

TOWN OF WILTON

22 TRAVER ROAD

WILTON, NEW YORK

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Susan E. Baldwin, Town Clerk

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REGULAR TOWN BOARD MEETING-July 2, 2015

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

Pledge of Allegiance

Supervisor Johnson 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.

Arthur Johnson-Supervisor

Steve Streicher-Deputy Supervisor

Joanne Klepetar-Councilwoman

John Lant-Councilman

John McEachron-Councilman

Also present was Director of Planning and Engineering, Ryan Riper, Town Comptroller, Jeffrey Reale and Town Counsel, Mark Schachner.

Public Comment Session

Elizabeth Trapani of 61 Traver Road appeared before the board with her husband, Vito Trapani. **Mrs. Trapani** said they have owned their home at 61 Traver Road for over 40 years. They are both retired and their home is up for sale and currently under contract. During a routine inspection it was discovered they septic system needs to have the drain field repaired. That was on May 15, 2015. The town was contacted because they were told by the developer of Craw Farm they were going to be running sewer lines past their home. We were told they were not operational in the fall. They were still not operational in March. On Monday, May 18, 2015, Wilton Water and Sewer was contacted and discussed what the cost would when the sewers became operational. The cost was going to be around \$12,000. The cost to repair the septic was \$6,000. It is half the cost to repair it. Since \$2,000 was invested in the system in the fall of 2014 to replace the Orangeburg pipe, it was discussed with Wilton Water and Sewer that would be the option for us. It was never stated there wouldn't be an option (to

repair) and we would have to connect. There has been no notification to residents. It is a small number of residents that would be affected since Craw Farm has been built. In conversation with Saratoga County, they give the option and do not insist on connection. Mark Mykins was contacted and he forwarded what was first called the law, then it was called a code. Nowhere in the information does it state connection is required. It is a recommendation. **Mrs. Trapani** said she is respectfully requesting to be allowed to repair the septic system so they can close the sale of the home. **Supervisor Johnson** said the town received correspondence from an attorney regarding the septic. The information was forwarded to town counsel. **Attorney Schachner** said he will have to speak to Mark Mykins, Building Inspector. Mr. Mykins is away this week but will return next week. We anticipate responding next week.

Jean Brew said she has lived at 65 Traver Road for 41 years. She was excited to hear there would be sewer offered until she heard the \$12,000 price. When we investigated the grinder system we would have to use, the people who use them find them very inefficient and they break down a lot. We are concerned about having to hook up. We feel as though we should be "grandfathered" if something is to happen to our septic system. It is working fine right now but over the years we have done some repairs to it. We would like to be "grandfathered" and not have to hook up to sewer unless we want to. We feel as though we would be hooking up to a system that is less efficient to what we have. We are also concerned that we have been given no notice. No one sent a letter saying if you need to repair your septic tank you will have to hook up to the town's sewer system. It seems as though with the small number of people involved it would have been courteous of the town to send us a letter saying this was going to be the case. We are also concerned, not so much for ourselves, but for other neighbors on our street. We do know some have way more people living in their house and have systems that are pretty old. We can't imagine they could afford that kind of money if something happened to their system. It seems as though the people on the road with existing septic systems if we can repair them we should be able and allowed to. The biggest concern is being "grandfathered" and the second is having no notice from the town in regard to this. My third concern is my wonderful neighbors that have been so looking forward to selling their house and moving and getting on with a new part of their life have had their sale stopped in its tracks because of this policy. I am hoping that can be taken care of. Thank you for the opportunity to speak.

Robert Brew noted he was declining to speak as his wife covered all of his concerns.

Councilman Lant asked if the price of hooking up to the sewer was from the county. **Mrs. Trapani** said the price was from the town and the contractor. The contractor also contacted Wilton Water and Sewer and was never told it was not an option to repair the septic. **Supervisor Johnson** stated, for a matter of clarification, Wilton Water and Sewer is not a part of the town. They are a separate public authority. **Mrs. Trapani** she has been told that. **Supervisor Johnson** said Wilton Water and Sewer sets the price for the hook up. **Councilman McEachron** asked if the town is blocking the repair of the system. **Attorney Schachner** said there is substantial likelihood this is an issue governed by the New York State Sanitary Code and not the Town of Wilton. One of the roles of the building inspector is the implementation and enforcement of the New York State Uniform Fire Prevention and Building Code and the New York State Building Code. It may be the decision of the Building Inspector is not subject to what everyone thinks and has an opinion about. **Mrs. Trapani** asked why Saratoga County doesn't require a hookup. It does not say required, it says recommended. **Attorney Schachner** said it will be addressed. It is possible the issue is a matter of state building code not a matter of the discretion of the Wilton Town Board.

