTION #180

NOW, THEREFORE, BE IT RESOLVED, to approve the minutes of the July 6, 2023 meeting, as typed.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor the motion passed 4-0.

Heritage Society Scholarship

Harriet Finch said she doesn't live in Wilton but thinks this is an incredible community. It's beautiful. It's historic. It has a future. It's just an incredible, incredible place. She said she became interested in Wilton because she volunteered at the New York State Military Museum and then at Grant Cottage and then she met Jeannie Woutersz. Ms. Finch said she's not sure how many people knew her, but she was absolutely inspired by her love for this town.

Ms. Finch said she spoke to Councilman O'Connor about a scholarship idea. We'd like to think about a scholarship in three school districts, Schuylerville, South Glens Falls and Saratoga Springs. We'd like to give equal amounts to all three school seniors, a senior in each building. And we'd like to name it after three people. Donald Meyer, who was profoundly involved in the investment of the growth of education here, Jeannie Woutersz and Lorraine Wescott. We're thinking that a scholarship for the further study of history, for a senior from each of those three schools is a great recognition of their effort and an incentive for further study in history. At the same time, it gives us a chance to recognize three people who made a huge difference for this community.

Councilman O'Connor said there are three school districts that serve the Town of Wilton Schuylerville, Saratoga Springs and South Glens Falls, and that's why we suggested that we look into possibly established establishing three different scholarships offered through the most significant people who ever set foot in this town. If the town board decided to go ahead, scholarships would not be awarded until the end of the coming school year. So maybe it's something we can discuss when we talk about the 2024 budget. Thank you.

DEC Trail Easements

Ryan Riper, Director of Planning and Engineering said NYSDEC contacted him. They stock the Snook Kill with fish and they have some already existing fishing access easements across the town property at Northern Pines Road. DEC would

like to extend the fishing access along the Snook Kill on town property that would be behind Tom Sawyer Drive and a portion of Kings Mills subdivision. Their access would be from Northern Pines Road for this. Mr. Riper said he did discuss potential trail making opportunities with DEC, but they are a different department, and they couldn't commit to any trail making or funding or assistance with that. DEC could possibly assist with permitting, because we'd be in the wetland buffer of DEC for trail creation. If the board wants to grant this fishing access easement, they need a motion saying that this would be something that they want and there is a map showing the easement. It's in the green area on the map provided. Deputy Supervisor McEachron asked if residents were contacted in other developments as far as where the trail is going to be. Mr. Riper said it is just a fishing access easement. Parking would be Northern Pines Road at the Town in Wilton public land. DEC does have fishing access. If you're familiar with North Road, just behind the Target Warehouse, there is a public parking spot for fishing access.

On a motion introduced by Deputy Supervisor McEachron, the board adopted the following resolution:

RESOLUTION #181

NOW, THEREFORE, BE IT RESOLVED, to grant a fishing access easement for the Snook Kill to New York State Department of Environmental Conservation on Tax Map No. 114.-2-22.1.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor the motion passed 4-0.

Request to Bid-Surveillance Cameras at Gavin Park

Supervisor Lant stated he received a phone call that 40 or 50 people were having a beer party at Gavin Park. Most of the people were not from here and 15 were caught. There was more vandalism there this weekend, so I think those cameras are very important. Councilwoman Kolligian asked if the gates have been closed at night. Supervisor Lant said they have been, and the gate will be closed from 9:00 p.m. to 7:00 a.m.

On a motion introduced by Councilman O'Connor, the board adopted the following resolution:

RESOLUTION #182

NOW, THEREFORE, BE IT RESOLVED, to grant the request to bid for surveillance cameras at Gavin Park

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor the motion passed 4-0.

