

TOWN OF WILTON

22 TRAVER ROAD

WILTON, NEW YORK

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Susan Baldwin, Town Clerk

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PUBLIC HEARING-248 Ruggles Road Demolition

7:00 P.M.

Supervisor Lant opened the public hearing at 7:00 P.M. and asked if there were any questions or comments. There were none.

The public hearing was left open for further information and discussion.

REGULAR TOWN BOARD MEETING-August 7, 2025

Supervisor Lant called the Regular Town Board meeting to order at 7:01 p.m.

Pledge of Allegiance

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

Roll Call

Roll Call by the Town Clerk showed all board members present.

John Lant-Supervisor

John McEachron-Deputy Supervisor

Duane Bogardus-Councilman

Erinn Kolligian- Councilwoman

Ray O'Conor-Councilman

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

Public Comment Session

There was none.

Approve Pending Minutes

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

RESOLUTION #165

NOW, THEREFORE, BE IT RESOLVED, to approve the minutes from July 3, 2025 as presented.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor, except . The motion passed 5-0.

Proclamation-John (Jack) O'Brien

P r o c l a m a t i o n

WHEREAS, America was founded on the principles of liberty, opportunity and justice for all, and we recognize the men and women of our Armed Forces who have valiantly defended these values throughout our Nation's history. These remarkable individuals have helped to make our Nation secure and to advance the cause of freedom worldwide. By answering the call of duty and risking their lives to protect their fellow countrymen, these patriots have inspired our Nation with their courage, compassion and dedication.

WHEREAS, **John (Jack) O'Brien** was born on September 23, 1929 in Brooklyn, New York and had been a resident of the town of Wilton, and

WHEREAS, **John O'Brien** entered the US Army on January 5, 1949. He served as a Communications Chief with the B Battery 68th Antiaircraft Artillery Gun Battalion. and

WHEREAS, **John O'Brien** and the 68th AA BN shipped out of Fort Lewis, Washington State in July 1950 and landed in Korea in September 1950 where they held the distinction of the first Antiaircraft Artillery Battalion to fire in combat in Korea, and

WHEREAS, **John O'Brien** served our country honorably in Korea and was released from active duty and discharged on January 4, 1952 reaching the rank of Technical Sergeant, and

WHEREAS, through the years, our veterans have returned home from their duties to become active and responsible citizens in their communities, further contributing to the growth and development of our Nation. **John O'Brien** worked for New York Telephone Company and retired as the Northeast Area Director of Communication Workers of America, and

WHEREAS, **John (Jack) O'Brien** was laid to rest on December 6, 2023, in the Gerald B. H. Solomon Saratoga National Cemetery in Schuylerville, New York at the age of 94, and

WHEREAS, the Town of Wilton honors the memory of **John O'Brien** for his activities as a veteran and an outstanding member of the community, now thereof be it

PROCLAIMED, that the 7th day of August 2025 is hereby dedicated to the memory of **John O'Brien** in grateful recognition on behalf of the Town of Wilton.

IN WITNESS WHEREOF, we have hereunto set our hands and affixed the Seal of the Town of Wilton this 7th day of August, 2025.

Smith Bridge Road Widening Plan

Kathryn Serra, Senior Civil Engineer and Project Manager at C.T. Male said they were originally retained in early 2000s to facilitate the emergency repair of failure of the outlet pipe for the spillway for the dam. Some people are aware that there is a dam, in the middle of the road, there's that small impoundment on the north side of the road it flows down that is a low hazard dam regulated by New York State. We originally were hired two that were from 2004 Ryan asked me to perform last summer an inspection of

