

1 PLANNING BOARD COUNTY OF ALBANY

2 TOWN OF COLONIE

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4 STUDENT LIVING COMMUNITY PDD  
100 FULLER ROAD & 65 RAILROAD AVENUE  
5 BOARD UPDATE

6 \*\*\*\*\*

7 THE STENOGRAPHIC MINUTES of the above entitled  
8 matter by NANCY STRANG-VANDEBOGART, a Shorthand  
9 Reporter, commencing on November 17, 2015 at 7:02  
p.m. at The Public Operations Center, 347 Old  
Niskayuna Road, Latham, New York

10 BOARD MEMBERS:  
11 PETER STUTO, CHAIRMAN  
12 LOU MION  
SUSAN MILSTEIN  
13 CRAIG SHAMLIAN

14 ALSO PRESENT:

15 Kathleen Marinelli, Esq, Counsel to the Planning Board  
16 Joseph LaCivita, Director, Planning and Economic  
Development  
17 Michael Tengeler, Planning and Economic Development  
18 Daniel Hershberg, PE, Hershberg and Hershberg  
Timothy VanMatre, Collegiate Development Group  
19 Jim Savoca, Chief, Fuller Road Fire Department

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1           CHAIRMAN STUTO: Welcome everybody to the Town of  
2           Colonie Planning Board meeting. I'm sorry that we're  
3           not starting promptly at 7:00 as we usually do, but we  
4           had to make copies of stuff and so here we are.

5           Joe, do you have any preliminary matters before  
6           we call the items on the agenda?

7           MR. LACIVITA: Sure. Planning Board Members will  
8           see before them in their packets - the 2016 schedule.  
9           We look at all the dates and all the holidays and  
10          present a schedule to you for adoption today. If you  
11          want to take a peek at that, we can take a quick motion.

12          CHAIRMAN STUTO: Is that basically the same as last  
13          year?

14          MR. LACIVITA: The same as this year. We took the  
15          same time frames. We adjusted it to holidays that we  
16          have been told to adhere to. The yellow blocks are  
17          holidays.

18          CHAIRMAN STUTO: Anybody have any questions?

19          (There was no response.)

20          MR. MION: I'll make a motion to accept.

21          MS. MILSTEIN: Second.

22          CHAIRMAN STUTO: All those in favor say aye.

23          (Ayes were recited.)

24          All those opposed say nay.

25          (There were none opposed.)

1           The ayes have it.

2           MR. LACIVITA: We will adopt that and put it onto  
3 the website.

4           Next on the agenda is to introduce a couple of  
5 people from our Conservation Advisory Committee.

6           Mr. Sudhir Kulkarni and Don Allard are here  
7 from the Conservation Advisory Committee. They  
8 typically come to our meetings on a regular basis  
9 and report back and they make suggestions to the  
10 plans that are before us. We just want to thank  
11 them for coming.

12          CHAIRMAN STUTO: We do have a project in the  
13 conservation overlay, right?

14          MR. LACIVITA: Yes. And as that project goes  
15 through - the one on Pollock Road - the process, they  
16 will have the opportunity to comment and make  
17 recommendations to us as well.

18          CHAIRMAN STUTO: And what is the general idea there  
19 - that they set aside extra land for non-development?

20          MR. LACIVITA: Yes, they look at the steep slopes  
21 and the wetlands and then they pull out that 40%  
22 calculation.

23          Last on the list, we have Mr. Dan Hershberg on  
24 the Business Review. He's in our audience tonight.  
25 He was listed as 10 minutes with Albany's go-to

1 engineer.

2 CHAIRMAN STUTO: When did that come out?

3 MR. LACIVITA: It came out last Friday.

4 CHAIRMAN STUTO: I can't wait to read that.

5 MR. LACIVITA: We have a celebrity when he comes

6 before us.

7 CHAIRMAN STUTO: First item on the agenda is Marini

8 Builders, Canterbury Crossings. This is to approve new

9 models for development.

10 Joe, do you have any introductory before the

11 applicant comes up?

12 MR. LACIVITA: I don't see Mr. Marini here. If

13 they don't show up, we'll push that back.

14 CHAIRMAN STUTO: Next one is 20 Windmill Way. This

15 is a deed restriction. This is a Department of Public

16 Works recommendation.

17 MR. LACIVITA: Is the resident here for 20

18 Windmill? I don't believe that he is here as well.

19 CHAIRMAN STUTO: Okay, same thing, I guess. This

20 is unusual.

