

Supervisor James Schmitt opened the Workshop Meeting of the Town Board of the Town of Pawling at 7:00 PM September 5, 2018 at Pawling Town Hall, 160 Charles Colman Blvd., Pawling, New York. Present were Councilmen DeRosa, McCarthy, Johnson, Kelly and approximately 42 interested citizens.

RESOLUTIONS

The Board discussed the proposed resolutions. Following discussion, it was agreed that the resolutions would be placed on the September 12, 2018 Town Board meeting agenda.

The Board took action on the following resolutions:

**Resolution 2018098
Appointment to Zoning Board of Appeals**

Whereas, the Zoning Board of Appeals for the Town of Pawling has an open seat that exists due to the resignation of Larry Cyganovich, therefore, be it

Resolved, that Terrance Wansley hereby appointed to complete the remainder of the existing term ending in December 31, 2019. Member shall be compensated at the rate set within the adopted Town of Pawling budget for each given year.

MOTION: Councilman Johnson
SECOND: Councilman Kelly

Councilman Johnson – “AYE” Councilman DeRosa – “AYE”
Councilman McCarthy – “AYE” Councilman Kelly – “AYE”
Supervisor Schmitt – “AYE”

**Resolution 2018099
Authorizing Town Clerk to Advertise for a Planner**

Whereas, the Town of Pawling is seeking to hire a planner to assist with the review and implementation of possible rezoning on Route 22 to allow for commercial uses; and

Whereas, the Town of Pawling wishes to advertise for Request for Proposals for a Planner; and

Whereas, the Town Board of the Town of Pawling wishes to authorize its Town Clerk, Catherine Giordano, to advertise for Requests for Proposals for a Town Planner; now therefore, be it

Resolved, that the Town Board of the Town of Pawling hereby authorizes its Town Clerk, Catherine Giordano, to advertise for Requests for Proposals for a Planner.

Councilman DeRosa felt this would be a costly idea and he was happy the Board was going to get an amount on this.

MOTION: Councilman Johnson
SECOND: Councilman Kelly

Councilman Johnson – “AYE” Councilman DeRosa – “AYE”
Councilman McCarthy – “AYE” Councilman Kelly – “AYE”
Supervisor Schmitt – “AYE”

WHALEY LAKE DAM UPDATE

Vinny DiMarco gave the Board a detailed account of what has happened at the dam since August 8, 2018. He stated that the entire arched spillway is totally completed. They started at the apron elevation of 693.8 and brought the top of the secondary spillway to 707.5. The primary spillway elevation is at 704.80, which is the one that will control the water lake level once the lake is restored. These elevations were taken based on the historic designs of the lake as well as the older spillway. These are true elevations and based on fact. Also completed was the pour of the wing wall footings and the wing wall itself. This is wing wall number 3, and the elevation is 712, which is the highest point of the entire structure, and it slopes down to 700. 700 is the elevation chosen so that the concrete structure meets the lowest point of the stone buttress. The backfilling process has begun. They also completed the concrete encasement of the pipe. He said Councilman DeRosa and Supervisor Schmitt have been to the site. They have met with Congressman John Faso, who was escorted by a representative of the Army Corp of Engineers. Senator Terrence Murphy also visited the site on August 30, 2018. Mr. DiMarco said whenever he is contacted by residents who want to see the dam site, he takes them whenever possible. He said Mayor Liffland and Mr. Tomassetti also visited the dam. He said Alon Dominitz, P.E., NYS DEC Section Chief of Dam Safety also visited the site and he was impressed with the operation. Mr. DiMarco said there has not been a single incident on this project. August 31, 2018 was the last pour and the elevation has gone from 682.9 to 712 so a lot has been done.

Councilman DeRosa said he wanted to explain that Alon Dominitz is the head DEC man for New York State for dams across the whole state. He has been with this project from its conception. Councilman DeRosa said he reminded Mr. Dominitz about the one million dollars Pawling was promised for this project and Mr. Dominitz said Pawling could begin submitting the paperwork for reimbursement now.

Mr. DiMarco said they have poured 1,645.5 yards of concrete to date, which is 3,290 tons. The steel weighs 20 tons, which does not include the cut off wall. They will continue backfilling and the goal is to reach the elevation of 701. He distributed a list of items that will be needed after the dam project is complete, such as life saving devices, safety devices, a shed, a generator, a boat and oars, etc. Mr. DiMarco thanked Tom Walogorsky, reporter for The Pawling Record for visiting the dam and the residents for their patience throughout the project.

