

1 PLANNING BOARD COUNTY OF ALBANY

2 TOWN OF COLONIE

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4 MAXWELL ROAD EXTENSION
5 METRO PARK ROAD TO MARCUS BOULEVARD
6 COURTESY UPDATE ON PROJECT STATUS

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8 THE STENOGRAPHIC MINUTES of the above entitled
9 matter by NANCY STRANG-VANDEBOGART, a Shorthand
10 Reporter, commencing on July 29, 2014 at 8:30 p.m.
11 at The Public Operations Center, 347 Old Niskayuna
12 Road, Latham, New York

11 BOARD MEMBERS:
12 PETER STUTO, CHAIRMAN
13 LOU MION
14 KATHY DALTON
15 TIMOTHY LANE
16 TINA GOODWIN SEGAL
17 SUSAN MILSTEIN
18 BRIAN AUSTIN

16 ALSO PRESENT:
17 Kathleen Marinelli, Esq., Counsel to the Planning Board
18 Joe LaCivita, Director, Planning and Economic Development
19 Joe Grasso, PE, CHA
20 Bill Neeley, Division of Highway
21 Chris Bette, Columbia Development

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1 MR. LACIVITA: Peter, before we get into the next
2 one - Maxwell Road Extension, I just want to recognize a
3 lot of efforts that have gone into this. This project -
4 and you're all a part of it, as well. This project is
5 in the Airport GIS district. It is has been on the
6 airport mapping since 1998. It's also a project that
7 people in our Town that are employed here have said not
8 in my lifetime did I think that I would see it. So, I
9 think that it commends Bill Neeley, Joe Grasso and a
10 number of the departments that have talked through this
11 process including DPW. We're at a point where again it
12 was envisioned and now it's happening because of the
13 projects that we have seen come through this Planning
14 Board. So, I also commend you as well. Without those
15 mitigation fees, this project would never be built.

16 We're at a point now where design is coming to
17 an end and we're also at a point where hopefully
18 we'll be seeing road alignment coming soon and move
19 toward execution as well. It's a vital component in
20 this area. I'll turn it over to Joe, Peter and to
21 Jay.

22 CHAIRMAN STUTO: Thank you.

23 Joe Grasso?

24 MR. GRASSO: So, there is no formal action that
25 we're looking from the Planning Board tonight. It's

1 really just an informal discussion to kind of bring you
2 up to speed as to what the Town is doing regarding
3 implementation of, as Joe said, a very important
4 transportation improvement. There are some site plan
5 related issues associated with the project that do fall
6 under the purview of the Planning Department and would
7 typically result in a site plan review by the Planning
8 Board. Because it is a Town sponsored action, there is
9 no formal site plan review required. In working with
10 the Town we felt it important that we wanted to at least
11 explain to you the changes to some of the sites in this
12 area that would be required as part of the project
13 because you may have dealt with these sites before
14 during previous site plan reviews, and you may be
15 reviewing these sites at some point in the future. It's
16 good for you to have the background as to the changes
17 that we may see occur over the short term.

18 CHAIRMAN STUTO: Joe, I don't even know if a
19 layperson walking in would understand what we're talking
20 about.

21 MR. GRASSO: Okay, I'm going to step back a little
22 bit.

23 Back in 1991 the Town did a Generic
24 Environmental Impact Study which covers a couple of
25 thousand acres of the Town. We call it the Airport

1 Area GEIS. It's the common name that we call it.
2 The Wolf Road corridor was part of that study area.
3 Basically what the study did was it looked at
4 build-out of the study area based on reasonable
5 development projections and then it identified some
6 large scale mitigation measures that would be needed
7 to address the impacts associated with all that
8 development.

9 Traffic impacts is the one that is easy for
10 people to understand. Part of that study was
11 identifying some global transportation improvements
12 that would be needed within the corridor in order to
13 address traffic impacts that we have seen over the
14 past couple of decades. So, as new development
15 occurred within this part of the study area, all the
16 projects have to pay their fair share of their
17 traffic impact on the corridor. As the project
18 comes in for development and it goes through the
19 site plan review process, during the review, we
20 establish what that fair share mitigation payment is
21 and those monies get collected by the Town and then
22 held until there is enough money to implement the
23 transportation improvement.