Approve Pending Minutes

Councilman McEachron said he was absent for the May 7, 2015 meeting and after reviewing the minutes would like to discuss Resolution #108. There was no discussion in the minutes that led up to approving Resolution #108 and that the records were reviewed by the Comptroller. **Supervisor Johnson** noted the minutes are not verbatim minutes. The clerk said she would review the recording. **Councilwoman Klepetar** asked if the minutes are amended for that motion, would the board be voting on that. **Councilman McEachron** said he just wanted the discussion added to the minutes. **Supervisor Johnson** said the board would vote to amend it. **Attorney Schachner** said it would be voted on next month if the discussion is added after the clerk reviews it. If the board is comfortable with an amendment, at that time there would be a motion to amend the May minutes.

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

RESOLUTION #127

NOW, THEREFORE, BE IT RESOLVED, to approve the minutes from the June 4, 2015 meeting, as typed.

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

Request for Use in RB-1 Zone

Supervisor Johnson said a letter was received from Nicholas and Lynne Belokopitsky requesting a specially permitted use be added to the RB-1 zone to allow Automotive Repair and Outdoor Automotive Sales.

Supervisor Johnson said their particular business is located on Route 9 near Ballard Road, next to Farrell Oil. The RB-1 zone runs from Worth Road to just north of Ballard Road where it changes to R-2. Auto sales are not an allowed use in the RB-1 zone. There are some businesses that have car sales but they are pre-existing uses prior to the zoning change to RB-1. The Belokopitsky's currently have an auto repair shop on the site and that is an allowed use. **Councilman McEachron** asked how the zoning board felt about it. **Supervisor Johnson** said any zoning changes are done at the town board level. It never came up during the Comprehensive Plan Update. If the town board did approve a change there could be outdoor automobile sales from Worth Road to north of Ballard. **Councilman McEachron** asked if the change could open the door for ten more sales lots. **Supervisor Johnson** said it could. Right now car sales are allowed in the CR-1, C-1 and C-3 zones. There are plenty of places for car sales. The RB-1 zone is a mix of residential and small business uses. **Councilwoman Klepetar** said she thought this would open the door for a whole slew of auto sales in the corridor. The business owners are currently renting the space. **Councilman McEachron** said he thought they were already selling cars on the property. **Supervisor Johnson** said the Code Enforcement Officer stopped the use. **Councilman McEachron** said they already disobeyed the laws for the Town of Wilton and the Code Enforcer had to stop them. They wouldn't have this request in front of the board if they hadn't been stopped. There was a reason for the

zoning change and he said he had to agree with Councilwoman Klepetar. **Attorney Schachner** said discussion on this is fine but no action can be taken on this now. There is a process for a zoning amendment subject to a public hearing. The board is not compelled to go through the process but the board cannot take action now. If the board decides to start the process they can. **Councilman McEachron** said the business owners should start the process through zoning. **Supervisor Johnson** asked if there is an application. The clerk noted there is a use variance they could apply for through the zoning board. **Attorney Schachner** said the request is not entirely clear. They requested to appear before the Town Zoning Board. If they are talking about a variance application, that is one thing. What they say they want is an additional special use in the zone. If they want to add the zone, it is a town board matter acting as your legislative capacity. **Supervisor Johnson** said if the business owners want to pursue it they will have to file the proper paperwork. **Attorney Schachner** asked if the town has an application for a zoning change. The clerk noted there is not one. **Attorney Schachner** said the letter approach is not inappropriate. The board is not obligated to move the request along. That is why the informal discussion is important. If the board doesn't want to entertain the request you don't have to. **Supervisor Johnson** asked if the board could make that decision tonight. **Attorney Schachner** said the board could decide not to entertain the request. **Supervisor Johnson** asked the board for their thoughts. **Councilman McEachron** said the applicant was not present and did not want to entertain the request. **Supervisor Johnson** said he agreed with Councilwoman Klepetar and Councilman McEachron and was not interested in changing the zone. The Comprehensive Plan Update Committee met and did not recommend any changes. **Councilman Lant** recused himself from any discussion. **Supervisor Johnson** said the board was in agreement and did not want to make any zoning changes.