Supervisor Schmitt asked Mr. DiMarco to discuss the elevation of the dam and the lake level after the project is complete.

Councilman DeRosa said the elevation of the dam is controlled by NYS DEC. The spillway height of the dam was taken off of the old spillway. Everyone knows that the spillway and the level of the lake changes monthly. He knows that there is a letter going around the community about the elevations and saying that the lake will not be back to the level that it actually was. When this was all going through the planning process, he was at all of the meetings and one of the promises that was made was that the lake would be back to approximately the same level that it was as it has always been. That has been the goal. It is not this Board or the Committee that controls that, it is the NYS DEC. They are the ones that made that decision of the 704.80 from the old spillway and that is the number that the new spillway will be. Anyone that comes up with any different numbers knows that it all depends on where you take your base number from. Right now the best thing is to wait another two months until the project is done. Hopefully NYS DEC will allow the lake to begin filling up November 1st.

Mr. DiMarco said this project was not just designed by engineers and based on the historic elevation of the lake, the readings for the spillway, which were taken within the exiting spillway. The highest point of the spillway was 704.80. He felt that the project should be completed and the lake should be restored to the design elevation of 704.80. He explained the differences between the old spillway and the new spillway and stated that the lake level should be the same as before once the project is complete. All of the engineering shows that and it was designed for that. He felt the project should be able to be completed. Then we can see how the structure handles the water level and how the lake behaves. At that point, there can be adjustments if need be.

Councilman DeRosa said the project needs to be finished and go from there.

Councilman Johnson said it makes sense that the highest spot of the original spillway was what was measured. If that is the height of the new spillway, the lake level will be the same. He felt there would be less fluctuation.

Councilman Kelly said he understood what the resident is saying about the level of the lake after the project is complete. He felt the project should be completed and let the lake be

allowed to fill up. At that point, the lake level can be assessed and if adjustments need to be done at that time, the Town can deal with it at that time.

Vinny DiMarco said with any large project, there is a commissioning period, which is verifying that the structure as built performs as per the design. There is time for that and we have to wait for the lake to refill. If the lake meets the elevation of the design when the project is complete, then we have done our job. If it does not, there is a way to change things but he felt it would not be needed.

Councilman Kelly said the engineer believes that also. In the past, he has always gotten back to everyone who called him but he was on vacation and finding a nursing home for his father so he has not been able to get back to people. Councilman Kelly said Mr. DiMarco suggested that wing wall #4 should be extended out and Kevin Flood from Fuss & O'Neill wants to look at it also. There would be minimal cost for this and Alon Dominitz also felt it was a good idea. It would give better connectivity and any possible penetration of water. There is a credit due back to the Town and this wouldn't cost anything.

The motion to approve \$9,300.00 for additional sheets, to come out of the \$33,000.00 credit for sheets not used on the project was made by Councilman DeRosa, seconded by Councilman Johnson, motion passed unanimously.

Councilman DeRosa thanked Mr. DiMarco for everything he does for the residents.

Councilman Johnson thanked Mr. DiMarco for not only doing what he was hired to do but what he does above and beyond that. He felt the Town could not have had a better person.

Mr. DiMarco said it is a real pleasure and he appreciated the opportunity of being part of this project.

ROUTE 22 REZONING REVIEW

Councilman Johnson said the Board passed a resolution authorizing the clerk to advertise for a planner, who will sit on a committee.

Councilman Johnson made a resolution forming a Committee consisting of Councilman DeRosa and himself as co-chairs, George Brehm/Planning Board Chairman, Carl Ellis/Code Enforcement Officer, the planner to be named in the future, someone from the County and JoAnne Daley, seconded by Councilman McCarthy, motion passed unanimously.

Councilman Johnson said he would keep residents informed. He will set up an outline as to how this process will move forward once a planner is found.