the dam that's on file, we determined that there are desolation maintenance, maintenance issues and some issues with the road and the commission of the dam in this area, you can see the road cracking on the bend. She said she is here tonight because they were retained by the town board to look at options for widening the road. She emphasized over the scope of our review of this project, we did look at options for widening really looking at more safety, pedestrian safety issues. Just to make it clear that what we're recommending is not a five foot wide, ADA compliant, full size sidewalk, or in some cases, municipalities are putting in multi-use trails. While that's great, it's great for the residents and pedestrians. There is not enough right of way in order to do that. She said she went back to Mike Monroe and Ryan Riper and we agreed that the scope of the work would be to add a three foot paved shoulder on both sides of the road. Right now, there is no road shoulder. If you drive down the road, you get that white line and you get lawn. We feel that even a three foot would provide some level of additional attempt at pedestrian safety for people who do choose to walk the road, plus the fact that there is no shoulder, which really isn't recommended by modern highway standards to begin with. These are preliminary plans (indicating). And really the basis of this was to take a look at, can we do it? Are there any conflicts, and how much is it going to cost? In general, we can widen the road three feet on either side without substantial changes to the road for the majority of the road; there are a few cases where we would need to shift alignment. There is a national grid power easement. We would need to move the road to the north because there is a significant drop off in a culvert in the area. Again, there are no issues with that. If you open the plans, you'll see the key. There are red circles, and this is really where we encounter utility poles. National Grid has poles in your right of way, and the widened road will be too close to the existing poles such that we would need to ask for it to move them. So that's always a fun discussion with the National Grid, but it's their poles. You can see we have a full survey, a full boundary survey, full right of way survey. We don't have any issues with right of way which is really good. Sometimes when we do these plans, we find that in some municipalities the town doesn't even own the road. We found that in Stillwater few decades ago, there's a town road that Stillwater doesn't even own. That was interesting. She said she wanted to focus on the intersection with Cider Mill Way, and then moving on to the dam. We all know that that intersection can be problematic. We did an evaluation of the available sight distance and it does meet the applicable sight distance and turning for a posted speed. The posted speed is 40 mph. We did it for 45 mph, so it's close, but it meets it, which is good for you as a town. There's documentation now that the intersection meets applicable highway design regulations. One of the good things about this is, when the subdivision of Cider Mill Way occurred and these newer homes were built, there is a significantly wider right of way in this area. We are able to lengthen the radius of the curve to make it a little less severe, a horizontal method, we feel that this would improve sight distance. One of the main issues at this intersection is the hill. Unfortunately, there's buried sewer and water, and there needs to be a certain amount of cover over these utilities in order to meet code that we really wouldn't recommend you significantly trying to cut down that vertical curve. In design, you could catch a few inches, maybe catch a half a foot here, but we don't want to have our water mains be three feet of cover and have freezing issues. She said she thinks that this is a positive finding, that we can do something. It's not going to be perfect. The curve will still be there, but we are able to provide some level of mitigation by doing that, and we would also shift the road to the south, closer to that property. Let's talk about the dam because what this does is it makes our project rather expensive. Again, many people don't realize that it is a regulated dam by New York State. There's a pond with a culvert going through it. There are a lot of town

roads that have that. We need to be really careful when we talk about proposing a widening of a road where it goes over the top of the dam. We had one of our geotechnical engineers run some numbers, because by widening the road, the embankment, the slopes on the side, become steeper. There are regulations for dams that apply slope stability. We don't want variables left. We do look at global slope stability. We do look at earthquakes. We do look at what's called a rapid drawdown of the impoundment behind it; all things that can make a slope unstable. We've determined that the slope is essentially unstable today if to look at all of the current New York State DEC dam safety requirements. She said she wanted to preface that most dams don't meet these requirements fully. It's not like the dam has to be upgraded tomorrow. If you are to do a project upgrade on the dam, you would need to do some significant regrading of the embankment, you would need to raise the embankment up a few feet to meet some of these DEC regulations. Again, most dams in New York state need to do this. One of the issues that comes when you're trying to widen the road is really Army Corps of Engineers and DEC regulations prohibit you filling in water bodies. She said she works in the dam safety sector a lot and is able to get permits with the state to do some filling of water bodies if you're talking about dam safety issues. The plan we have here does not result in any filling of the impoundment on the north side of the road, and it results in some minor impacts to the creek on the south side of the road. We did look at other options that would be cheaper, and they would fill in part of the creek that you can't do that. We looked at it and it's an option that's cheaper in theory, but it's never going to get permitted by the state. We ended up actually only having one recommended option. She said she was hoping to provide several options. We really only had one that worked and what that proposal for the dam would be is to focus on this (indicating). Here's the road section. This would be you driving with the creek to your right, the impoundments to your left. We're going to do all the roadwork on the south side of the road. Again, we don't want to touch that impoundment. What we're proposing to do is raise the road up about two and a half to three feet to meet current slope stability standards. We also need to widen the road by six feet on our side. What we're proposing is a retaining wall that we build on the downstream side of the embankment. In order to meet this elevation requirement that we keep speaking to, we can either raise the road even more, or we can extend the retaining wall structurally such that it acts as the top of the dam. Right now, the top of the dam is the asphalt. The top of the dam will be the top of the cantilever wall. It is a little bit of an exception that we've had permitted before with New York State DEC Dam Safety Division. That would save you a lot of money. Instead of needing to raise the road up three feet, we're only raising it up six inches, that's a significant amount of fill that you're not paying for but still expensive. We really were hoping we could give you two options for upgrades to the dam. We decided we're not going to give you an option that we know isn't going to work or is going to be exceedingly expensive.