21 Next one is Student Living Community Planned

22 District Development, 100 Fuller Road and 65

23 Railroad Avenue. This is a Board update.

24 I'll give that to you again, Joe. I know that

25 we've seen this before.

1           MR. LACIVITA: This is in our industrial area on  
2           the railroad avenue side of Town. It actually is at the  
3           corner of Railroad and Fuller. The applicant is  
4           proposing a college housing component to this location  
5           under a PDD that they are going to be looking for.

6           I'll turn it over to the go-to engineer.

7           MR. HERSHBERG: Thank you, Joe and Mr. Chairman  
8           for the honor of speaking in front of this Board again.

9           Daniel Hershberg from the firm of Hershberg and  
10          Hershberg. With me today is Tim VanMatre who came  
11          from St. Louis from the Collegiate Development  
12          Group.

13          CHAIRMAN STUTO: Can you come up and sit next to  
14          Dan? Welcome to our meeting.

15          MR. HERSHBERG: Also here is Wendy Holtzberger from  
16          Creighton Manning and Don Zee their attorney. Passing  
17          out the papers is Bill Mafrici.

18          I want to turn it over to Wendy because the  
19          first item -- since this project appeared in front  
20          of you a few months ago, the one issue that was  
21          taken care of was the traffic study and Wendy is  
22          going to give you a brief review of that.

23          MS. HOLTZBERGER: Good evening. For the record,  
24          I'm Wendy Holtzberger from Creighton Manning  
25          Engineering.

1           As Dan stated, we have done a detailed traffic  
2 impact study which has been submitted to the Town  
3 and I was just going to review that briefly.

4           The focus of our study was primarily on the  
5 Fuller Road/Railroad Avenue intersection and that  
6 was based on the number of trips anticipated to be  
7 generated by the site. We did some existing data  
8 collection. We projected numbers to our future  
9 build-out year which was 2018. That included a  
10 general growth rate and also growth associated with  
11 some specific developments in the corridor and that  
12 was based on conversations with the City of Albany  
13 as well as the Town of Guilderland and the Town of  
14 Colonie because we're kind of in the borders of all  
15 three of those municipalities. So, based on  
16 projections of the numbers that we had, that added  
17 about 11% and 7% additional traffic to that study  
18 area intersection. We also focused on the one site  
19 driveway that will be on Railroad Avenue.

20           Just to point out also, there are three  
21 existing curb cuts on Fuller Road that will be  
22 eliminated as part of this development project which  
23 is definitely a positive from an access management  
24 standpoint. We then project a trip generation which  
25 is based on the 590 beds at this facility. Usually

1           when I'm up here I talk about the student  
2           transportation engineers and the trip generation.  
3           There is no specific ITE that a student  
4           transportation code because it is a little bit  
5           different as a bed facility, and it's not a typical  
6           residential unit. What we did is we did some counts  
7           at similar facilities at other Collegiate Housing in  
8           the State of New York and used those rates to  
9           determine our trip generation which is based on  
10          those 590 beds, about 76 morning trips and 126 p.m.  
11          trips. Is that distributed onto the roadway? We  
12          do our typical analysis where we grade the  
13          intersection of what the current operation is and  
14          the future anticipated. That level of service at  
15          that Fuller Road intersection is currently a B and  
16          that B will be maintained again with the  
17          distribution of traffic on the roadway. It is not  
18          really considered a high generator of trips - this  
19          type of use with the college schedules and not all  
20          students have vehicles. The site is very accessible  
21          to transit. There are transit stops right at that  
22          Fuller Road/Railroad Avenue intersection which is  
23          signalized and has pedestrian accommodations;  
24          sidewalks go in both directions. Obviously, it's  
25          geared toward the SUNY and Nanoscience campuses and

1           there is full pedestrian access from this site.  
2           There will be a sidewalk built along Railroad Avenue  
3           as part of the development and then the sidewalks  
4           are existing that pretty much link you all the way  
5           down to those campuses.

6                     Based on our analysis results and the level of  
7           service maintained, there is no off-site mitigation  
8           proposed as part of this project. Again, we looked  
9           at that site driveway and that, again, operates well  
10          with really low vehicle delays as an unsignalized  
11          driveway.