24 And just for orientation, this is Wolf Road,
25 this is the Exit 4 interchange and then this is

1 Albany Shaker Road and this is the Adirondack
2 Northway (Indicating). This is computer Drive East,
3 if you are familiar with that. That's one of the
4 cross-roads across Wolf Road and then this is Metro
5 Park Road. One of the larger transportation
6 mitigation measures identified in that study was the
7 need to build a road parallel to Wolf Road along its
8 east side that would connect from Albany Shaker Road
9 all the way down to Computer Drive East. The reason
10 was is that as this area develops, in order to
11 address the traffic ingested -

12 CHAIRMAN STUTO: Really it's ultimately Sand Creek
13 Road; no?

14 MR. GRASSO: It actually extends down to Sand Creek
15 Road. That southernmost leg was developed as part of
16 the Parkside Crossing project which was developed a few
17 years back.

18 Also, you mentioned a segment to the southerly
19 extension. If you go to the north, one of the
20 improvements was also the realignment of the Maxwell
21 Road to the north. Basically the area that the Town
22 has been focusing on over the past few years has
23 been the establishment of a road connection through
24 here from Albany Shaker Road down to Computer Drive
25 East, and then it extends down to Sand Creek Road.

1 The Town had hired CHA about a year and a half
2 ago to basically start to study this whole corridor.
3 At the same time that the Town was looking to move
4 forward, this property right in the middle of our
5 study area was proposed for development by the Cap
6 Com office building. You may recall that this is
7 the Cap Com site (Indicating). This is basically
8 the site plan overlaid on their photo. During the
9 Town's review of this project we had to determine
10 how the development of this site kind of fit in to
11 the establishment of this road. As part of that
12 project, that project was required to build an
13 extension of Marcus Boulevard and then build a
14 roundabout that would then fit into this longer
15 range plan. That really got things going. The
16 funding for those improvements was actually offset
17 against the mitigation fees that project would have
18 to pay. I think that their mitigation fees were
19 about \$800,000.00 or \$900,000.00. That money was
20 used to put towards this global transportation
21 improvement plan.

22 During our initial schematic design exercise of
23 this whole corridor, we kind of looked at it in six
24 segments. This is Albany Shaker Road here and the on
25 this side of the map is Computer Drive East

1 (Indicating). Their one segment is through this
2 property which is the property owned by the Radtke
3 so it would be tying into the roundabout here and
4 then bringing it down to this point (Indicating).

5 Another aspect was the construction of the
6 roundabout associated with the Cap Com building and
7 the connection to Marcus Boulevard.

8 The next segment would be to come through the
9 area owned by Beltrone which is 1, 2 and 3 Winners
10 Circle. A new road would need to be created there.

11 Another segment would be to come down here
12 (Indicating) on Aviation Road and improve that to
13 handle the amount of traffic that this would expect
14 to occur in the future. When you look at this
15 connection being implemented, you can start to see
16 that it's basically providing that function as an
17 east side of Wolf Road parallel service road. We're
18 not expecting this road to become another Wolf Road,
19 but it is going to be a north/south route through a
20 basically commercially developed properties. So it
21 will be a Town road. It will be different than the
22 private drives that you see up there now. The
23 amount of traffic that you might see right now along
24 Aviation Road is going to dramatically increase
25 because theoretically you're going to be able to get

1 to Sand Creek Road to the south all the way up to
2 Albany Shaker Road and never have to touch Wolf
3 Road, which is not something that you can do today.

4 MR. LACIVITA: Joe, this is designed as two lanes.

5 MR. GRASSO: Yes, it is designed as a two-laned
6 road.

7 We did a schematic design looking at the whole
8 alignment and we basically tried to establish where
9 the road would want to be as it goes through these
10 properties which is not an easy feat because the
11 road was never contemplated before when these
12 properties were developed, so we had to find a
13 decent alignment. We also had to establish whether
14 or not the road was going to be two lanes or three
15 lanes and we settled on a two-lane road. We also
16 had to look at how the access to the road would be
17 established and whether or not this needed to be a
18 roundabout or a signal. As you go through down the
19 length of the road, what would happen to the
20 intersections in terms of traffic control - so
21 whether or not it would need to be signals or stop
22 signs.