We're confident with the modeling we've done that we've moved to this recommendation that would work if you were to widen the road.. One of the things she said she wanted to emphasize is, if you're going through the effort of widening the road, do you want to not widen it over the dam? That is really going to be an honest conversation you're going to have to have, because as you go past the dam, and as the road comes in at the intersection of Jones road, by farm here, other than some trees, which could be trimmed in the town's right away, they're not privately owned trees. The issue is Cider Mill Way and the dam from an engineering, construction and cost perspective. She said she, Ryan and Mike went through it. We want to create a paved shoulder on both sides of the road. The budget does include adding a top course overlay

to the entire length of road. If you're going to go out there and do all the expense of designing this, we should give you a new road. The cost, the budget, does include a top course of overlay on the road. We can take that out, but it's not the best idea for you to go in and do all this work on the road. Why not overlay some asphalt to give it another additional 10 to 20 years of life? The cost, we are using New York State DOT pricing. This will be a publicly bid project. She said she really didn't think highway crew is going to do this work. It's pretty substantial, so we're going off a DOT bid, which is reflective. They do averages in every category every few months that reflect bids across New York State. We do obviously weigh it for Saratoga County New York. We are proposing a 2026 construction, and our estimate does include the remainder of the engineering. This is a good start, full land survey, boundary survey, there would need to be some additional engineering details that would have to be done. The work on the dam does add a layer of complexity, with a pretty significant additional design and review process with New York State DEC Dam Safety, so that is reflected in the cost and that other item is we assumed that it's being constructed by a hired contractor, that the highway crews would kind of oversee the work. However, on the dam itself, New York State DEC mandates that when work is done on a dam it has to be under the direct supervision of a licensed professional engineer. She said this is including the time for oversight on her part, plus time to have full time construction observation. It adds up. She said she wanted to go through some of these soft costs that sometimes get forgotten, and then all of a sudden they add up and make your project more expensive. In total, we're estimating \$2.5 million, the small section that's on the dam is costing almost 120% more than the rest of the road, and that is the dam would need some attention. There is cracking on the road. My observation and the safety inspection, which you know you can have copies of, was that you need to continue monitoring that. She said her suspicion is historical, the dam was closer to Cider Mill Way and this is where we're having the cracking. You can see, you don't need to be an engineer to know what's going on. Is we suspect that this was the natural drainage course through here, and it was filled up with whatever they used at the time. And then, for some reason, they decided to put the outlet next to one of Vincek's properties. That's that new earth spillway. When C.T. Male did the work back in 2004 and 2005 was this was to address the failure of that so for budget reasons, we didn't analyze and start looking at this area here. She said her suspicion is that there is some level of water seepage. Dams are built to not only retain water, but also safely pass it through. They're an oxymoron in that sense. So, a lot of that settlement and road cracking is there. We also identified that on average, the existing road has three inches of asphalt, except this section has seven and a half inches. It's been repaved many, many times. Our recommendation is to keep looking at this. At some point you're going to have to address the issues. This project does address those issues. There is a need to address the issues on Smith Bridge Road from a lack of shoulder standpoint, it's not full pedestrian accommodation, it's not a sidewalk. We're not able to recommend that route. Do you just widen the road and leave the dam? She said we generally offer up, let's do the whole project. We're going to go through having this in your budget and bidding it. D.A. Collins, TKC and Kubricky, Molloy are big paving contractors. They also do a lot of dam work. Sometimes when you have projects that include many different things. Sometimes you bid them separately because a paving contractor isn't wanting to do work in a dam. In this case, she said she would be comfortable recommending it if you chose to proceed with construction, bidding this as one job, because those bigger local companies would be able to do everything. If this were something smaller, you could consider having your highway crews do the paving. She said she mentioned it to Mike Monroe. He didn't seem interested. Deputy Supervisor McEachron said the Highway Department would block the road but that's as far as he

wants to go. Ms. Serra said she is comfortable with this budget. She said they do a lot of work in the dam safety arena. She asked if there are any questions. Councilwoman Kolligian asked who owns the dam. Ms. Serra said the town does. The town is responsible for the dam. New York State DEC regulates the waterflow and then the city owns below it that leads to Loughberry Lake. Councilwoman Kolligian asked if the construction of the wall on the dam would help eliminate the hill. Ms. Serra said it will. Councilwoman Kolligian asked if the wall will be above the road grade. Ms. Serra said it will. Instead of a guardrail it would be like a retaining wall. It's not going to be the prettiest but we have budgets. Councilwoman Kolligian said there is an option of bringing the road up three feet. Ms. Serra said we can physically raise the road up three feet. We are not recommending that because already the work on the dam makes this project expensive and by doing what was described, it makes it prohibitively expensive, meaning there's no engineering reason to. It's an option, but we didn't even propose that to you because we knew it'd be so much more expensive. We'd have to build a wall regardless. It's whether the wall stops at the top of the road and we fill the road, or whether we don't fill the road and we extend the wall up. Councilman Bogardus asked how far the wall was going. Ms. Serra said it's going to be about two and a half feet, it acts like a guardrail.