TRANSFER STATION

Councilman DeRosa said the Committee, consisting of himself, Councilman McCarthy, Cathy Giordano, Town Clerk and Jay Dickinson, Transfer Station Manager met and talked about some basic things. The Committee started off with the rules and at the next meeting, fees will be discussed. Some of the things discussed were not allowing businesses or commercial vehicles to have dump stickers, it will only be for residents. The other thing is limiting the transfer station to three days per week instead of four and on the fourth day using the Teamster that works at the transfer station to haul the dumpsters to the waste sites. Also discussed was cutting down the attendants to 24 hours per week and rotating their hours. He would like to hear from the public and the other Board members as to how they feel about these proposed changes. We are trying to do these things so as possibly not to increase the fee for 2019.

SPEED LIMITS

Councilman McCarthy said he finally got in touch with someone from the County regarding the speed limits on the roads. His name is Dylan Tuttle and he is a junior planner. He gave a list of the County Roads to Councilman McCarthy, along with their speed limits. The Board will have to come up with a list of roads and recommendations for the Town and County roads. He felt for town roads, 35 miles per hour is probably the maximum. He will work with Councilman Kelly on the list of roads and try to have a resolution ready for next week. The process is that the Town makes recommendations to the County, the County then sends it to the State and the State will send a representative to look at the roads.

PUBLIC COMMENT

Mr. Joe Marotta, resident of Whaley Lake, 1680 Route 292, said he was here because of the issue with the lake level. There are no engineers here tonight. He suggested the Board schedule a meeting where the engineers are present so that the residents can voice their opinions and what they feel is going on. There are a lot of people here tonight because the residents are concerned the lake level might be too low. He is not talking about the new spillway as discussed tonight, he is talking about the water level. The residents were promised that there would be spillway weir boards to adjust the level of the lake and they are not in the plan. They want to speak to the engineers and see what can be done. If we wait a year and the lake is 12 inches lower or more, there will be another year wasted. He felt we should be looking to see what the correct answers were now and be proactive.

Councilman Johnson said the elevation of the spillway is exactly the same as what the elevation of what the spillway was. The lake is going to go back to the level it was designed to be at originally.

Councilman DeRosa said the water goes above the spillway.

Mr. Marotta said the water always goes above and at different levels because it is a different spillway and was moved to a new location. It is a new design, the old one had flaws. The resident were expecting a 21st century design, not a 19th century design.

Councilman Johnson said he disagreed with Mr. Marotta 100%.

Councilman DeRosa said we have to wait until the dam is finished in another month and let the lake fill up. The Board is not going to get approvals from NYS DEC to go changing the height of the water and everything now. The engineers are saying the same thing, the process needs to be finished and let the lake fill up and figure out where the levels are going to be. If an adjustment needs to be made or look at making adjustments later on, the Board will have to look at it. Right now, the process needs to be finished and get the approvals from NYS DEC in order to let the lake start filling up November 1st. If there is a change in this process now, it will be a big problem and it will be a bigger problem if the lake is not allowed to fill up this winter and no one wants that.

Supervisor Schmitt said this is a major undertaking and the NYS DEC and engineers who dictated how this had to happen had the Town's best interest here. They assured us that the lake would be back at the same elevation as it was.

Following further discussion, Supervisor Schmitt said residents should email him their questions and he would seek the answers.

Joe Bevilacqua, resident from 711 Old Quaker Hill Road, thanked the Board for their effort to figure out what the speed limit is on these roads. It is a speedway on Old Quaker Hill Road and he looked forward to the speed limit being lowered. He said there is no one monitoring the roads and he felt a 35 mile per hour speed limit would be a good speed limit. He felt the Sheriff or State Police should be monitoring the roads.

Louis Trombetta, resident of Whaley Lake in Holmes, said he has been a resident here for about 50 years. He is also on the Board of Directors of the Oblong Land Conservancy. He commended the Board for setting up the Committee with the planner. He felt the Board should go back and look at the 2010 plan because there was a lot done on the zoning on Route 22. Their concern is that there should be someone on the Committee who has environmental ecological knowledge of the area. He felt that was very important. There are issues in this area, particularly north Route 22, which has to be looked at. In 2016, the Land Conservancy did an extensive study of the northeast and one of the major concerns in the Pawling area is forest defragmentation and water resources. Someone is really needed on the Committee who can address these issues and study them and come up with some good, sound ideas.

Mark Chipkin, resident of 60 Hurds Corner Road, Pawling, New York, and also represented concerned citizens of the Hurds Corner Civic Association, asked if his wife could give him her three minutes to speak.

