

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PLANNING BOARD COUNTY OF ALBANY

TOWN OF COLONIE

STARLITE MIXED-USE
629 COLUMBIA STREET

THE STENOGRAPHIC MINUTES of the above entitled matter
by NANCY L. STRANG, a Shorthand Reporter commencing on
May June 19, 2018 at 8:26 p.m. at The Public Operations
Center, 347 Old Niskayuna Road, Latham, New York

BOARD MEMBERS:

- PETER STUTO, CHAIRMAN
- CRAIG SHAMLIAN
- LOU MION
- BRIAN AUSTIN
- CRAIG SHAMLIAN
- SUSAN MILSTEIN

ALSO PRESENT:

- Kathleen Marinelli, Esq., Counsel to the Planning Board
- Daniel Hershberg, PE, Hershberg and Hershberg
- Joseph Grasso, PE, CHA
- Tom Sorensen
- Tom Dombrowski
- Paula Weiss

1 CHAIRMAN STUTO: Okay, we are calling up the
2 next and final project Starlite Mixed-Use, 629 Columbia
3 Street, public hearing consideration for the commercial
4 subdivision.

5 We are not taking a vote tonight and we are
6 just here for the public hearing. So, we will be
7 taking comment and we will take up the voting matters
8 at a subsequent meeting.

9 I will turn it over to Joe LaCivita.

10 MR. LACIVITA: Sure. Just to get a couple of
11 important dates on the record: August 9, 2017 it came to
12 the Town of Colonie for its Development Coordination
13 Committee meeting. It was then before this Board on
14 October 17, 2017 for its sketch plan review.
15 Subsequently, it gained concept January 9, 2018 and SEQOR
16 was acted on for both Phase I and Phase II on April 24,
17 2018. Tonight we are here for the commercial subdivision
18 hearing and I will turn it over to Kathy to read the
19 public hearing notice.

20 MS. MARINELLI: Town Planning Board, Town of
21 Colonie, Albany County, New York. Notice is hereby given
22 that pursuant to Section 276 of Article 16 of Town Law,
23 the Town Planning Board of the Town of Colonie, Albany
24 County, New York will meet and conduct a public hearing
25 in the Public Operations Center, 347 Old Niskayuna Road,

1 Latham, in said Town of Colonie, County of Albany, New
2 York on the 19th day of June, 2018 at 7:00 p.m. for the
3 purpose of hearing all persons regarding the approval,
4 modification or disapproval of a certain subdivision and
5 site plan approval in the Town of Colonie, County of
6 Albany known as Starlite Office Park located at 629
7 Columbia Street which consists of a proposed office
8 building totally 150,000 square feet, dated June 6,
9 2018.

10 CHAIRMAN STUTO: Okay, I'd like to clarify one
11 thing. I read in the paper today that it's 300,000
12 square feet. That's inaccurate; right?

13 MR. HERSHBERG: Can I just interrupt?

14 CHAIRMAN STUTO: Yes.

15 MR. HERSHBERG: I think that the 300,000 square
16 feet was taken from our DEC application. Our DEC
17 application required that we consider both Phase I and
18 Phase II of the building together. We always held out
19 that this project has the first phase which is 150,000
20 square feet and the second phase which would be proposed
21 at 150,000 square feet. Phase II is not under
22 consideration at all and the fact is that under DEC
23 regulations we have to consider both. I think that the
24 author of the article got off on the wrong foot when he
25 checked with DEC that said 300,000 square feet. Our

1 application has always been here for Phase I for 150,000
2 square feet.

3 MR. GRASSO: If I could just add to that? So,
4 the Board will remember that when the SEQR review was
5 done, the SEQR review did contemplate Phase I and Phase
6 II. So, the SEQR documentation that the Board reviewed
7 and approved did determined that 300,000 square feet of
8 development would not have a significant impact. That
9 was also as part of the record.

10 CHAIRMAN STUTO: Thank you for that thorough
11 answer.

12 We are doing the public hearing tonight so
13 how I envision this is the applicant will make their
14 presentation. Joe has some brief comments as he hasn't
15 done a thorough review yet. You can give them or not
16 and then we'll turn it over to the public. That's what
17 a hearing is. Then, we will close the hearing and take
18 it up at the next meeting.

19 We will turn it over to the applicant.

20 MR. HERSHBERG: Hi, my name is Daniel Hershberg
21 with the firm of Hershberg and Hershberg. I'm here
22 tonight representing Starlight Associates, LLC. With me
23 is Paul Fellati, Vice President of Starlite LLC. Also,
24 Susan Terrelli from Creighton Manning because we were
25 listed as co-presenters tonight. I told Susan that she

1 can sit there unless you folks have questions. We really
2 don't have a traffic presentation to make to you.

3 CHAIRMAN STUTO: Can I jump in here for one
4 second?

5 Members of the public, if you'd like to
6 speak, can you sign in on the sign-in sheet on the
7 table to our right and your left.