Supervisor Lant said the property is owned by the City of Saratoga to Loughberry Lake Road. He said he contacted the mayor and told him we were protecting their water supply. We had a meeting with them and they are trying to get a joint grant to help us with the cost. Ms. Serra said the point the Supervisor is making is there are many owners of dams and they ask, why are we doing this? She said she is currently working for Putnam County to decommission some of their dams that are absolutely useless. She said she is not recommending that here, but sometimes when we do these evaluations, we do look at a decommissioning, it doesn't mean you're fully taking out the dam. It means that you're lowering the roads to a height where it is no longer big enough to be regulated by the state. The state regulates dams at a certain height and impoundment. Ms. Serra said we are giving the town something simple. Once we received the survey back we tried to figure out how this would work. We'd be running through people's driveways, everyone's mailbox is going to have to get moved back, every street sign and a reminder, National Grid's poles. Grid has poles in the town's right of way. If you are doing road improvement projects, they're supposed to move the poles and not charge. She said there is one caveat about the poles. There are four poles across the dam right now. You can't have utility poles in embankments. It's a source of failure. If we do this dam upgrade, she said she recommends the poles go away. That is not a safe condition. There are many dams that CT male has worked on that are roads over dams. There's utility poles. What if CT male is going to design this project, upgrade your dam? It last another 50 to 100 years. Those utility poles are going away, so National Grid needs to understand that they need to be a partner with the town in this project. It's frustrating for them to have to sit here and have this proposal in front of them, to have some utility poles either removed, or they have to think of something different, but that really is going to be the agency that needs to be talked to sooner rather than later, if the town wants to look at doing something construction wise in the next year or two, because they really could create a huge problem. You control every other part of the process, other than DEC dam safety, who is one of the better state agencies to work with. You don't have any other agencies, you have yourself, it's your town road. You have to deal with traffic issues and the road work going on. But that should be a note

that that should be a zero cost, meaning it's not like this is going to add hundreds of thousands of dollars to the project.

Ms. Moran asked if it would be zero cost if the utility poles are removed. She said she heard earlier in the conversation, it's a zero cost if they are moved to the right of way. Ms. Serra said if they're moved on the right-of-way further back from the road. Mr. Riper noted they can directionally drill and go underground, Ms. Serra said they could physically move the poles back five feet and still be in the right of way. That's their decision, whether if they bury it, or whether they move the poles. Councilwoman Kolligian said the recommendation would be to remove the ones near the dam.

Ms. Serra said her recommendation is the pole on the dam, they cannot be there. They shouldn't have been there. For the rest of them along the way that we would be too close to when we widen, it would just have to move the poles and put them back five feet, which she said she has seen them do. It's the structures in the dam that they're not going to like. Dams are unique, that they hold back water, but water does seep through earth. You don't have to be an engineer, you've seen this, whether it's at the beach or whether it's on your property. It's controlled seepage. When you add things like water mains and sewers and telephone poles, water finds a path of least resistance. They're not going to be put back in. That is my license, C.T. Male's license, on the line. That is not going to happen. And that's where there's going to be a little bit of that conversation that needs to happen. They're just going to assume that we do the work, they come back in and put them back in, even if we tell them until they're blue in the face, she said she didn't think they will fully understand it until we sit down with them and say, could they move it down the embankment where there's a lot of city property. They could move them, put them down and have the wire be higher. There is a way, they're doing a lot of work on Route 9. Currently, we've been talking to them for a year now. They're working with us, quite a bit. The city doesn't need to be involved unless we would like them to be involved.

Ms. Moran asked how feasible it is that the project could actually happen in 2026? Ms. Serra said if you hired C.T. Male today to progress the design level drawings, we could have it ready for spring, early summer construction, DEC dam safety is about a two to three month window. The question might be, is biologists at DEC, she said she is sure the board is aware that DEC recently changed their wetland regulations and made them more encompassing. That's made the biologist side of Region Five be a bit busier, but DEC Dam Safety, they work through the permits. We do it all the time. We know exactly what to do. It would be tight, but we absolutely could, if you hire us today to do the whole rest of the design, she said not knowing how grid is going to react, this could be a 2026 project, maybe later summer, starting now realistically with like bid times, but we're paving through the middle of December. Deputy Supervisor McEachron said he would like to do it before, while school's out. Ms. Serra said because ideally, this would be a summer project and the best bet would be to close the road over the dam. It would be annoying for residents. Councilwoman Kolligian said they can cut through Davidson Drive. She said she didn't know that it's going to be as impinging. Deputy Supervisor McEachron said it'll be more of a pass through. They're going to have to go the long way around. They're going to have to go to Northern Pines and come that way. Ms. Serra said understanding the school bus traffic, she agreed that it would be a summer job. It'll be very, very tight There's no way this could be done in just the ten weeks that there's no school.

Councilman Bogardus said he didn't believe there are any school aged kids from the Dam to Jones Road, we could shut it off at Davidson Drive.