Councilman Johnson said this is the very beginning stages of this. Once the Committee is formed, it will receive public comment, specialists will come in and meet with the Committee. He wanted to have a conversation with the planner and have conversations about a lot of the comments Mr. Chipkin and members of his group have already sent, as well as comments from people who are in favor of doing things. There will be a time and place for Mr. Chipkin to voice

his concerns. He would be happy to hear his concerns now but the Committee hasn't met yet. Councilman Johnson said he is reachable.

Mr. Chipkin said everyone on the Board has been reachable. Over the last 40 years, the Hurds Corner Civic Association has worked together with the Town. He didn't want there to be discourse over the project. He wanted his comments to be part of the record and be on the podcast. He discussed the following concerns:

It is a disappointment to many of our concerned citizens how quickly the Town Board has re-directed its focus from changing the zoning for two or three individuals on Route 22, to a more thorough costly review of possibly changing the entire zoning of Route 22 north of the Village to commercial.

The community at large needs to know the rationale for why you are now pursuing a zoning change to commercial on Route 22 North? We don't want to wait till the public hearing stage when so much money will have already been spent on considering if this is beneficial to Pawling as a community.

Can you please include this letter in the minutes/public record and have it be distributed to the Pawling Planning and Zoning Board, New Re-Zone committee members including the Dutchess County Planning Board and to the planner, if it is determined that a planner is worth the additional expenditures.

Questions and concerns- (I realize some of these questions you may already have responded to. It would be helpful and appreciated if you could respond again, so that all our answers are in one place)

1. Did the Town Board reject the two applications for a zoning change? If so on what basis? If not, why not? Is there a date the decision has to be made by?
2. Why did the Town Board feel it was necessary at this time to consider hiring a planner to consider changing zoning from residential to commercial along all of Route 22 north of the Village?
3. Why didn't the Town Board hold one single public meeting for the sole purpose of explaining why the Town Board had decided that the Route 22 investigation is required and to clarify the board's goals, intentions and legal responsibilities?
4. The Hurd's Corner Civic Association only found out by a rumor filled with some misinformation, that a change in zoning request had been made. Have you made any effort to inform residents along the Hurd's Corner Critical Environmental Area and Route 22 corridor, through public notices, media or mail that the Town Board is considering this major commercial zone change and why?
5. You stated tonight that the reason the Town Board is taking this drastic action to spend our tax dollars to review all of Route 22 north of the Village for a possible commercial zone change was because 3 landowners requested a zoning change. Is the Town Board legally required to review all of Route 22 north of the Village?
6. It was the understanding of many of our residents that applicants requesting to develop commercially in a residential zone could simply be told no, especially when the applications have been rejected by the Planning and Zoning Boards. Can the Town Board just say no? Would saying no, save the taxpayers' money that would have been spent on a planner etc.?
7. Can anyone in Pawling request a zoning change for their property which would initiate this same extensive and costly review of the community they live in and the hiring of a planner?
8. Is it worth paying for a planner and restarting a comprehensive and time consuming planning process, when the Town had already hired a planner for this same purpose and engaged dozens of its citizens in such effort in 2008? Why isn't the Town implementing the 2010- 2012 Town of Pawling Comprehensive Plan Update that emerged from

research process conducted by Cleary Consulting which was adopted by the Town Board on July 11, 2012?

9. Approximately how much taxpayer money was spent on the Comprehensive Plan Update adopted in 2012?

10. Residents have indicated to me that this Comprehensive Plan Update of 2012 recommends commercial on the west side of 22 and residential on the east side due to environmental restraints. They believe the implementation committee supported the zoning that exists today. Is it really necessary for the Town Board to do this over again?

11. If the cost of a planner is considered to exceed the Town budget, can the Town Board decide not to move forward with hiring one?

12. Can you give us a brief job description, or scope of work of the planner sought in the RFP?

13. Can you please tell us again, the Route 22 - Zoning Change Evaluation Committee member's names and current positions?

14. The Town's Planning Board's recommendation to form a committee was to include members from the following: The Town Planning Board (two members already volunteered), members from the CAB – Conservation Advisory Board, Zoning Board, members of the Implementation Committee and the Village Boards involved in Village rezoning. Which have you chosen not to include and why?

15. Will you include a few residents from the areas of our community that would be most affected by a commercial zone change? We know you stated that you don't want 15 members on the committee. Representation from the actual communities at large that might suffer the consequences of a zone change, are crucially important to us, even if it is just a few. Can you support us here?