8 MR. HERSHBERG: I'm going to try to keep this
9 quite brief. You have seen the project a few times. You
10 made the original SEQR determination in April. *The
11 subdivision map is a real clutter because it has an
12 awful lot of notes that have to go on it and an awful
13 lot of shading that is on it.

14 This shaded area is the area within the
15 commercial/office/residential overlay. The hatched
16 areas are the areas that are going to be part of the
17 Town deed restrictions.

18 This issue came up and I have a couple more
19 opportunities to show exhibits.

20 This is Shawn McCloskey and he is the CAD
21 designer that has been working day and night on this
22 project to try to get it ready.

23 This plan shows the unconstrained lands -
24 this is the conservation overlay district. They are
25 the lands that are not constrained being that they are

1 federal Army Corp of Engineers' wetlands. They would
2 be constrained by the portion of the SEAMAB area. This
3 is the 100-foot buffer around the protected stream
4 course. So, these are the unconstrained lands. For the
5 purpose of this analysis, we considered parcel 1 and 2
6 together.

7 Parcel 2 has been set aside as an area that
8 will not have a building on it. It will be strictly
9 for set aside for either New York State DEC deed
10 restrictions, term deed restrictions or some open
11 space.

12 The second drawing shows the deed restricted
13 areas within the area and why this is necessary is to
14 show to meet the 40% deed restricted area of
15 unconstrained lands within the conservation
16 development overlay. This plan shows that. I say that
17 because on the original subdivision that was with our
18 original application, we had information on it that
19 primarily showed the deed restrictions that the
20 project is already subject to which is the New York
21 State DEC wetlands which can't be counted as deed
22 restricted. So, we end up with these deed restricted
23 property. A lot of the white space here is deed
24 restricted by New York State DEC. So, virtually this
25 entire parcel 2 is deed restricted space and for open

1 space. I call it open space because you are allowed to
2 have stormwater management facilities on it or nature
3 trails on it or walks on it and that's how it is
4 defined.

5 Back to the key elements of the application:
6 we do set up a parcel for a proposed Town road which
7 has gotten the name Johnson Road Extension. We don't
8 know if that's the final name. That's the way that
9 it's set up on the existing plans. This is 621
10 Columbia Street. In order to make a land exchange with
11 the owner there and in order to align the roadway,
12 they became a part of the subdivision because a
13 portion of their property was changed. We took off
14 this corner here and we gave them another piece. So,
15 that's why 621 is shown as a lot on our subdivision.
16 It's not owned by Starlite. Starlite just made a land
17 swap with them to have the road right-of-way which
18 needed more space.

19 There are other parcels on-site in addition
20 to this Parcel 1. There is a parcel here on Old Loudon
21 road which has a wetland at the base of it. There is
22 another parcel on the opposite side of Johnson Road,
23 at the corner of Johnson and Columbia Street and we
24 believe this is another property which the developer,
25 in a reasonable amount of time, will propose some

1 commercial development. The deal here is that we have
2 this project which is strictly Phase I. This is on
3 Parcel 1. The subdivision includes setting up the
4 proposed Town road, two more parcels, and 621 Columbia
5 Street creates those parcels as part of the
6 subdivision.

7 CHAIRMAN STUTO: Okay, do you have any comment
8 before we hear from the public?

9 MR. GRASSO: No. This is a very complex
10 project. The Ayco project is a commercial site plan
11 application but we determined through the Town review
12 that the Ayco project, in order to move forward, had to
13 build a connector road. In order to build the connector
14 road we had to establish a Town road right away and
15 design it to Town road standards. So, by having that
16 Town road right away bisect the project, triggered the
17 need for a commercial subdivision. So, in order to allow
18 the commercial site plan application to move forward, it
19 had to go along parallel with the commercial subdivision
20 application. Any subdivision applications require a
21 public hearing. So, that's where we are in the process.
22 SEQR has been done for all of these actions together
23 because that's what SEQR is designed do to.

24 At an upcoming Planning Board meeting, the
25 Planning Board will be presented with final site plans

1 which our office has already gone through multiple
2 round of review, as well as a commercial subdivision
3 application which includes all the engineering details
4 associates with every Town road which again our office
5 has already gone through multiple rounds of review.
6 Those final details are being worked on, but what we
7 wanted to do is bring this back in front of the
8 Planning Board and present to you what the subdivision
9 application will look like when it comes up for final
10 review and get it out for the public so that the
11 public can comment on it.

12 Dan went through the various lots that are
13 being created. It's important to note that both
14 parcels 1 and 2 are integral to the Ayco project
15 because one is going to house the building and the
16 parking lots and some of the deed restricted lands.
17 Parcel 2 will be dedicated just for the deed
18 restricted lands to make sure that the zoning
19 requirements are met in terms of the protection of
20 unconstrained lands and protection of the wetlands on
21 much of the project site.

22 So, that's where we are in the process.

23 CHAIRMAN STUTO: Okay, we will not hear from
24 the public.

25 Tom Sorensen.

1 MR. SORENSEN: Thank you. I'm here to talk
2 about traffic again. I have a couple of hand-outs that I
3 have for you at the appropriate time.