Ms. Serra said she is comfortable saying this is a five to six month construction project. Paving is easy. It's the dam itself is likely more of a three month construction project. We always want to be realistic that this is definitely not a multi-year project. You could go in and do the dam over the summer and then have the paving in the fall.

Ms. Serra said Ms. Moran's question is obviously related to how we escalate prices. In the past few years, we've definitely seen six or seven; percent escalation, especially with the New York State prevailing wage rates. This past year, we're only seeing one or two percent escalation. She said she carries three percent. Some municipalities she works for carry 5% year to year, which actually adds up. We did three percent but obviously you, as a comptroller, know you're more in line with that. We're not including any bonding costs. We're not doing any of that with regards to any payment over interest. This is just straight engineers' opinion of probable construction costs, including all the soft costs.

Councilman Bogardus said there must be some grants out there. Ms. Serra said there's very few grants out there for dams. There are a few grants out there, but they're only for high hazard dams. There's grants for everything except for dams. She said she primarily works in water, sewer and dams, and gets a lot of grant money for my water sewer projects. Dams are in this fictitious void. They are a lot of times water supply reservoirs. You can apply for a drinking water grant, and if you put the word dam in the application, you're denied. This makes no sense. She said she does Public Works Engineering. The frustration is towns need grants to afford the projects she's recommending and dams are just one of those projects you just have to pay for. DEC found some money for high hazard dams but would be shocked if they ever start offering money for this class a low hazard dam. Councilwoman Kolligian asked even though it supplies water to the city of Saratoga, to 50,000 people.

Mr. Riper asked Ms. Serra if she's seen the new Northern Borders grant.

Ms. Serra said they've applied for a few, and they're categorically denied for dams, but approved for paving. She said she did want the board to understand municipalities are always told apply for all grants, it is very frustrating.

Councilwoman Kolligian said it is dam that lets water flow and supplying water to an entire city. Councilman Bogardus said it would seem the dam would be more important than paving as a water source.

Ms. Serra said you can build this project and widen the road, just not widen it over the dam. It's a million dollars to widen it and that million dollars does not include any paving on the dam. We've had a lot of accidents there. If we widen just the road, even if it's just the shoulder, she said she thinks we're creating even a more dangerous situation across this bridge. We've held meetings on this, and that was one of the most talked about items. We have to build to the future. We can't build for today. What we're giving you for the dam is not the prettiest option, if we had gone with traditional options, the estimate would be half a million dollars higher. We're all okay with something that is unique.

Councilman Bogardus said if we want to try get this done in 2026 the quicker we respond, the quicker it gets done.

Ms. Serra said she I can work up a proposal for design phase.

Supervisor Lant said he thought the board should wait and see if we get anything back from Saratoga Springs.

Ms. Serra said she would work up a proposal for the meeting in September. Mr. Riper Ryan could have a conversation with someone locally at grid, just to let them know. Mr. Riper said we've been helping them out quick bit lately. Our proposals say that our design excludes anything related to national grid.

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

RESOLUTION #166

NOW, THEREFORE, BE IT RESOLVED, to approve the continuation of the design phase with C.T. Male for the Smith Bridge Road Widening

The adoption of the resolution was seconded by Councilman Bogardus duly put to a vote, all in favor. The motion passed 5-0.

248 Ruggles Road Demolition

Mr. Mykins, Senior Building Inspector said Shannon Thompson is Betty Jo Brooks, who is the wife of the deceased owner of the home. She's in a nursing home and Shannon Thompson has the power of attorney. He said his discussion with Ms. Thompson was trying to get her here with the power of attorney so that we could move forward. Councilman O'Connor said Ms. Thompson has the power of attorney for the widow. Mr. Mykins asked Ms. Thompson to send him a copy of the power of attorney. Mark Schachner asked if we know if the widow has title of the property. Mr. Mykins said he doesn't believe she does. He said when Mr. Brooks passed away, Mrs. Brooks never had the title changed. The board discussed the ownership and keep the public hearing open for 30 days.

Peddling and Soliciting Permit

Councilwoman Kolligian said the board had discussed not allowing peddlers to go on resident's private property. We were essentially giving permission, why are we revisiting this again? Councilman O'Connor said back when the Fuller Brush Company and lots of other companies only had one way to get business, that was door to door sales, he said he could understand and the Supreme Court saying this was a First Amendment right to go on a private property owner's home, ring the doorbell and solicit business. In today's world we have television, radio, direct mail, social media, podcasts, billboards, websites, email, local events, community involvement are just a half dozen ways you can ask people for their business. There is absolutely, in his opinion, no reason to give someone a permit to walk up to your front door or my front door to sell me a product or service. He said if it was up to him, he would pass a local law that door to door solicitation in the Town of Wilton is not permitted. Supervisor Lant said his reason for bringing this up was because of what happened on Washburn Road. Mr. Schachner said the town cannot prohibit soliciting and peddling. Councilwoman Kolligian said someone who is conning people will not apply for a permit. Discussion was held. No action was taken.