12                    The other thing that I wanted to point out is  
13          that as far as parking ratios, again for this site,  
14          it's not as typical as a standard code would be for  
15          parking. At the Collegiate Group they do this on  
16          the kind of development throughout. So, they have  
17          looked at the experience and they look at the  
18          demographics of the area, accessibility to transit,  
19          and basically the cost because again, there is a  
20          supplemental cost for each resident at the facility  
21          if they do have a car there.

22                    Based on their experience, what they are  
23          proposing for the site is .75 which means that they  
24          have three parking stalls for every four beds at the  
25          facility.

1           CHAIRMAN STUTO: What was the number of beds again?

2           MS. HOLTZBERGER: Five hundred ninety. And our  
3 study is based on that worse case.

4           CHAIRMAN STUTO: Can you say the a.m and p.m. peak  
5 hour traffic generation again?

6           MS. HOLTZBERGER: It's 76 in the morning and 126 in  
7 the afternoon. So, if you break that down further, the  
8 morning has 14 trips entering the site and 62 trips  
9 exiting. In the afternoon there are 52 trips entering  
10 and 67 trips exiting.

11          CHAIRMAN STUTO: Chuck is with Barton and  
12 Loguidice. He is our Town Designated Engineer and I  
13 know that you haven't formally reviewed the project yet.  
14 Do you have anything to say about what Wendy said so far  
15 about traffic?

16          MR. VOSS: It sounds fairly reasonable, Peter.  
17 We'd be curious to see the traffic report and go through  
18 it.

19          CHAIRMAN STUTO: Did I hear that you submitted it  
20 to the Town? Did you already say that?

21          MS. HOLTZBERGER: Yes.

22          MR. VOSS: We do not have a copy of it yet. We'll  
23 get a copy, I'm sure, as we move forward. The only  
24 initial questions that we have about the site plan was  
25 this was focused for student development for the SUNY

1 Campus. We just want to see some better pedestrian  
2 interconnections. There are some breaks in the  
3 sidewalks between here (Indicating) and the other side  
4 of the SUNY campus so we might be looking for some  
5 recommendations in there as well. We also did, not long  
6 ago with the Capital District Transportation Committee,  
7 a linkage study on this area - a corridor study -- the  
8 Railroad Avenue Corridor Study. There were some  
9 recommendations in that study that we will want to  
10 integrate.

11 CHAIRMAN STUTO: Are there any prominent statements  
12 that come to mind from that study now?

13 MR. VOSS: Not initially; no.

14 CHAIRMAN STUTO: Joe, do you have any? What's the  
15 mission for that area?

16 MR. LACIVITA: I think that, Wendy, he's talking  
17 about study that came out of the Capital District  
18 Transportation Committee. In the introduction area on  
19 page 5 of the introduction it talks about the specific  
20 objectives.

21 I'll just talk about some of the bullets that I  
22 think that there is importance with. Where it says  
23 "Create recommendations for an adaptive reuse and  
24 redevelopment of parcels within the study area." I  
25 think that this project is working towards that

1 objective, but I think that the Planning Board has  
2 to be cognizant of the density that they are asking  
3 for and the public benefit. I heard the comment  
4 that there is no mitigation to be done off-site,  
5 which I totally disagree with. I think that we have  
6 to work with the project.

7 CHAIRMAN STUTO: I heard that, too.

8 MS. HOLTZBERGER: I meant traffic.

9 MR. LACIVITA: There is going to have to be a  
10 public benefit that comes with that because you have a  
11 planned development district -- it's a small site and  
12 it's a high-intense site which I think could be the  
13 catalyst of change for the area. In Section 190-65 --  
14 if you work through this test to convince this Planning  
15 Board that the redevelopment and the rezoning for this  
16 site.

17 Another one says improved by pedestrian  
18 connection with an access management. I think that  
19 there is a number of things in this study, Peter,  
20 and Members of the Board, I sent that to you guys as  
21 well.

22 CHAIRMAN STUTO: We got the link today and I've  
23 looked at it before, but I didn't get a chance to look  
24 at it again. So, I would urge the developer to look back  
25 and see if there are any components to that and it is a

1 high density and it's difficult to achieve some of the  
2 PDD public benefits like the connectivity and the public  
3 spaces and so forth. But there may be some improvements  
4 that could be made off site that will help achieve it.  
5 I would urge you to look at that very closely and  
6 seriously.

7 MS. HOLTZBERGER: We can do that.

8 MR. HERSHBERG: Mr. Chairman one of the things was  
9 to improve the pedestrian accessibility on Railroad  
10 avenue. We propose to run a new sidewalk all the way  
11 down Collegiate Avenue. That was one of the  
12 recommendations.