Presentation for Trails

Steve Bederian, 8 Woodland Drive said he has been in town 20 years and the other 50 years he lived up north. He said he would like to make a pitch for the town for alternate transportation. There's been some past planning efforts to provide alternate transportation in the town. The last (most recent) was an ad hoc committee formed in January in response to a petition brought by families in the Loughberry Estates area to go with a trail, which would lead from a Loughberry Estates to Gavin Park. This is a fairly common request for the town to have trails which are safe to be used by children and unskilled bicyclists, the ages for pedestrians that interconnect between usage areas. He said he would encourage using Gavin Park as the hub of a network of these low stress network of trails. Other efforts for the Centennial Trail plan to connect the Wilton Wildlife Area to Gavin Park, the Saratoga County Water Line Trail, which went from the Town of Moreau line to Daniels Road, which was unsuccessful, and the Wilton Comprehensive Plan with an update of 2015. In the documents from 2015, we can see that there were good intents and the partners involved were all of the town offices, including the planning department, we now incorporate the planning into the engineering office. There is a list of the town of trails from the town's trails map, which was updated this year. We can be quite proud that there's over 136 miles of trail within the town. These are recreational trails that are typically not interconnected. Or if they are interconnected, it would require someone with significant road skills. Certainly not grandparent, child, or stroller.

The State of New York says that you can have bicycles on any road in New York unless it's prohibited, like the Northway. The guiding principles for development encourage using low stress networks to interconnect neighborhoods, schools, government buildings, retail clusters and employment centers, thinking of the retail cluster at its 15, government centers, the voting poll center at Gavin Park and various developments through town. Stressing low stress networks, designated bike routes could be encouraged. This is to encourage and direct people who use bicycles to use a safer route through town. In order to designate these, it requires a resolution from the town board to so designate. These routes that are identified on the highways in which their use after a resolution the identifiers to use a shared highway would be typically a shared use sign. He said he has lived here 20 years and has seen maybe four signs. Do we have any more? I'm not aware that there is a proliferation, but these would mark the designated bicycle route. On a low speed, like in a neighborhood or a quiet road, would use a road marking called sharrows which is an indication of a bicycle with direction arrows. These are to help a driver to be aware that this road is being shared so that they exercise greater caution and you're looking out for folks that are using these roads. Road crossings for higher use and higher speed, connector roads like Edie Road or Route 9 at the Maple Avenue Middle School you will use either a flashing signal for collector road with limits or on a high-speed highway a light controlled crossing. Mr. Bederian indicated with photos of the Saratoga Spa trail crossing. We need a town committee to identify and designate bike routes. He said he would suggest that the existing Jones Road Bicycle Committee be expanded to include presenting a list of these proposed routes to the board, then of course, then a resolution would need to be made. He said he would suggest that we prioritize the low stress trail routes, these are the ones that that we would put out there so that folks could see the value of these. A bicycle route input improves the value of a person's property. The property values go up when you're adjacent to a bicycle trail and the sales time for your property goes down. These are all the benefits of having this kind of infrastructure in town. Then look at engaging a bicycle project planner. There are experts out here that can do bicycle planning specifically for this. There's a woman on Daniels Road that has been used by Saratoga Plan to do the Graphite Mountain trails. This woman has also been engaged to do rail adjacent trails in Wyoming County in New York. From the planner, you get the costs for this alternate transportation and then you can identify the cost funding sources so you can include them in a budget proposal. Mr. Bederian said he is here asking the town to spend some money. The budget proposal would be for the October proposal, and the schedule construction would be then for spring construction season of the project for spring of 2024. He said he had some suggestions, not obligations, but the Northwest connector, which is a connector from the Jody lane,

using a crossing of Jones Road, and then there's an existing informal trail which goes from that point at that crossing and entering Gavin Park at the backside of the soccer field and on the cinder path that surrounds Gavin Park. This is an existing trail. It crosses the city of Saratoga watershed property. There would be a negotiation there of course. He said he would propose that we use signage and a five-inch chain link security to provide the needed security to keep curious out of the waterworks. The other suggestion is a northeast connector. This is a connector that would bring the proposed multi-use path from Forest Grove and there's a multi-use path from Forest Grove which comes up to Bullard Lane. A multi-use path is not a mountain bike trail. It's a multi-use so it's intended for people who have less athletic activity. Bullard Lane is a quiet road, low speed, low traffic usage and Scout Road has a little more traffic usage, but it's not a raceway or a connector to any place other than the Wilton Wildlife area. Those two quiet roads would benefit from the use of the lane markings and the road signs. He said he would propose we look at a corridor to the west side of Edie Road from Bullard Lane up to the intersection with Scout Road. If you look along that road, there is only one property which may be encroached, but again, the presence of a bicycle lane improves property values and then in that corridor, then it could be considered could be pressed on to Exit 16 Ballard Road to interconnect that portion of town. But that brings the Wilton Wildlife center back all the way down to the Forest Grove development. This is then the Southwest connector that he said he would propose Southwestern interconnects southwest Wilton to Gavin Park. That's on the west side of Jones Road. The west side of Jones Road has a few homes, but you'll see a couple of those homes have "children playing" warning signs out in front of them already. So, there's a home that would be amenable to this kind of infrastructure addition. Bradford Drive which comes out from Loughberry Estates. Coming up past there's the railroad overpass, and then there's Lewis Drive, which enters into Gavin Park. He said he would suggest a warning for pedestrian bicycle crossings for both of these intersections. Mr. Bederian said he would suggest a yellow flashing light and reduced speed limit on the underpass. Part of the Champlain Hudson Power Express is the construction is going to enter right behind that bridge right here. And they're going to require a red light or some traffic control to get their heavy equipment in and out of that access. Right behind the bridge, it's a blind access, there will already be an experience for the lighted control at that bridge. He said he believes that that would encourage the continued use of that, should we then go forward with this bicycle path here at this location. He said those are the three that he would suggest would be most useful for us to consider. Mr. Bederian said he has three more which he is going to highlight.