Land Dedication- Belmonte Subdivision, Loudon Road

Supervisor Johnson said this is one of the instances when a developer can offer the town some land in exchange for a density bonus.

Joe Dannible of Environmental Design Partnership appeared before the board representing Belmonte Builders. **Mr. Dannible** stated Belmonte Builders was recently before the planning board and presented a 66 lot subdivision on Loudon Road. The application was received favorably and is a project that has been being worked on for several years. We are offering some land to the town in exchange for a 10% density bonus on the subdivision. The offering is approximately 15 acres of land on the south west corner of the parcel. It provides significant linkage to the Town of Wilton and various communities. Within the 15 acres we are proposing to construct a trail system that would connect from the end of Magnolia Drive in the City of Saratoga Springs through a beautifully wooded area to the loop road and the end of the cul de sac. By making the connection, we have been able to connect a complete circulation loop. It is about 3 ½ miles and connects the communities of Floral Estate, Pine Brook Landings, the new Taylor Subdivision, Loudon Oaks Mobile Home Park, Cedarcrest Drive and north on Ingersol Road. The dedication of the 15 acres and construction of the trail will include a footbridge to cross the wetlands. We ask for consideration by accepting this dedication. **Councilman McEachron** asked if the trail was for walkers and possibly bikers. **Mr. Dannible** said they would like to make the trail a hard asphalt surface, five feet wider or more and adding a shoulder with a runners path. **Councilwoman Klepetar** said she loved the idea and it was just what the town would like developers to do.

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

RESOLUTION #128

NOW, THEREFORE, BE IT RESOLVED, to accept the land dedication from Belmonte Builders of approximately 15 acres, subject to Wilton Planning Board Review of trail connections, cross sections and surface and final review of all documents from Town Counsel.

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

Edie Road Land Dedication-Lands of Spencer

Supervisor Johnson noted the land dedication was reviewed at the last meeting. The planning board was asked for additional information since they gave the recommendation to accept the land. After further review, the planning board has indicated a negative response for the acceptance.

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

RESOLUTION #129

NOW, THEREFORE, BE IT RESOLVED, to reject the land dedication of Lands of Spencer.

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

Traffic Study Update

Peter Faith of Greenman Pederson, Inc. appeared before the board. **Mr. Faith** said the update started about a year ago. Traditionally the update has looked at development trends and forecasts. We looked at technical traffic analysis, traffic flow capacity, accident history and non-motorized transportation this time. We have an improvement plan and reviewed the fee structure that has been in place.

Mr. Faith said the first traffic study was done in 1992 with an area wide study, consistent with engineering guidelines and established a transportation mitigation fee structure. The study included only local roads and left Route 9 and Route 50 to NYS DOT. It was a key decision that made the process simpler. Updates were completed in 1998, 2006 and 2015. The town received recognition from NYS DOT for "Not so traditional ways to obtain transportation improvements in New York State".

Mr. Faith said there have been projects funded with the traffic mitigation fees to included turn lanes and cross section improvements. We collect new traffic data every time there is an update to ensure the database is strong. We review development trends, forecast development activity, traffic activity and growth over the next ten year planning period. We review traffic operations and traditional level of

service. We reviewed traffic safety for the first time and also looked at non-motorized transportation regarding what could be done and what projects could be implemented with be the transportation mitigation fees. We have draft recommendations for the board to consider and reviewed the fee structure.

Mr. Faith said the update includes traffic volumes. The busiest roads are Jones Road, Northern Pines Road and Carr Road. Jones Road has about 9,000 vehicles per day and is the busiest town road. Traffic speeds were reported and its good information for the town. Several locations where the average speed, or the 85 percentile speed, exceeds the speed limit by a lot. The speed limit on Dimmick Road is 45 mph and the 85 percentile speed was 51 mph, Ingersol Road's average speed was 50 mph and the speed limit is 40 mph. Loudon Road's average speed was 53 mph and the speed limit is 45 mph. There are several roads in the town where the average speed is much higher than the posted limit.