Concession Trailer Bid Award

The Town Clerk noted the following bids:

Legacy Brothers-\$83,286.80

Phoenix Contracting-\$74,299.00

Eastcoast Concession Trailers-\$45,200.00

Councilwoman Kolligian asked where the trailer is going and who will manage it. Supervisor Lant said it is going to be in Gavin Park. We were going to replace the snack stand with a stick built building. Scott

Harrington had suggested looking at concession trailers. We won't have to put a septic system in. Councilwoman Kolligian asked if it will replace the baseball concession stand. Supervisor Lant said the town will draw up an agreement and lease it to them. Other sports teams such a soccer and lacrosse can also use it.

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

RESOLUTION #167

NOW, THEREFORE, BE IT RESOLVED, to accept the lowest bid for a concession trailer for Gavin Park from East Coast Concession Trailers for \$45,200.00.

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

Committee Reports

Supervisor Lant thanked Scott Harrington and Roy Vanderbogart from our Building and Grounds Department for all their work at the Larry Gordon building. Ms. Moran said the phone and internet service is up and running too.

Councilwoman Kolligian said the Exit 16 bridgework has been surveyed.

Mr. Riper said we received all of the bid documents for the Northern Pines Road Fishing Platform from the LA Group. There are a few items we need to supply them with such as insurance and dates. If the board chooses so, this can go out to bid on August 22, 2025 if a motion is passed. We will hopefully have bids back for the October meeting.

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

RESOLUTION #168

NOW, THEREFORE, BE IT RESOLVED, to approve the request to go out to bid for the Northern Pines Fishing Platform.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor. The motion passed 5-0.

Deputy Supervisor McEachron thanked Nancy Riely for all of the work she did for Community Day. It was a great turnout and everyone had a good time.

Deputy Supervisor McEachron said the Hamlet zone on Route 9, he said he spent a lot of time with a committee and worked on what we would like to see under apartment buildings. We wanted retail space.

Somehow the new building on Route 9 found a loophole in our hard work and was able to put physician's offices under the apartments. He said he wanted to think hard about removing the hamlet, the last section of it and abolishing the whole thing. He said he didn't think it was fair. We made other people abide by the rules and this project came in and found some loophole and got the planning board to agree with him. The elected officials designed the hamlet to have retail space under the apartments. If he doesn't have to comply to those rules, no one should have to comply to them. Councilwoman Kolligian said the hamlet requires sidewalks, which would be her concern. She said she agrees and the board needs to discuss the role of the planning board in all of those decisions. She said she didn't want to abolish the hamlet and then not have the sidewalk connectivity. Deputy Supervisor McEachron said it was abolished on Ballard Road. Mr. Mykins said there are only a couple parcels left in the hamlet. Deputy Supervisor McEachron said he was told that a couple of years ago. Mr. Mykins said this project has been in the works for at least three years. If the board does away with the hamlet completely, the Comprehensive Plan details out the hamlet zone. Deputy Supervisor McEachron said he would form that committee and update that too. He said he doesn't think it's right. Mr. Mykins said the first floor is not just physician's offices, there are medical type retail stores. Councilwoman Kolligian said we need to look at the big picture for that area and why it was designed to be a hamlet. The Northern Pines area should never have been a hamlet. In the Route 9 area, we are now seeing people walking and using the crosswalks. She said we would be remiss not to take the sidewalk from CVS and ask Dunkin Donuts to put theirs in to keep bringing the sidewalk down on that side of the road. The people who are working in these medical buildings are going to have a lot of employees and this will allow them to keep moving up and down Route 9 safely. Deputy Supervisor McEachron asked how we can close this loophole they keep finding. Mr. Riper said it was a special use permit and it was restricted based on square footage. Deputy Supervisor McEachron said we had the square footage restricted and they found a way around it to do exactly what we didn't want them to do. Mr. Riper said there is a sentence in the code that states if they wanted to, they could do it by special permit. Deputy Supervisor McEachron asked if we could legally remove that. Councilman O'Connor said we could do away with the special use permit. Councilman Bogardus said he attends the meeting often and the person building the facility rented the spaces to Saratoga Hospital and the small businessperson couldn't get in. He said he went to the meeting and the developer said he couldn't find any small businesses to rent the spaces. The developer knew what the rules and regulations were when the project was proposed. If you can't rent them, don't build here. We have enough big buildings and big projects coming into the Town of Wilton. If you know you have this much space to rent, don't come in and tell us you can't rent it because you're charging \$50,000 to upfit the space. If you can't comply with what we have set forth, don't build here. Deputy Supervisor McEachron said they found the loophole, so how do we close it? Mr. Riper said delete the sentence. Deputy Supervisor McEachron said the developer across the street did comply. Does that mean he can say he doesn't need the barbershop anymore, I'm going to do what they did across the road. When does it end, how do we close the loophole? This developer, we asked for a turn lane, he told us it was not feasible. There should've been a left turn lane going into CVS and Dunkin Donuts but they didn't want to pay for it. Councilman Bogardus said there are two personally owned properties, Neville's and the one behind CVS. Deputy Supervisor McEachron said the Pizza Time property is available. It's two right now but when they combine them all, it's ten. We need to close that loophole or close the hamlet. He said he is so aggravated by outcome he would like to take the sidewalks out. If you want sidewalks, go to Saratoga. Councilman O'Connor said we just talked about safety and spending two million dollars on Smith Bridge Road, Route 9, we don't want people walking in it. The more the businesses and residents come along, more people will be walking. Councilman Bogardus said the whole idea and design behind this was to give people a place to walk to, like cafes, sub shops and all we are giving them is urgent care and foot doctors. All of the offices that were supposed to be in the large building have transitioned over to the residential buildings. Deputy Supervisor McEachron said he just wants the loopholes closed. If someone comes in and states they tried