16. No one has been chosen for the committee from the Conservation Advisory Board or with a strong environmental background. Will you please select someone with expertise of land conservation and the environment perhaps from organizations such as Oblong Land Conservancy, the Pawling Nature Reserve, Friends of the Great Swamp, or the Appalachian Trail Conservancy or Appalachian Trail Community?

17. Did you respond to the Zoning Board of Appeals following concerns listed below? The Hurds Corners Civic Association has not seen a written response to any of the concerning Zoning Board statements below:

**“-chemical pollution of the air and water would negatively impact flora and fauna
- Visually the natural beauty would be negatively impacted as development not only displaces creatures of the wild, but it also interferes with the landscape on the aesthetic level**

- once rezoning would be in place, though it might benefit from taxes paid; the property values of houses might take a hit, enforcement of laws surrounding pollution of the air and water would be limited to “fines” easily paid while laws continue to be ignored.

- People who value and respect nature (earth, air, wildlife) would not be attracted to the “business district” and those who already live in that area (some for several decades, others for generations) would be heartbroken to watch the land they love so disrespected.

- Rezoning in this way might cause residents to distrust the planners (boards designed to protect the initial plans upon which the town was founded).”

18. If lowering our taxes is one of the goals, can you give a reasonable approximation of how much a typical home owner's taxes would be reduced by allowing conversion of our residential zone to a commercial zone?

19. Does the Scope of Work provide for the planner to undertake a cost benefit analysis, quantifying the tax and other benefits of any proposed rezoning action, and accurately assessing the costs, including injury to real estate values in the surrounding area?

20. Some people feel that your action to consider allowing a change of the current residential zoning to commercial has started to divide and destroy the existing residential communities. This is occurring as some residents will now consider maximizing their profits by selling their land to commercial interests, without seeing the negative environmental impacts for adjoining residential properties. This is causing division among neighbors and resentment to the Town Boards actions. Can you see how this commercial zoning change can cause the collapse of our residential community?
21. Our wells on Hurd's Corner Road go down a few hundred feet, bringing us to the aquifer along Route 22. Are you aware that according to the Board of Health (* see attachment) some wells in the commercial zone along Route 22 South of the village are already unsafe to drink due to sodium contamination? Most likely from increased parking and road lanes and the increased salt that is needed to be spread to keep the paved area safe. We can provide additional information from a similar problem in Sherman CT., if needed.
22. What type of infrastructure such as sewer lines will be needed to prevent contamination of our wells and the Great Swamp? What might a rough estimate of the costs and construction schedule be?
23. Will the Town Board test our current well qualities and then guarantee our current well water purity will remain, if they allow a change to commercial anywhere in our Hydrologically Sensitive Critical Environmental Area?
24. The Town Board is aware that Metro North and the National Park Service have spent millions to provide a train stop and board walk to our beautiful gateway to the Appalachian Trail? Do you believe that people will want to come to Pawling to see a strip of commercial development when they get off the train?
25. As a result of the hard work and commitment of our local residents, Board members and organizations, Pawling has been designated the highly regarded honor of being an "Appalachian Trail Community." How does the action of commercializing and destroying the view scape from the trail respect and support this designation?
26. Does the Scope of Work provide for the planner to coordinate with the study of the economic benefits of the Appalachian Trail to surrounding communities currently being undertaken by the Appalachian Trail Conservancy, with Pawling/Dover as a designated study area?
27. Has the Town Board discussed with Trinity Pawling Schools what the impact to enrollment might be if the attractiveness of the gateway to this world renowned boarding school is surrounded with commercial developments and most likely increased traffic with the reduced traffic speeds?
28. Has the Town Board informed residents of North Quaker Hill that though the large property for sale by Ziff on the corner of Route 22 is now residential, a change to commercial would open up a commercial possibility as large as a mall. As Mr. Johnson stated, it may be common sense to some that the Town Board would not allow the commercial zone to extend that far back from route 22. However, we have seen the extent to which the Castagna property in fact has. Does the commercial property along the gateway to North Quaker Hill impact their real estate values?
29. Are we opening Pandora's Box by considering a commercial zoning change that will destroy the very reason people came and settled in the picturesque town of Pawling? Can you guarantee that once you allow one person to develop commercially you will have the ability to refuse the wishes of all properties on 22?
30. Can the Town Board see that a change to a commercial zone on Route 22 north of the Village is such a drastic change to the Comprehensive Plan that it might require a very costly newly revised/ amended Comprehensive Plan? This of course would require an extensive thorough review of what the impacts of this change will be? Will you include review of the ?Pace University studies Mr. Johnson mentioned at the meeting regarding property along Route 22 in Patterson and Dover as well?