23 CHAIRMAN STUTO: Have you made determinations?

24 MR. GRASSO: We have. So, I'm just going to go
25 down through the corridor. Right now we're going to

1 touch down on the roundabout on Albany Shaker Road.
2 This is across the street from the library (Indicating).
3 It will become basically a fourth leg to that
4 roundabout. It will come through this property here and
5 tie into the roundabout that was recently constructed as
6 part of Cap Com. Winner's Circle will be changed into a
7 new Town road and come down to Metro Park Road. Metro
8 Park right now is stop signed controlled as you head
9 either north or south. It's a thru-road right now as
10 you come down Metro Park and then head down towards the
11 Crossings. This will be converted from a two-way stop
12 to a four-way stop (Indicating). So, all traffic would
13 stop. Along that route right now there is just a stop
14 sign control for the access that comes out of the senior
15 housing complex and comes out to Winners Circle. This
16 would also be created as a four-way stop to allow safe
17 access to and from the new Winners Circle and to allow
18 access into these properties.

19 Further down Aviation Road when you come down
20 to Computer Drive East, right now it is a through
21 movement on Computer Drive East. There are no stop
22 signs as you come down Computer Drive East from Wolf
23 Road, but there is stop sign control on Aviation
24 Road as you come in both directions. When this
25 connection gets implemented because of the much

1 higher volume that we expect to see on Aviation
2 Road, we're going to change this configuration around
3 whereas this will be the through movement with no
4 stop sign control and then new stop signs will be
5 installed on Computer Drive East. Big changes to
6 the access management.

7 After we had completed the schematic design for
8 the entire corridor about a year ago, the Town in
9 working with Beltrone who owns these properties
10 wanted to move forward with the design and
11 construction of this segment here (Indicating) which
12 would be from the Cap Com roundabout down to Metro
13 Park Road.

14 This is the same orientation as the other map.
15 Basally this is the Cap Com site, this is the
16 roundabout in front of Cap Com.(Indicating). This
17 connection to Marcus Boulevard has been made. There
18 is no way to traverse from this roundabout down to
19 get onto Winners Circle and then onto Metro Park
20 Road. We are currently in final design for this
21 segment right here (Indicating). In working with
22 Beltrone, they are going to grant a public right of
23 way through their properties that will allow us to
24 build a new alignment from Winners Circle, as you
25 see here (Indicating).

1 On this map you can see the existing alignment
2 with Winners Circle that we highlighted right here
3 in red. The new alignment will start at the
4 roundabout and take this gray route. So, it's
5 substantial change to the alignment there. Those
6 are the global pictures of the improvements.

7 What I would like to do from a detailed site
8 plan perspective is talk about how it's going to
9 effect Beltrone's property. They own three
10 properties. This is one Winners Circle. This is
11 two Winners Circle and then this is three Winners
12 Circle. The Beltrones have agreed to allow the Town
13 to take a 60 foot wide dedicated right of way which
14 will be a new Town road in this location. This
15 alignment in geometry has been designed to
16 accommodate the projected traffic volumes. So, it's
17 got to be in a different spot than the existing
18 Winners Circle and because of that change in
19 alignment there is going to be substantial changes
20 necessary to how one, two and three Winners Circle
21 site plans are created in terms of their parking and
22 the access to the buildings.

23 So, right now when you're going to two Winners
24 Circle - here is the alignment of the existing
25 Winners Circle private drive. The parking for two

1 Winners Circle is all on this site of Winner Circle.
2 Because this road is shifting over, we don't want
3 all the employees of two Winners Circle to have to
4 cross the new Town road so we're going to be
5 creating a new parking lot actually on this side
6 which will be a new improvement for those employees
7 within an office building.

8 Also, as you go further down Winners Circle, in
9 order to tie into the Cap Com roundabout there is
10 going to be some modifications made to the rear of
11 three Winners Circle parking lot. We're going to be
12 cutting into it so you're going to lose some parking
13 over here (Indicating) and in order to make sure
14 that there is sufficient parking created, we're going
15 to be establishing some new parking area off the
16 back of the site. Really there are minor changes to
17 one Winners Circle in order to accommodate this
18 front parking lot.

19 All of these parcels; one, two and three
20 Winners Circle are covered by shared access parking
21 arrangements so that there is shared parking through
22 them so that every property may not have the amount
23 of greenspace and parking to support that building
24 size. When you look at the aggregate of the overall
25 property, there is sufficient greenspace and parking

1 to meet the Town departments. We're going to cut
2 through with a new Town road and we're going to be
3 taking property out of these parcels, and we're
4 going to be changing the location of the parking and
5 changing the amount of greenspace within each site,
6 that would normally go through a site plan review
7 process by the Planning Board. That's why we wanted
8 to come tonight and just kind of discuss the changes
9 that were occurring. In the future there could be
10 site plan modifications that would come in if these
11 properties ever get redeveloped, like we heard with
12 those other applications tonight. All that stuff
13 will be documented and on file by the Planning
14 Department.