to find tenants for a year, they can't because they expect someone to come in and spend \$100,000 on your building to rent your space, of course you can't find anyone to rent. It's not going to happen. We need to close the loopholes. Councilman O'Connor said it should be a relatively simple change in the code. Mr. Riper said he would have to look at it to see exactly what it says. It can be on the agenda for the next Town Board meeting. Councilwoman Kolligian said she didn't want to see one developer ruin it for everyone. The area could be great. Deputy Supervisor McEachron said he was told a left hand turn lane couldn't be put in because it would squash the project, instead we are getting a right hand turn lane on Daniels Road that should've been put in when Cumberland Farms was built. Councilwoman Kolligian said the state would not allow that right turn on Daniels Road. She said she was on the planning board at that time and we had to land bank that turn so that one day it would go in. Mr. Riper said we are now enforcing it but the state is arguing to put it in. Councilwoman Kolligian said we couldn't even get a green arrow to make a left into Dunkin Donuts. Deputy Supervisor McEachron said he was very heated when he found out they found this loophole, he said he thought they had it sealed up. Councilman O'Connor said we can introduce the proposed change in the legislation and set a public hearing for next month.

Supervisor Lant said he has received a few phone calls over the past two months for a stop sign at the intersection of Parkhurst Road and Wilton Greenfield Road. He said one is a county road. Councilwoman Kolligian said she thought we asked for that already. Supervisor Lant said he spoke to Chad Cooke at Saratoga County and told him we've requested this before. Supervisor Lant said he didn't care about how many accidents we've had in the past, we don't want one tomorrow.

On a motion introduced by Councilman Bogardus, the board adopted the following resolution:

RESOLUTION #169

NOW, THEREFORE, BE IT RESOLVED, to request Saratoga County to install a four-way stop sign at the intersection of Parkhurst Road and Wilton Greenfield Road in the Town of Wilton.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor. The motion passed 5-0.

Supervisor Lant said he also requested more warning signs before the stop sign.

Supervisor Lant said we have been in discussions over Mount McGregor Road. Steve Porto called him to let him know how bad the road is. He said he asked if the state would go up and do some patching and they said they couldn't because they don't own the road. Supervisor Lant said he drove up to Grant Cottage and couldn't believe how bad the road is. He said he called Chad Cooke and asked him if he would go up and do some patch work. Mr. Cooke said he would be happy to but had to speak to Steve Bulger, Saratoga County Administrator. After meeting with the County Attorney, we really can't do anything but they made an agreement. The county is going to send a letter to the state that the county will repair the holes on Mount McGregor road and cut the grass once, at no cost to the state. We had a conference call and the state said the Town of Wilton owns the road and they would give us \$2.8 million, now they are up to \$4 million for us to repair the road. The state is trying to get a grant for \$5 or \$6 million dollars.

Supervisor Lant asked why the state was trying to get a grant to fix the road they say is ours. He also asked why the state pays the town to plow it. They now admit they own the road where the houses end.

Executive Session

On a motion introduced by Deputy Supervisor McEachron, seconded by Councilwoman Kolligian the board entered into Executive Session at 8:15 P.M. to discuss the medical, financial, credit or employment history of particular person or corporation, or matters leading to the appointment, employment, promotion, demotion, discipline, suspension, dismissal or removal of a particular person or corporation.

On a motion introduced by Councilman O’Conor and seconded by Councilwoman Kolligian, the board entered into Open Meeting Session at 8:50 P.M. with no action taken.