Mr. Bederian said this is a situation where our town has been cleaved in half or 65 years by the Northway. It has been cleaved in half for 120 years by the railroad. The only access across these is the Exit 15 Bridge, which is very difficult for pedestrians and bicycles, or Exit 16, same situation, or the Jones Road bridges. He said what he would propose is a generational opportunity. This is the Champlain Hudson Power Express rail trail. He said there's an opportunity to put in an East West connector, which will tie both halves so our town together again. Perry Road, which is on this drawing here(indicating) that ends against the rail and there's a private level crossing here to access farmer fields. There is then the opportunity to sister along with the buried utility which is being placed on the north of that rail line. This is a quarter mile from here to here (indicating) to reconnect Gavin Park to Perry Road and this gives you access for the Paddocks development, Pyramid Pines, retail and retail opportunities and retail jobs. This would require then a gated level crossing at that rail. To be safe you've got to have a gate that warns when the trains are coming and closes so it refuses people access when the train is coming through. This is the bridge itself (indicating). He said the information came to him from a bridge maintenance folks down at Exit 15. The span is adequate for double track. Since they're getting over the right of way to the utility, they're never going to install a double track. That leaves this extra distance of 13 feet between the abutment and the isolation barrier, a five-foot chain-link fence. Again, this is the Empire State Trail design standards that are being applied. There's room underneath there to get there cleanly and safely. Mr. Bederian showed a couple of photos

to show the area. This is at the Perry road level crossing (indicating). Looking down at the tracks, there's the Northway bridge, there's a truck on top of the bridge. The tracks go underneath here, both lanes, and then they pop out right here. There's the rail bed. This is another shot from Gavin Park looking west. If you could make out the red circles here that indicate the Vincek farm's property line. There's no property taking required in order to get access to Gavin Park from the space that would be adjacent to the CP rail line. You just make out the I-87 bridge right here in the shadows. The other opportunity we've got then is we can extend this rail trail and begin at Putman Lane. Again, which is part of the development for Forest Grove. From Forest Grove, which means we're connected now to Wilton Wildlife Park, you can come safely to Putnam Lane, and then come down, underneath the Jones Road Bridge. There was room under that bridge for twin rails, which is not going to be developed. We have that opportunity. The final opportunity is to connect it to the Saratoga Bicycle System. The bicycle system at the Glen Mitchell connector, which is coming from North Broadway, comes through the Maple Avenue Middle School and down through Skidmore woods where the abandoned road is going to be repurposed to be a bicycle path. Money has been approved by Senator Gillibrand for the Saratoga connection. This is an opportunity for Wilton to further extend this multi-use path from Perry Road, underneath the Northway and past Gavin Park. At Jones Road he said he would suggest that we would need to have a better control here and cross diagonally to use the south side of these CP rails. There's already an existing trail here, a trail by use, and there's also an existing trail called swamp trail. It's along String Run and it comes out onto Loughberry Lake Road. Loughberry Lake Road comes up to an intersection across Maple Avenue Middle School. A lighted crossing there would be required, but not impossible to consider. Mr. Bederian thanked the board and offered his further assistance. He said he has plenty of background and information from the Champlain Hudson Power Express, including their building plans, so we can look at what the opportunities are. He said he had the bridge plans to look at and to verify the information in the presentation. Mr. Bederian said he hopes we're able to go forward with the trail. It would make a wonderful addition to our community if you could put this rail trail in and connect to the rest of the world. Thank you very much.