31. Has the Town Board considered that the previous Town Board Members and Planners had the wisdom to “Keep Pawling Beautiful” and our residents environmentally safe and that the changes toward commercialism in residential areas will actually reduce the attractive nature and rural feeling of the entire town and lower its real estate values? One only needs to travel a short distance to see how a strip mall takes away from the good feeling you can get from a town.
32. In the past the Town Board made an effort to promote and support the Village as the main center for commerce. What impact will moving or adding commerce along Route 22 have on the Village’s Commercial vitality.
33. Does the scope of the planner’s work (if hired) include consultation with representatives of parts of Pawling that benefit from Pawling’s rural character and natural beauty?: (Home buyers who pay a premium for Pawling’s beauty, construction industry reliant on such primary and second homeowners, our restaurant and hospitality sectors, outdoor recreation enthusiasts, parks users, sporting outfitters, etc.)
34. Did the Town Board members James Schmitt and Dave Kelly though recused from previous zoning change meetings, vote on this issue to pursue a zoning review/ change along route 22 North? If yes, was that a conflict of interest?
35. According to Section 28-3 of the Town Code, 3 members of the Board shall constitute a quorum, and a majority vote of the entire Board shall be required to take any action. What happens if there comes time for the Town Board to vote on a zone change, now that 2 of the 5 have recused themselves and then if only 2 of the three members vote to adopt new zoning?
36. Some residents would like to see more board members available to vote on issues regarding the Appalachian Trail and to be able to determine the goals for the planner, if hired. Would the board wait until Dave Kelly’s position vacancy is filled in November, before going forward with the hiring of planner? This would allow the new Town Board Member to start at the beginning.

On and off for 40 years the Hurd’s Corner Civic Association has worked in cooperation with the Town Board. They encouraged our participation in the development of The Master Plan/ Comprehensive Plan by setting up meetings with our community area and others. We had members on the Conservation Board, Town Boards, Board of Education and Historians. The Town Board watched our back. Not too long ago, you asked me to be on an Implementation Committee with Phil DeRosa and the late Mike Purcell, to identify the most environmentally sensitive and scenic parts of the town worth preserving for all. The Town Board supported Hurd’s Corner Civic Associations efforts to preserving the integrity and safety of our community ...we always had the Town Board on our side and watching our back to confer with us about inappropriate development and threats to our environment’s safety.

We are asking the town to proceed slowly and to include the community. Before we hire the planner, please ask the community members what we want, what we are afraid of in this process. We can all work together towards the common goal of improving the quality of life for all Pawling residents.

Thank you for your time and effort to respond to a community list of questions. This is important.

Councilman DeRosa said the Town hasn’t hired a planner yet. They are putting out an RFP for the planner. He said no decisions have been made yet.

Councilman Johnson said the Board is looking at this because of requests from three residents and the Town needs to respond to these people. He said it is an investigation. He said it is his goal to begin with a small Committee and change as needed as the process moves forward.

Mr. Chipkin said this is like changing the Master Plan.

Councilman Johnson said this will be a transparent and open process. Every single group for or against will have an opportunity to voice their opinions and the Board will have to make a decision based on the recommendations of the Committee.

Councilman DeRosa said the Board put an RFP for the planner out in order to see what the cost would be. Then the Board will have to take an assessment of that to see what the benefits would be if they did create some commercial land. The Board will have to decide once those numbers are in. This will have to be studied in depth.

Councilman Johnson said economic studies have been for surrounding Towns done that could be helpful to the Town of Pawling. He said if people talk about changing zoning, they are not going to change zoning to go 100 acres into North Quaker Hill, that's just common sense. Give the Board a chance to do the investigative work. He knows where Mr. Chipkin is coming from. His concerns will be made part of the record.

The motion to adjourn was made by Supervisor Schmitt at 8:30 PM, seconded by Councilman Johnson, motion passed unanimously.

Town Clerk