Councilman McEachron asked when the meter was put in on Smith Bridge Road they put it about 200 feet from the stop sign. The cars are already slowing down. **Mr. Faith** said he didn't think it was his since Smith Bridge Road wasn't part of the update.

Mr. Faith said he and Mr. Riper came up with a list of 11 intersections that might have a potential safety problem. Accident data was collected for a three year period from January 1, 2011 to December 31, 2013 and looked at all the accidents that occurred. There were a total of 80 accidents at the 11 intersections broken down by severity. There were some with property damage only, non-reportable, personal injury and fatal. There were no fatal accidents at any of the intersections. Traffic engineers establish a rate which is the number of accidents compared to the amount of traffic that goes through the intersection. If you have one accident at an intersection with very little traffic it skews the rate as is the case with Gurn Springs Road and Dimmick Road with three accidents. The intersections with the highest number of accident were ranked to see if there was a pattern that needed to be addressed and ways to correct the accidents.

Mr. Faith said development fuels traffic growth so the development trends were looked at from 1993-2013. There were peaks in building between 1997 and 2004. There lines (indicating) show the difference between commercial and residential permits. There was a drop in permits during the recession in 2007 and 2008. It is not a perfect measure of growth since a building permit can be for more than one apartment but it is a good indicator.

Mr. Faith said the town map was looked at for future development over the next 10 years. Some projects are at the planning board level and other projects have been inquired about. The triangles (indicating) are sites for potential commercial development and the circles are for potential residential development. The totals are summarized and if everything is added up there is a potential for 1,100 homes, 600 condominium and apartments, 115,000 square feet of pure retail space and another 700,000 square feet of mixed use, retail and office and 50,000 square feet of industrial use. There are statistics that identify how much traffic each one of the uses can generate. Based on past history only 50% of the potential development was used because it is unlikely the full development will occur over the next 10 years. The 50% potential adds about 14,000 trips per day on the road network and equates to about 1,400 new peak hour trips on the entire Town of Wilton road map. The traffic study lists the major links within the town and identifies the existing traffic volumes in 2014 and forecasted 2015 volumes. There is a percentage of the capacity used. The one location that is getting very close to the theoretical capacity of the link from Jones Road to Route 50 to Interstate 87 at 84%. The rest of the links are within reasonable range. Peak hour levels of service and delays are forecasted to remain in acceptable ranges. Most delays experienced are expected due to left turns from minor streets. Jones Road is the busiest town road and is expected to remain so.

Mr. Faith said a non-motorized plan from 2008 done by the LA Group was the pathways plan. It establishes a network of non-motorized transportation within the town. We did not look to recreate the plan as part of the update. We wanted to recognize the town has a plan. If the town wants to spend

some funds to implement and adopt a plan, it is a good place to start. There was a lot of effort expended on the Gavin Park neighborhood path that stopped due to the impact on some of the adjacent landowners. There has been discussion about cross section improvements on town roads and the Lowes Drive pedestrian network. One of the simple ways to improve non-motorized transportation is to provide a wider shoulder when the road is re-stripped. The town would provide two ten foot lanes with four foot shoulders. That four foot shoulder is safe for bicyclists and pedestrian. It cannot be marked as a bike lane unless it is five feet wide but the Federal Highway Administration recognizes a four foot provides a safe path for bicycles at the edge of a street. Not every road is that simple. It doesn't take into account guide rails, mailboxes or culverts. **Councilman McEachron** asked if the town has the right to do it. **Mr. Faith** stated the town does have the right to do it as long as it's within the town's right of way. It is an interesting phenomenon, when the lanes are narrowed the cars are closer to each other and have the effect of slowing traffic down.