Supervisor Lant said Councilman O'Connor is the chairman of a committee, they're trying to work out this but doesn't want to rush into this. Maybe you could sit down and discuss this and share ideas.

Councilman O'Connor said the one reluctance he has to jumping in is he doesn't undertake a project unless he knows he has the time to do it justice. He said right now he is working with five different nonprofit organizations, boards and projects and doesn't know where he would find the time to add one more project to the already very long list of things they have going on.

Mr. Bederian said specifically in regard to the Champlain Hudson, ask. This is a big ask, you're dealing with the State of New York, you're dealing with the rail company, you're dealing with utility. But again, the next item on the agenda is the board is going to approve some claim for them. There's nothing wrong with saying well we do this, how about a little help for us. There are other communities in the same situation. Mr. Bederian said he saw a letter from that it was dated 2010 and the information at the board meeting tonight, which was from the community of Clifton Park, which we all know as these, these multi-use trails everywhere. Also, the community of Glenville is investigating using this same project to initiate a multi-use rail trail. We would not be alone. We would have partners in this. It wouldn't be just little Wilton. Supervisor Lant asked Mr. Bederian if he had seen bike paths cross railroad tracks. Mr. Bederian said he has.

Councilman O'Connor said he does a lot of cycling and have ridden on a lot of abandoned railroad bike paths but has never seen one where an active railroad with Amtrak, freight trains, and all that sort of stuff still rolling down the tracks with a bicycle path next to it. A member of the audience said there is one at the end of the Zim Smith trail in Mechanicville at

the end of Usher Road. There's a crossing right there. Councilman O'Connor said not a crossing, This would run parallel to the railroad tracks for miles. He said he's never seen one like that, there's abandoned ones all over the northeast. Mr. Bederian said those would be in rail trails, which would be replacing the rail with trail. These are rail adjacent. It's a common urban design because that's where you see most of your urban transportation. It's not unheard of. There's a standard in the New York building code, or that recommends that 20 foot offset the five-foot-tall chain link fence as a security barrier to keep interlopers out. Then there is the curbing and the minimum trail widths. Councilman O'Connor said he's just never seen it done or ridden on one.

Deputy Supervisor McEachron said he doesn't think we've ever seen this wire running down the side of the railroad tracks. Mr. Bederian said it's a buried utility, it will be underground is it's DC so you won't get a shock from using your metal bicycle over the top of it. It's a generational opportunity. We could affect how the entire town is viewed.

Champlain Hudson Power Express

Councilwoman Kolligian said last week, Mike Monroe, Highway Superintendent and Ryan Riper, Director of Planning and Engineering did a site visit with her. It was supposed to be in three different locations. After the second one got a little deep, we didn't even go to the third one. The crossing over on Scout Road, where they're looking for easements because they have to come down off the track, cross the road and back up. Same thing with Jones Road behind Vincent Farm. Superintendent Monroe knows about some drainage things that are going on over there that they weren't aware of. That conversation got a little deeper than they were anticipating.

And then we didn't even go to Gavin Park, which is where they want to do their staging in that back parking lot. It was just informational today, certainly. She said she doesn't think we're close to agreeing on any easement language. Mark Schachner, Town Counsel emailed a letter. it also had some questions regarding the language, as well. Some of the timing they're talking about... we're starting to clear in October, Superintendent Monroe can probably talk more about how they're going to patch the roads for the winter months. One of our biggest concerns was the back side of Gavin Park. They wanted to clear the rail and back trail in October, and they wouldn't be operating there until August of 2024. We said no because that's too much access for kids in the park to get to there. We're not sure how big the clearing was going to be or what kind of noise barrier. You can hear the train coming. You don't see it. To Councilman O'Connor's point about the bike path running by the trail. We talked about that with the folks from Champlain Hudson. She's a local lady and they certainly put the cart before the horse on a lot of things. So, our instincts are right on about that. They will have fliers, three of them, a few miles apart and will have to clear the rail 30 minutes before a train comes. She would hesitate to say that a trail alongside the tracks would be something that CP rail would go for. Superintendent Monroe has gotten no cooperation from CP rail when it comes to the drainage on Jones Road both at the tracks, where the drainage goes and then goes under Vincek farm. The representative got in his truck and drove away. So again, we think the site visit turned out to be more questions than actual answers. They were great. They were receptive to everything Superintendent Monroe had to say in regard to the road, the patching and Mr. Riper's questions about the engineering portion. She said she doesn't know anything about either of those things but said she does know we live here and wants to see this when it's done and that it's done right.