13 Another recommendation had to do with the  
14 presence of the railroad tracks and the center of  
15 Railroad Ave. There was an idea of removing those  
16 as obstructions to the smooth traffic.

17 Another issue that has come up is the  
18 relationship to the Town of Guilderland. This is  
19 the Town line - that big black line. This portion  
20 is in the Town of Guilderland.

21 I approached the Zoning Officer from the Town  
22 of Guilderland to find out whether or not a site  
23 plan review would be necessary from the Town. She  
24 thought and she recommended that I talk to the  
25 Highway Superintendent because it's primarily a

1 highway work permit. There is no building in the  
2 Town of Guilderland. There are utility connections  
3 in that plaza. We will continue to converse with  
4 the Town of Guilderland and be certain that they are  
5 okay with it, but that was an issue that was raised  
6 the last time this was in front of the Board. The  
7 building elevation has been developed. This is the  
8 corner of Fuller and Railroad Avenue (Indicating).

9 Then, we have some elevations and I think that  
10 we passed out copies of these and these are the  
11 elevations looking down Railroad avenue.

12 Those are all subject to revision and change as  
13 we go through the process and we hear from the Board  
14 and what they like about those.

15 CHAIRMAN STUTO: What's the next tallest building  
16 that's in that vicinity?

17 MR. HERSHBERG: The Nanotech.

18 CHAIRMAN STUTO: But that's the on the other side  
19 of the highway.

20 MR. HERSHBERG: I would say that essentially that  
21 there are probably three or four story building on the  
22 Railroad Avenue or Fuller Road corridor and that's  
23 probably the maximum height of those buildings in that  
24 area. The profile of these buildings were particularly  
25 kept short by keeping the smallest floor to floor

1 elevations that they could on a parking garage.  
2 Although these buildings are six level parking garage  
3 and a five and four story building, we don't think that  
4 they are particularly high because of the flat roof.

5 We realize that we need a public benefit. We  
6 have identified some. We believe that this  
7 architecturally pleasing pedestrian plaza with  
8 landscaping is a public benefit.

9 CHAIRMAN STUTO: Can you describe that a little  
10 more because you're calling it a plaza. I'm not sure I  
11 understand it.

12 MR. HERSHBERG: Essentially, this area here is  
13 going to be --

14 CHAIRMAN STUTO: Guilderland is going to get all  
15 that?

16 MR. HERSHBERG: Again, the key element is construct  
17 a welcome to the Town of Colonie sign. One element of  
18 that Fuller Road study should be a welcome to Colonie so  
19 that we believe that making this sign with a plaza is -

20 CHAIRMAN STUTO: How big is the plaza?

21 MR. HERSHBERG: It's about a four-tenths of an  
22 acre. It's not an insignificant area. It's primarily  
23 green, but we do have some plaza areas where people can  
24 congregate a significant effort is made with pedestrian  
25 -- we have a significant number of bike racks and bikes

1 will be accommodated in the building and the parking  
2 garage. So, it has a pedestrian access and the bike  
3 access is one element that we're trying to do here.

4 CDTA bus stop -- we're going to work with CDTA  
5 to have a new bus stop built on the far corner there  
6 because that's the primary route for people going  
7 into SUNY. They get picked up in the morning and  
8 there are two CDTA routes that run on Fuller Road.  
9 We've talked to CDTA and based upon the volume they  
10 may change the schedule of them and the number of  
11 ones that they have bases upon the demand for it.

12 CHAIRMAN STUTO: Is there any other land that you  
13 can acquire for greenspace?

14 MR. HERSHBERG: Actually, the existing greenspace  
15 on the site is 23.4%. With the proposed greenspace of  
16 the site, it's 24.9%. So, we actually increase the  
17 greenspace area.

18 CHAIRMAN STUTO: Yes, but are you increasing the  
19 square footage of the building too?

20 MR. HERSHBERG: Yes, but the square footage of the  
21 impervious area is actually less but we do have some  
22 plazas in there.

23 CHAIRMAN STUTO: It's more than just what is  
24 impervious and what's not. That's going to be the  
25 biggest buildings over there.

1 MR. HERSHBERG: We do propose to add some  
2 significant trees.

3 CHAIRMAN STUTO: So, there is an opportunity to  
4 acquire more land.

5 MR. HERSHBERG: No, the adjoining properties are  
6 owned and occupied so we don't think that there is  
7 potential for that.