15 One of the items identified in the Airport Area
16 GEIS was to improve pedestrian accommodations
17 through the corridor, and what we have identified as
18 being appropriate is to build sidewalks on both side
19 of Maxwell Road Extension coming off of Albany
20 Shaker Road. There are sidewalks on both sides of
21 Winners Circle as you touch down here (Indicating).
22 Sidewalks are also on both sides of Aviation Road,
23 all the way down to Computer Drive East. Any other
24 sidewalks that would be built along these crossroads
25 is something that would be addressed by the Planning

1 Board doing a site plan review. For example, I
2 think that there is an application that has been
3 submitted for a project at the corner of Aviation
4 Road and Metro Park Road - as this property gets
5 developed, the Planning board should look at the
6 need for additional pedestrian accommodations over
7 and above what would be built as part of this
8 transportation improvement.

9 MR. NEELEY: Planning has commented that way.

10 MR. GRASSO: Okay, so it's already out there.

11 MR. LACIVITA: So, staying on that one point for a
12 second, Bill - the Crisafulli project which has the
13 apartments on it right in that area that's next to the
14 CYC building. The Planning Board hasn't seen it yet for
15 sketch, but I know that we dictated sidewalks are going
16 to be in the frontage of Aviation and off to the side.
17 I forgot off hand. Did we say that they are paying for
18 an apportionment share or adding additional sidewalks
19 going out?

20 MR. NEELEY: They're not going to get a credit for
21 mitigation. Because of the density, they have to show a
22 public benefit.

23 MR. LACIVITA: So, that's why we're adding
24 sidewalks to Wolf Road as a public benefit -

25 MR. NEELEY: We want them to go from Metro to

1 Computer Drive East and then from Aviation down Metro to
2 the Park, plus the crosswalks also.

3 MR. GRASSO: So, that project, because it's going
4 to generate traffic in that study area - there is going
5 to be a prospective mitigation requirement and if they
6 build part of these identified improvements, they can
7 get a credit against their mitigation fee. Anything not
8 here would be over and above. It's a project that falls
9 under the incentive zoning or is a PDD where there has
10 to be an additional public benefit improvement like Bill
11 was talking about. We then have to look outside of this
12 corridor in terms of what is appropriate for the
13 project.

14 I think that being mentioned was possibly
15 sidewalks along Metro Park Road in an east/west
16 direction as opposed to north/south. That's
17 something that we can work with the Planning Board
18 on and establish exactly what their mitigation fee
19 would be and whether or not they should be paying a
20 fee towards these improvements or constructing part
21 of the improvements. Then we can look at whether
22 there is a public benefit requirement of the
23 project, what the value of that should be and where
24 those improvements should be made.

25 CHAIRMAN STUTO: What's the likely timing of the

1 connection?

2 MR. GRASSO: Right now CHA has been hired to go
3 through final design and we've been designing through
4 the summer. We expect to have our final design of this
5 segment done in September or October of this year. It
6 could be ready to bid the project through the winter and
7 we could be ready for construction first thing in the
8 spring, if money was no object.

9 CHAIRMAN STUTO: Is there money in the mitigation
10 fees to do it?

11 MR. NEELEY: Yes. There is going to be more coming
12 in. We have enough monies from the Maxwell Road
13 relocation project because we got stimulus money. So,
14 the money that was borrowed for that, we are paying for
15 Clough Harbour's services.

16 Everybody has to keep in mind that this is only
17 the relocation of Winners Circle from Metro Park to
18 the Cap Com roundabout. This does not involve the
19 Radtke property at all at this time. Now what
20 you're doing is you're going to another traffic
21 signal. Instead of getting forced out to Marcus -
22 if you want to get to Wolf Road -- if you're at the
23 old Cap Com building or CHA, with the realignment,
24 you'll be able to get to Marcus Boulevard. You just
25 eliminated one more signal.

1 Working with the Radtke folks, that's the last
2 key. Once we get roundabout to roundabout
3 connected, then you'll be able to totally avoid Wolf
4 Road on the east side.

5 CHAIRMAN STUTO: That's not going to happen in
6 2015.

7 MR. NEELEY: That will not happen next year; no.
8 We still have to meet with the Radtkes probably multiple
9 times and discuss our progress.