Supervisor Lant asked Superintendent Monroe if he asked about the Jones Road overpass. Superintendent Monroe said he did and what they said was very limited.

Superintendent Monroe said they may be looking at rerouting that power from the original plan, because some issues that were addressed there. Mr. Riper said they are going to avoid the drainage.

Mr. Riper said it's two different companies. CP Rail is the rail line owner and Champlain Hudson is the contractor going through rail row. The conversation was that they saw the drainage, saw the issues decided they are just going to have to go further out and around. They're avoiding that drainage issue, and that's a CP rail issue. They would have to push CP Rail to make those repairs, which is just another thing for them to delay them. Mr. Riper said they're trying to avoid it in his opinion.

Councilwoman Kolligian said the other thing we learned, which is super important for our residents, if anybody has property along the rail, is when they come through to get the easements or even to purchase your property, you get three options and then they go eminent domain. People were talking and negotiating for their property with that rail coming through and they need to be aware that it's a limited opportunity to take what they offer. She said she doesn't know how to assess what a fair offer would be. They want to negotiate and it's almost if they negotiate too far they have the power of the state to just take the property and you get nothing.

Mr. Schachner said you get nothing. You get a fair amount of fair market value through file court filed appraisals.

Deputy Supervisor McEachron said he was offered a sum of money to allow them to park but nothing was turned over to them.

Councilwoman Kolligian said they have temporary and permanent easements up and down. She said she doesn't think we're there yet for what we want to allow or at the timing especially if they want to utilize Gavin Park. If we want it, we might talk to him about coming in on that Perry Road access but that would put them on the wrong side of the tracks. We have concerns about Gavin Park and the timing of summer camp and everything else. It's a large portion of that back area.

Councilwoman Kolligian said she did find it interesting that the line that will go under Lake Champlain is 26 miles long of continuous pipe. They will pull it through one end and feed it through the other. 26 miles of continuous line. They had to build special barges just to line them up and move them down.

Speed Limit Reduction Request-Jones Road

RESOLUTION #183

On a motion introduced by Deputy Supervisor McEachron, the board adopted the following resolution:

NOW, THEREFORE, BE IT RESOLVED, to approve a referral to Saratoga County for a speed limit reduction request for Jones Road, between Carr Road and the Route 50 from 45 mph to 30 mph.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor. The motion passed 4-0.

Town Hall Expansion Feasibility Study

Mr. Riper stated there's information the consultant provided for the feasibility study in the meeting packet based on the proposed addition to Town Hall, which would be located in the courtyard area. It would basically square off Town Hall with a center courtyard. MJ Engineering sent a proposal packet. The next step would be creating the design plans. Would the board like to move forward with the design of this addition? Councilman O'Connor asked if MJ Engineering would do that work as well or would we put that out to bid? Mr. Riper said MJ Engineering will also do the design.

Mr. Riper said the fee will be \$159,900. Funding sources were discussed at the last meeting along with the use of some ARPA funds. Councilman O'Connor asked if a project of this scale, is the fee somewhat reasonable. Mr. Riper said he thought the design fee is a little high but there is a vault, an extension of the existing vault in the basement. It is a full basement design and tying into an existing structure is complicated. There is a sewer connection as well.

On a motion introduced by Councilman O'Connor, the board adopted the following resolution:

RESOLUTION #184

NOW, THEREFORE, BE IT RESOLVED, to approve the contract with MJ Engineering for the proposed addition to Wilton Town Hall for an amount not to exceed \$159,900.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor. The motion passed 4-0.

Committee Reports

Councilman O'Connor said he spoke with some folks involved with the new Graphite Mountain Range trail off Route 9. We are hoping to open a parking kiosk with parking for both hikers and mountain bikers this fall.