Mr. Faith said the five year plan capital improvement plan identifies estimated costs for some of the actions. The first year recommendation includes the study of Carr and Northern Pines Road. It is getting close to the point of addressing accidents and delays. The report identifies a possible traffic signal or round about at that location. The monies will help identify what the options and costs will be. The intersection of Gurn Springs and Dimmick Roads has a very high accident rate of three accidents with a low traffic rate. That solution may be more of a signage upgrade. Further studies of the Gavin Park Path alternatives and what can be done within the existing right of way and have something acceptable to the neighbors in the area. A study for the lower end of Carr Road since the traffic issues are not the same as the Northern Pines intersection. A timeframe should be identified for the next improvement. \$125,000 has been targeted for annual costs. \$10,000 is allocated for annual safety investigations. \$100,000 per year will be for shoulder improvements. A couple miles of road each year can be added for shoulders. \$10,000 per year would go to a non-motorized transportation fund. This would allow for a trails committee or some seed money for "low hanging fruit". The town would also have traffic monitoring to ensure all the traffic data is up to date. It could be for traffic volumes or trail use. The \$125,000 is a recurring expense every year. There are other items like the Jones Road Stewart's entrance. It was found if you are driving on Jones Road towards Route 50, the entrance for Stewart's requires a lot of quick maneuvers. The approach lane into the plaza does not meet current standards. It would be worthwhile to straighten it out and provide a better transition. \$125,000 has been identified in the third year for some improvement and Carr and Northern Pines Roads, based on the study done in the first year. There is less money allocated for Carr and Jones Road. A potential path has been identified between Pyramid Pines Estates and Lowes Drive. It allows the residents a walkable connection to shopping, health care and employment opportunities. Some residents may not have access to motor vehicles. We could provide a good, easy connection to the commercial area without having to walk all the way around via Old Gick Road. There will be a Route 50 planning contribution. This will be a long term effort to get some projects under New York State Transportation Improvement Program for Route 50. This is seed money to get some kind of linkage study that will identify long term options and improvements for the Route 50 corridor. In the fifth year there will be more extensive pedestrian networking on Lowes Drive and in the Route 50 area.

Mr. Faith said the update is a draft plan put together with Ryan Riper's assistance. The town board has the opportunity to review, comment, ask questions, approve and adjust if needed since it does involve the expenditure of transportation mitigation fees.

Mr. Faith noted the current fee structure was reviewed and was not adjusted at this time. Fees are rolling and there is a certain amount of funds available now. The town board can adopt, modify or ask any questions.

Supervisor Johnson asked if there were any questions. There were none.

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

RESOLUTION #130

NOW, THEREFORE, BE IT RESOLVED, to
approve Traffic Study Update, as written.

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

Comprehensive Plan

Mr. Riper said the committee has been working diligently on the plan. All board members have a copy for review as well as a resolution from the Comprehensive Plan Committee for town board approval. The resolution presents the draft Comprehensive Plan to the board. A public hearing should be set for August 6, 2015. At that time, there will be a presentation of the Comprehensive Plan. **Attorney Schachner** noted there is one additional step. The town board has to consider the acceptance of the Draft Generic Environmental Impact Statement and then schedule a public comment period. **Mr. Riper** asked if that would be inclusive with the Comprehensive Plan. **Attorney Schachner** said it would be but there has to be a comment period in addition to the public hearing. **Supervisor Johnson** asked if the committee was requesting a resolution to accept the draft. **Mr. Riper** stated he is requesting the town board to accept the Comprehensive Plan Committee's resolution recommending the forwarding of the 2015 Comprehensive Plan and Generic Environmental Impact Statement as well as a motion to set a public hearing. **Attorney Schachner** noted a public comment period will have to be set up, separate from the public hearing, on the Generic Environmental Impact Statement. **Supervisor Johnson** asked if that had to be done prior to the public hearing. **Attorney Schachner** said not necessarily prior, it could overlap. It's an amount of time people can submit written comment.

Discussion was held regarding the length of the public comment period.

Attorney Schachner said a public hearing can be set for next month's meeting and also call it a public hearing on the Draft Generic Environmental Impact Statement since it is all one, in the same. There is a required public comment period. **Supervisor Johnson** said a public hearing can be scheduled and then the public comment period will extend for either 30 or 60 days. **Attorney Schachner** said there is an additional step with the Final Generic Environmental Impact Statement.

Councilman Lant said he wanted to take it home and read it over before making any decisions.

Attorney Schachner said that would allow him to set up a timeline if the board would like to do that.