8 The project sponsor will -- the sidewalk is a  
9 public benefit although a portion of it serves that  
10 building. The full extent of it is required for the  
11 building and the project sponsor will consider. So,  
12 I think that other projects in the Town or other  
13 areas and make a contribution toward the cost of -

14 CHAIRMAN STUTO: My personal feeling, as one member  
15 of the Board, is that it shouldn't be in this area.

16 MR. HERSHBERG: We're certainly willing to look at  
17 that and as Chuck mentioned if there are additional  
18 pedestrian improvements that are required along the  
19 corridor of Fuller Road to improve the access to SUNY or  
20 the Nanotech area, we're certainly willing to talk about  
21 it.

22 I think that you have a copy of the study of  
23 the revitalization that was passed out. It's very  
24 interesting and it's a lot to absorb tonight, but  
25 there are interesting cases of other areas where

1 significant residential projects were introduced  
2 into areas that really didn't have a residential  
3 component and it will show you what happened with  
4 those areas.

5 We are aware of the requirements of the PDD and  
6 Don Zee had prepared a letter. It should be part of  
7 the record in the package that was sent onto Joe  
8 LaCivita in the PEDD office.

9 We are also aware of the Railroad Avenue study  
10 which is primarily concentrated on the commercial  
11 area. We think that we did identify a whole bunch  
12 of the goals of that which we are meeting. The last  
13 issue was raised of what is the impact of -- SUNY  
14 Poly announced in the newspaper that they're  
15 preparing to have student housing there and that was  
16 announced a few months ago. There is a little  
17 change of pace regarding on how to handle it, but  
18 their proposal is to add 100 beds which will have  
19 enough for their primary freshmen and sophomores.  
20 They're just staring to amp it up. There is 100  
21 beds in the first phase. Phase II would be 250 beds  
22 and the Phase III would be 150 beds. Those are  
23 probably two to three years down the line, but there  
24 will be 500 additional beds at that location. There  
25 won't be much impact from traffic since they are

1 right on campus. Those beds are going to be right  
2 on campus. We will be able to consider the impact  
3 of everything together on the traffic because again  
4 there is a small component of traffic increase from  
5 those beds.

6 If there are any questions which the Board has  
7 or comments that you want us to consider in further  
8 applications -- we heard your comments about public  
9 benefits and off-site improvements. We are aware of  
10 that.

11 MR. SHAMLIAN: Are there beds on the ground floor,  
12 or are you proposing some other detail for the ground  
13 floor?

14 MR. VANMATRE: There will be some residential on  
15 the first floor. The corner portion at Fuller and  
16 Railroad is proposed to be the community space for the  
17 residents. It's about 1,2,000 square feet of fitness  
18 area, computer labs, study rooms and things like that  
19 for the benefit of the residents.

20 MR. HERSHBERG: It won't be open to the public.  
21 It's not commercial space.

22 MR. SHAMLIAN: I saw what looked like almost  
23 storefront. I was just wondering.

24 MR. HERSHBERG: That's so when you pedal your  
25 bicycle somebody can see you working out.

1           MR. LACIVITA: Georgia Tech in Atlanta - they have  
2 a lot of this down there where a lot of the store fronts  
3 are -- I think that it would be a vital component  
4 potentially of this because it gives the housing that's  
5 there an opportunity to have some store fronts to go to.  
6 I would look to consider that maybe some day in the  
7 future. If this project comes, it's going to be the  
8 catalyst for that Railroad area.

9           Georgia Tech is a perfect example of something  
10 that works in that region. I don't know who did it.  
11 I was there and I've seen it and it just seemed like  
12 that the kids that were coming down stairs and the  
13 restaurants were full. It's a possible opportunity.

14          MR. VANMATRE: Definitely in the future as the area  
15 grows, we don't believe that only 590 or 600 students  
16 could support a retail portion of our project. If you  
17 add another 1,000 residents in that area, you're talking  
18 about an aggregate of people to support that retail.  
19 The way that 12,000 square feet would be laid out would  
20 be in a manner with an open floor plan to enable it to  
21 be converted into retail if that presented itself.