Councilman O'Connor showed a patch he received for completing the Great Eight. There are eight different properties associated with the Wilton Wildlife Preserve and Park. If you hike all eight properties, you get a nice patch to put on your pack. He said he encourages everybody, if you haven't spent any time out on these properties in and adjacent to the WWPP, it's a lot of fun. Last weekend we went out and hit all eight of them in the same day. It's about 16 miles altogether.

Supervisor Lant commended Highway Superintendent Monroe and his crew for the paving of Davidson Drive.

Supervisor Lant said beginning on Thursday, August 10 and continuing on August 17, 24 and 31, there will be bands at Gavin Park from 7:00 p.m. to 9:00 p.m. Bring your chairs and dancing shoes. Councilwoman Kolligian asked if the highway department's digital sign can be posted.

Supervisor Lant stated the generators to power the traffic signals during a power outage have been delivered. We are working on a policy.

Supervisor Lant said he spoke earlier about Jeanne Woutersz. He said the Heritage Society would like a bench in her honor and asked the board if they would be in favor of purchasing one.

On a motion introduced by Deputy Supervisor McEachron, the board adopted the following resolution:

RESOLUTION #185

NOW, THEREFORE, BE IT RESOLVED, to approve the purchase of a bench in memory of Jeanne Woutersz.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 4-0.

Comptroller’s Report

1.) 2023 Budget Transfers

On a motion introduced by Deputy Supervisor McEachron, the board adopted the following resolution:

RESOLUTION #186

NOW, THEREFORE, BE IT RESOLVED, to approve the 2023 budget transfers requested for and listed in the Comptroller’s 8/3/2023 Report to the Town Board.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 4-0.

2.) 2023 Budget Amendments

On a motion introduced by Deputy Supervisor McEachron, the board adopted the following resolution:

RESOLUTION #187

NOW, THEREFORE, BE IT RESOLVED, to approve the 2023 budget amendments requested for and listed in the Comptroller’s 8/3/2023 Report to the Town Board.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 4-0.

3.) Asset Disposition

a.

On a motion introduced by Councilman O’Conor, the board adopted the following resolution:

RESOLUTION #188

NOW, THEREFORE, BE IT RESOLVED, to approve the request from Michael Monroe, Highway Superintendent to sell the following through Auctions International:

- Tires**
- Bandsaw**
- Riding Mower**

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 4-0.

4.) Personnel

a.

On a motion introduced by Councilman O’Conor, the board adopted the following resolution:

RESOLUTION #189

NOW, THEREFORE, BE IT RESOLVED, to approve the request for overnight travel for Susan Baldwin, Town Clerk, September 17-18, 2023, to attend the NYS Town Clerks Association Sumer Regional Meeting and Education Session in Cheektowaga, New York.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 4-0.

b.

On a motion introduced by Councilman O’Conor, the board adopted the following resolution:

RESOLUTION #190

NOW, THEREFORE, BE IT RESOLVED, to approve the hiring of Kyle Elliot as a full time Maintenance Worker, to fill the position vacated by Charles Wolf, at a base rate of \$18.54 per

hour with benefits, pending all screening and background checks.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 4-0.

c.
On a motion introduced by Councilman O’Conor, the board adopted the following resolution:

RESOLUTION #191

NOW, THEREFORE, BE IT RESOLVED, to accept the resignation of Thomas Hammond, full time MEO, effective August 29, 2023.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 4-0.

d.
On a motion introduced by Councilwoman Kolligian, the board adopted the following resolution:

RESOLUTION #192

NOW, THEREFORE, BE IT RESOLVED, to approve the hiring of Patrick Baldwin as a full time MEO, to fill the position vacated by Thomas Hammond, at a Step 1 rate of \$23.63 per hour with benefits, pending all screening and background checks.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 4-0.

Adjournment

On a motion introduced by Deputy Supervisor McEachron and seconded by Councilman O’Conor, with all board members in favor, the meeting was adjourned at 8:16 p.m.

Respectfully Submitted,

Susan Baldwin, Town Clerk

_____ Supervisor, John J. Lant

_____ Councilman, Raymond O'Conor

_____ Deputy Supervisor, John McEachron

_____ Councilwoman Erinn Kolligian