10 MR. LACIVITA: We're going to put that right
11 through Mr. Bette's property.

12 MR. BETTE: Mitigation is my middle name.

13 CHAIRMAN STUTO: Anyway, that's a great first step.

14 MR. NEELEY: Cap Com was an excellent first step.
15 It really got us driving. I have a plan in my office
16 that actually depicts this from 1984 which was a year
17 before I started.

18 MR. GRASSO: The largest GIS mitigation project -
19 and I've been doing this almost 30 years - that has ever
20 been done is the reconstruction of Albany Shaker Road
21 and Watervliet Shaker Road. Those roads were all
22 established as part of that 1991 Airport Area GIS and a
23 lot of development that occurred in the area went toward
24 funding part of those improvements. There was also
25 state and federal funding. I don't know what the dollar

1 value was, but we're talking a smaller scale of maybe a
2 five million dollar corridor project. But it's still a
3 significant transformative project. These are big
4 changes in the area.

5 MR. NEELEY: When you're looking at what the state
6 wants to do with Exit 4, I tried to get the state to
7 fund part of that. They didn't bite. This totally
8 complements what they want to improve traffic flow at
9 Wolf Road and Albany Shaker.

10 MR. GRASSO: You can really see it on this air
11 photo. You can tell what happens during rush hour on
12 Wolf Road. People are trying to get up to the signal to
13 get on the Northway heading north. This backs up
14 sometimes all the way down to Computer Drive East.
15 Basically, once this road connection is done, you can
16 come through Maxwell Road all the way up to here
17 (Indicating), come around the roundabout, head over to
18 the Northway and take this right and avoid having to go
19 through that signal or at least go through a stop
20 control.

21 MR. NEELEY: If you live east of the Albany Shaker
22 Road roundabout, which I used to, you will never make a
23 left hand turn at Wolf and Albany Shaker Road again
24 unless you want to go to Maxie's or the floor covering
25 place. It will be quite a plus; there is no doubt about

1 it.

2 MR. AUSTIN: Is there a reason why it can't be a
3 three-lane road?

4 MR. GRASSO: No. It's whether or not it would
5 actually be needed.

6 MR. AUSTIN: Maybe a future expansion?

7 MR. GRASSO: It could be and it's something where
8 the roadway was designed to accommodate a certain amount
9 of traffic. Because it's something that is being paid
10 for by development and there is no additional
11 contribution, basically the obligation is to build it
12 for what it's required for. Based on our studies, we
13 feel like its going to operate fine as a two-lane road.
14 there will be, like I said, those two-lane access
15 changes along its length. But we think that it should
16 be fine -- we know that it's going to be fine as a
17 two-lane road. What we look at when we do this GIS is
18 we try to project out 20 years of reasonable growth.
19 This should take us out over the 20 years.

20 MR. NEELEY: Also, we tried to match the cross
21 sections of what we did on the Maxwell Road relocation
22 also.

23 MS. DALTON: When you look at what was just being
24 said about the pulling of traffic off of Wolf Road and
25 onto this new access road, when you look at how much

1 traffic is on Wolf Road, to me that implies that there
2 is going to be a ton of traffic on the new road. If
3 there comes a point where there is a lot of
4 opportunities to turn off that road, then it's going to
5 stop traffic all the he time on a two-lane road. Really
6 you see very few opportunities to develop along that
7 road into any kind of commercial space and people are
8 going to be turning in and out, I don't understand why
9 the three-lane road is not necessary.

10 MR. GRASSO: It's something where we often talk
11 about transportation improvements become self-limiting.
12 Like I said, the intent was not to recreate Wolf Road
13 through this corridor. Really if you drive through, the
14 context of this space is very different. It's not a
15 retail corridor. You're basically going through a
16 commercial office park. There is a certain amount of
17 traffic that a two-lane road can handle and that's what
18 we expect to occur on there. We can build it four lanes
19 wide and all we're going to do is encourage a lot of
20 traffic that should be on Wolf Road and take it through
21 a different area.

22 MR. NEELEY: Plus, if you look at the map on the
23 left, there is very limited developable property left.

24 MS. DALTON: That's what I was thinking, mostly, in
25 explaining why you didn't need a turn lane.

1 MR. NEELEY: Plus the right of way that we have is
2 60 feet wide.

3 MR. GRASSO: That's a good point. What Bill is
4 referring to right here is what you see in orange; it's
5 a 60-foot wide right of way and what we are trying to do
6 is take and squeeze a Town road between three Winners
7 Circle which is here (Indicating) and two Winners Circle
8 which is here (Indicating) and we're looking at where a
9 building is 20 feet off of the edge of the sidewalk here
10 and 15 feet off the edge of the sidewalk on this side.
11 It's already going through a very narrow slot to fit
12 that in.