Councilman Lant said the prior board made a decision two and a half years ago and a lot of people were against it. **Supervisor Johnson** said this was done by a totally different committee with total transparency. **Mr. Riper** said the board could still have the presentation on August 6, 2015. **Supervisor Johnson** said the board can vote on the committee's recommendation and not set a public hearing at this point. **Deputy Supervisor Streicher** said the committee had a public hearing. The document has been on the town's website for a couple months for people read and a make comments. **Attorney Schachner** said it is all part of the process. The committee was required to have a public hearing. They also allowed comments even though not required to. It is ultimately the town board's decision on the Comprehensive Plan Update. It is not only the plan it is a Generic Environmental Impact Statement. There is public hearing requirement on the Comprehensive Plan and because this is serving as an Environmental Impact Statement, there is also a public comment period required. It all has to happen at

the town board level even if it happened at the committee level. **Supervisor Johnson** asked Councilman Lant if he was comfortable setting a public hearing or if he needed more time. **Councilman Lant** said he would like another month. **Attorney Schachner** said the board is not yet accepting the Comprehensive Update as a document. The board is accepting the report of the Comprehensive Plan Committee forwarding it to the board for review. **Councilman McEachron** said that is correct. **Councilwoman Klepetar** noted she sat on the committee and is happy with the way it came out.

Solar Update

Mr. Reale said at the last meeting the board looked at some town land on Ballard Road. It was a large enough area to fit the project. Attorney Schachner reviewed the parcel and indicated by building the solar field, the town would be violating the open space that was dedicated to the town. The recommendation is to table the discussion until a suitable parcel becomes available or the incentives get better on the landfill site. **Councilman Lant** asked why the old landfill was such a problem. **Mr. Reale** said it's more expensive to build on a landfill therefore the incentives aren't as good. The incentives for the landfill are down to \$339,000 over 20 years. The numbers go up but they are all estimates. The project is not a very big project. It's only 446 kilowatts. Clifton Park's project is 1.5 megawatts. We can only build what our demand is for unless we entered into some kind of agreement with the school district or another municipality. **Councilwoman Klepetar** asked if a private corporation came forward and offered a roof and the town worked with a company like Target. It's maintained by the solar company. **Mr. Riper** said Target is already doing a solar project. **Councilman McEachron** he was approached by NIMO to convert all fluorescents to LED. NIMO was going to pay 70%. Does the town have the same? **Mr. Reale** said the highway department was converted. Mark Mykins had National Grid do a survey for the town and there has been discussion about replacing fluorescents. **Supervisor Johnson** said John King looked into it at Gavin Park. In the mean time we will continue to look for a site.

Committee Reports

There were none.

Comptroller's Report

1.) May 2015 Cash Disbursements

General Fund	\$250,793
Highway Fund	\$269,427
Total	\$520,220

2.) 2015 Budget Transfers and Amendments

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

RESOLUTION #121

NOW, THEREFORE, BE IT RESOLVED, to
approve the 2015 budget transfers and

amendments requested for and listed in the Comptroller's 7/02/2015 report (attached) to the Town Board.

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

3.) Personnel

a.)

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

RESOLUTION #122

NOW, THEREFORE, BE IT RESOLVED, to approve overnight travel for Tina Weber to attend the Commercial/Industrial Valuation at Cornell University on July 12-16, 2015.

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

4.) Internal Reviews

Executive Session

Supervisor Johnson said the board will have an executive session to discuss proposed acquisition for the sale or lease of real property.

Councilwoman Klepetar made a motion to adjourn for Executive Session at 8:17 p.m. The motion was seconded by Deputy Supervisor Streicher with all board members in favor. The motion carried 5-0.

Deputy Supervisor Streicher made a motion to reconvene at 8:31 p.m. The motion was seconded by Councilman Lant with all board members in favor. The motion carried 5-0.

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

RESOLUTION #122

NOW, THEREFORE, BE IT RESOLVED, to approve up to three appraisals for a parcel the town has considered purchasing.

BE IT RESOLVED, to allocate up to \$5,000 for the aforementioned appraisals.

FURTHER IT BE RESOLVED, to approve a \$5,000 budget transfer from Contingency Account to Purchase of Land Account.

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

Adjournment

On a motion introduced by Councilman McEachron and seconded by Deputy Supervisor Streicher, the meeting was adjourned at 8:32 p.m.

Respectfully Submitted,

Susan Baldwin, Town Clerk

Supervisor, Arthur Johnson

Councilman, John Lant

Deputy Supervisor Steve Streicher

Councilwoman Joanne Klepetar

Councilman McEachron