Comptroller’s Report

1.) 2025 Budget Transfers

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

RESOLUTION #170

NOW, THEREFORE, BE IT RESOLVED, to approve the 2025 budget transfers requested for and listed in the Comptroller’s 8/7/2025 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 5-0.

2.) 2025 Budget Amendments

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

RESOLUTION #171

NOW, THEREFORE, BE IT RESOLVED, to approve items 2-6 on the 2025 budget amendments requested for and listed in the Comptroller’s 8/7/2025 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 5-0.

3.) Personnel

a.

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

RESOLUTION #172

NOW, THEREFORE, BE IT RESOLVED, to ratify the hiring of Timothy Case, Full-Time Maintenance Worker at Gavin Park, effective August 4, 2025, with full benefits at a rate of \$20.23 per hour.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 5-0.

b.

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

RESOLUTION #173

NOW, THEREFORE, BE IT RESOLVED, to accept the resignation of Jean Tranchina, Part-Time Clerk in the Clerk’s Office effective July 15, 2025.

The adoption of the resolution was seconded by Councilman Bogardus, duly put to a vote, all in favor. The motion passed 5-0.

c.

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

RESOLUTION #174

NOW, THEREFORE, BE IT RESOLVED, to approve overnight travel for Susan Baldwin, Town Clerk, to attend a NYSTCA Regional Meeting in Alexandria Bay, September 21-22, 2025.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 5-0.

d.

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

RESOLUTION #175

NOW, THEREFORE, BE IT RESOLVED, to approve overnight travel for Michael Monroe, Highway Superintendent to the New York State Association of Town Superintendents of Highways annual conference in Niagara Falls, September 23-26, 2025.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor. The motion passed 5-0.

e.

On a motion introduced by Councilman Bogardus the board adopted the following resolution:

RESOLUTION #176

NOW, THEREFORE, BE IT RESOLVED, to approve the title change for Marcus Hart to Building Inspector and the pay increase from \$30.52 per hour to \$33.00 per hour.

FURTHER IT BE RESOLVED, as required, to send a letter to Saratoga County requesting Marcus Hart to be placed in the Building Inspector title due to Civil Service rules as a direct line promotion.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 5-0.

f.

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

RESOLUTION #177

NOW, THEREFORE, BE IT RESOLVED, to approve the requested pay increase for John Herlihy, Building Inspector, from \$33.06 to \$36.06 per hour.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 5-0.

g.

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

RESOLUTION #178

NOW, THEREFORE, BE IT RESOLVED, to accept the resignation of Lori Olson, Secretary to the Highway Superintendent, effective August 29th, 2025, with regret.

The adoption of the resolution was seconded by Councilwoman Kolligian, duly put to a vote, all in favor. The motion passed 5-0.

h.

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

RESOLUTION #179

NOW, THEREFORE, BE IT RESOLVED, to ratify the hiring of Henry Zerrenner, Full-Time Senior Clerk, effective July 15, 2025, with full benefits at a rate of \$21.80 per hour.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor. The motion passed 5-0.

Asset Disposal

a.

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

RESOLUTION #180

NOW, THEREFORE, BE IT RESOLVED, to approve the request from the Highway Superintendent to place the pile of woodchips, logs and spoils pile, consisting of

asphalt, concrete and brush on Auctions International.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 5-0.

b.

On a motion introduced by Councilman Bogardus the board adopted the following resolution:

RESOLUTION #181

NOW, THEREFORE, BE IT RESOLVED, to approve the request from the Recreation Director to place three machines with pitching arms and ball feeders on Auctions International.

The adoption of the resolution was seconded by Councilman O’Conor, duly put to a vote, all in favor. The motion passed 5-0.

Supervisor Lant said these are the machines that were given to us but we can’t use them. The gentleman who gave them to us said we can do whatever we want with them, including selling them and keeping the money.

2024 Financial Audit

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

RESOLUTION #182

NOW, THEREFORE, BE IT RESOLVED, to accept the 2024 Financial Audit for the Town of Wilton.

The adoption of the resolution was seconded by Deputy Supervisor McEachron, duly put to a vote, all in favor. The motion passed 5-0.

2025 Budget Amendments

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

RESOLUTION #183

NOW, THEREFORE, BE IT RESOLVED, to approve item 1 on the 2025 budget amendments requested for and listed in the Comptroller's 8/7/2025 Report to the Town Board.

The adoption of the resolution was seconded by Councilman O'Connor, duly put to a vote, all in favor. The motion passed 5-0.

On a motion introduced by Councilwoman Kolligian and seconded by Councilman O'Connor, with all board members in favor, the meeting was adjourned at 9:05 p.m.

Respectfully Submitted,

Susan Baldwin, Town Clerk

_____ Supervisor, John J. Lant

_____ Councilman, Raymond O'Connor

_____ Deputy Supervisor, John McEachron

_____ Councilwoman Erinn Kolligian