13 In terms of access properties as they get
14 developed along the corridor, we have to keep access
15 management strategies in mind. We want to make sure
16 that we limit the number of curb cuts being
17 developed on this new road.

18 MS. DALTON: Thank you.

19 MR. GRASSO: We have the actual designers of the
20 project here, if there are technical questions. I'll
21 throw it out there.

22 CHAIRMAN STUTO: This is a technical SEQRA
23 question. Since we already have a GEIS and this was
24 recommended, is there additional SEQRA that has to be
25 done, or has it already been done?

1 MR. GRASSO: It's already been done from a regional
2 perspective, but what we like to do is once you take
3 that regional study and you start to drill into the
4 details of a project, and because SEQRA has evolved over
5 the past 20 or 25 years, we are embarking on a new
6 in-depth environmental study of the impacts associated
7 with this project. Because we are basically talking
8 about through an already developed corridor, there
9 aren't a lot of traffic impacts but they are being
10 analyzed and addressed by us.

11 A SEQRA determination is needed because the
12 Town Board, which is the only involved agency, has
13 to fund the project. So, it does require another
14 SEQRA determination. Involved agencies that we know
15 of include the Planning Board. We thought that you
16 should be lead agency. The County Planning
17 Department, and the health department because of a
18 water main, and DEC from a stormwater standpoint.
19 We are going to be making big changes to the
20 stormwater management system. There are other
21 interested agencies.

22 MR. NEELEY: Here, again what we are talking about
23 is the realignment of Winners Circle. We're not talking
24 about connecting roundabout to roundabout and the
25 Radtke's property. So, that will not require a health

1 department approval. DEC, yes.

2 MR. LANE: Can you point out the Radtke property,
3 please?

4 MR. GRASSO: On this, it's this property right in
5 here (Indicating). This is schematic and basically
6 shows the connection through here at a location to be
7 determined.

8 MR. NEELEY: The only vacant piece of property
9 between Wolf Road and the proposed road is off of Albany
10 Shaker and Wolf.

11 MR. LANE: How many acres is that?

12 MR. GRASSO: It's 25. It's currently zoned
13 residential. This is Rustyville Road (Indicating) so
14 this is a residential neighbor in here. On the north
15 side is a National Grid right of way where there is a
16 gas main and overhead utility lines. There is an
17 existing single family residence here. This is the
18 Afrims Sports Complex (Indicating) and up at the corner
19 of Wolf and Albany Shaker is the Moe's complex and this
20 is a vacant property that First Columbia owns. Other
21 than that it's a pretty much full developed corridor
22 along the north side. Obviously, if you go down
23 Aviation Road to the south we have additional vacant
24 land here and what Joe is referring to, I think, is the
25 Crisafulli application which is going to be coming in

1 front of the Planning Board and that goes to this parcel
2 down in here (Indicating).

3 The other thing that I just wanted to point out
4 is you might remember reviewing what was the Home 2
5 Suites application. That hotel is actually under
6 construction which is right on this property
7 (Indicating) and they pay mitigation fees for these
8 improvements. They had to build a sidewalk across
9 their property here, which was not something that
10 was identified as a GIS transportation improvement.
11 That was a site specific requirement, but they did
12 not have to build a sidewalk here because we were
13 going to be building as part of this project, but
14 they contributed their fair share. You can kind of
15 see how all these projects start to come together in
16 a plan like this.

17 MR. NEELEY: Then you have the Lazare property down
18 Wolf Road and that's a contributor.

19 MR. GRASSO: Any other questions or comments?

20 CHAIRMAN STUTO: Thank you. Nice job.

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22 (Whereas the above entitled proceeding was
23 concluded at 8:45 p.m.)

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CERTIFICATION

I, NANCY STRANG-VANDEBOGART, Shorthand
Reporter and Notary Public in and for the State of
New York, hereby CERTIFY that the record taken by me
at the time and place noted in the heading hereof is
a true and accurate transcript of same, to the best
of my ability and belief.

NANCY STRANG-VANDEBOGART

Dated August 11, 2014