22          If you don't mind, Mr. Chairman, just to go  
23 back to one thing that you were asking, the plaza  
24 area - we are trying to provide something as a  
25 public benefit in that area. We'd love to hear what

1 your ideas are and what the Town could benefit from.  
2 Our idea was to have a hardscape and greenscaped  
3 area that had public benches and seating and bike  
4 racks for people to congregate in on a normal daily  
5 basis, whether it's eating lunch or doing whatever  
6 or possibly having small concerts with the large  
7 seating kind of raised and lowered areas with a  
8 small stage or -

9 CHAIRMAN STUTO: Are you saying that the area is  
10 large enough for that?

11 MR. VANMATRE: Yes, or a public art display area.  
12 Anything that you guys think would be beneficial to the  
13 Town - we could adapt it to present for it.

14 CHAIRMAN STUTO: For that space there - it's not a  
15 bad use, but it's such a little space relative to the  
16 size.

17 MR. SHAMLIAN: One of the things that comes to mind  
18 when you talk about that is that it may materialize down  
19 the road, but right now in the foreseeable future there  
20 are 590 residents within a four-mile radius of this  
21 site. There are no other residences at all. Really,  
22 that area becomes useful for only the residents of the  
23 project. I think that your point about it being a  
24 public benefit -- there is no one there to benefit from  
25 it.

1           MR. VANMATRE: Understood. If you're looking for  
2           the public benefit to be in this area or this corridor,  
3           as I think that you stated -

4           CHAIRMAN STUTO: Well just some idea.

5           MR. VANMATRE: We would look for some direction  
6           because we could throw some ideas, but I think that you  
7           all living here and knowing the Town - we would love to  
8           hear your suggestions.

9           MR. MION: One of the best suggestions that I heard  
10          came from our speaker here. He said railroad ties going  
11          down Railroad Avenue.

12          MR. HERSHBERG: Removing them so that they don't  
13          have to be paved over and keep on popping up through the  
14          pavement.

15          CHAIRMAN STUTO: Are there improvements identified  
16          in the area?

17          MR. LACIVITA: Yes, actually that whole median area  
18          is part of the improvements that -

19          MR. HERSHBERG: I read that in the original report.

20          MR. LACIVITA: It talks about some kind of  
21          greenscape that helps provide that. Really what we are  
22          talking about is that greenscape there and the amenities  
23          - I would suggest that those are project specific. I  
24          recall that happened where the other project on Menand  
25          Road - it was underground parking. That's really a

1 project specific design and I'd like this to be the same  
2 thing - to be project specific. It's not a public  
3 benefit, so we'd have to look outside the bounds.

4 CHAIRMAN STUTO: Especially because the real estate  
5 is restricted.

6 MR. HERSHBERG: Then, we'll look forward to hearing  
7 additional comments. This project is in front of the  
8 Board on December 15th, anyway, so you'll have another  
9 opportunity. Thank you.

10 MR. SAVOCA: This ingress and egress, there will be  
11 one coming off of Railroad Ave. It's going to be tough  
12 for us to get a piece of apparatus here, if we do have a  
13 fire.

14 MR. HERSHBERG: We do have this fire road going all  
15 the way back to here - 20 feet wide. If we put that in  
16 there, this will be with a greenspace type of pavement,  
17 but it will be fire access. You will get your truck back  
18 to here (Indicating) and then we have 15 feet off of  
19 here. Our goal was to eliminate the curb cuts there.  
20 Maybe on an emergency basis we could run something down  
21 here, but our goal was to be able to get a truck to this  
22 point here (Indicating).

23 MR. SAVOCA: So, if we could get a truck inside the  
24 parking garage?

25 MR. LACIVITA: You cant get a truck inside of a

1 parking garage based on the height, right?

2 MR. SAVOCA: We measured the height. Joe Bisognano  
3 looked at the plans and it is tall just to go through.

4 MR. LACIVITA: Are you sending those comments to  
5 Joe so we can get those for the 15th?

6 MR. SAVOCA: Joe is going to get all the comments.

7 MR. LACIVITA: Because I know that we're getting  
8 all those from EMS as well.

9 MR. SAVOCA: That's all I have.

10 MR. HERSHBERG: Thank you, very much.

11 CHAIRMAN STUTO: If you get your comments to Fire  
12 Safety and you can copy Joe. We will make sure that  
13 they get into our record. See you next time. Thank  
14 you.

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16 (Whereas the above referenced proceeding was  
17 concluded at 7:24 p.m.)

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CERTIFICATION

I, NANCY L. STRANG, 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 L. STRANG

Dated \_\_\_\_\_