4 The thing that strikes me about this project
5 is that - I attended the departmental meeting also
6 where Mr. Hershberg made a presentation and at that
7 meeting we approved the additional parking of an
8 additional 600 cars over and above the 907 that we
9 were looking at. That's not going to happen for 10
10 years out. I'm curious as to why we were looking at
11 that. Is it the Environmental Board or even this Board
12 - shouldn't it be looked at by the Board that's in
13 place at the time because there is no firm building on
14 any phase except Phase I. There is no firm building
15 on Phase II. There is certainly no firm building on
16 Phase III or Phase IV. We don't even know if it's
17 going to happen.

18 So, in any case, let's talk about traffic.

19 At the last meeting I made a presentation on
20 traffic. I had presented some data two or three
21 meetings ago and I presented an addendum on traffic at
22 the last meeting. The addendum is a recompilation of
23 my existing data in order to do what Creighton Manning
24 was doing. They picked not the 4:00 to 6:00 p.m.
25 hours, they picked the heaviest hour within that

1 period. All I did was reconfigure my information.
2 I handed it in and near the end of the meeting, Mr.
3 Grasso made two comments. It was after it was
4 disclosed to the public the information I provided. Hi
5 comments were one; that's not the way to do it and
6 two; he questioned the accuracy. Well, as Mr. Grasso
7 well knows, there is no individual citizen in this
8 Town who could duplicate it but Creighton Manning did
9 on that document - simply impossible. Every citizen in
10 this Town can mirror what I did. Every citizen in this
11 Town can go down and count cars and count the number
12 of delays at that traffic light.

13 So, if you want to go buy pajamas for your
14 kid and the retail store hands you a packet of
15 information that says it's fireproof, it won't burn.
16 What do you do? You don't try to duplicate that
17 information. You take it home and you put a match to
18 it and see if it burns.

19 That's what I did. I went down and looked at
20 the area to see if there are any spots where they have
21 serious problems and the answer was yes. That spot was
22 the intersection of Old Loudon Road and 9R and that's
23 what I looked at.

24 As to the accuracy, I don't know how I can
25 help you on that. I am a CPA and I'm a professional

1 counter. I know how to count and the volumes of the
2 traffic that I counted were only for comparison
3 purposes with the morning traffic which Creighton
4 Manning did not provide. The comparison of what
5 happens in the morning and what happens in the evening
6 and what happens when the evening traffic comes up to
7 the morning volumes. What's going to happen in the
8 evening? They come up to the volumes and it's the same
9 thing that's happening in the morning. It's worse in
10 the morning.

11 I have a hand-out here that I call tables 1
12 and 2.

13 CHAIRMAN STUTO: We'll put one of those in the
14 record, too.

15 Kathy, can you give us a name for the
16 stenographer?

17 MS. MARINELLI: Sorensen 1. (Exhibit Sorensen 1
18 was marked for identification.)

19 MR. SORENSEN: Table 1 is a comparison. It
20 comes from existing traffic volumes and it comes from
21 the GEIS information. It was submitted by Creighton
22 Manning on 9/23/11. I also have the information for
23 westbound traffic which was presented in March of this
24 year from Creighton Manning and I have my counts and the
25 total traffic coming into that intersection westbound.

1 If you look at the total line, you will see that in 2011
2 Creighton Manning came up with 794 cars going into the
3 intersection of Old Loudon Road and 9R - that's
4 westbound traffic. In 2018 it's only 650 and my count is
5 759. It seems to me that if you look at this you can see
6 that the 2018 is the outlier; not mine and not Creighton
7 Manning's 2013 count. The other curious thing is if you
8 look at the right hand turns and the left hand turns
9 they are exactly the same. Those counts were done 10
10 years apart. That's really curious.

11 Jim Dandy won the Travers Stakes in 1930 at
12 101. There are shorter odds of this happening.

13 Table 2 shows only Creighton Manning
14 information, again for those same things but it's just
15 for the projected traffic volumes, peak hour, no-build
16 scenario without the connector road.

17 Westbound traffic on 9R at the intersection
18 of 9R and Old Loudon Road - in 2011 they showed a
19 total number of cars at 989 projected. In 2018 it's
20 647. If you look at the through traffic, the through
21 traffic is where the problem is. They projected 695 in
22 2011 and only 450. You can see why they only
23 projected 450. I think that those answered those two
24 questions that Mr. Grasso raised at the last meeting
25 about the addendum and the information that I

1 provided.

2 Mr. Grasso did give me an idea for these
3 comments and I appreciate the help.

4 I have a second hand-out here.

5 MS. MARINELLI: We will mark that Sorensen 2.

6 (Exhibit Sorensen 2 was marked for
7 identification.)

8 MR. SORENSEN: This second hand-out is simply
9 entitled Traffic Survey review against the same
10 intersection; Route 9 and Old Loudon Road - Route 9,
11 traffic westbound. It is a compilation of the figures
12 that were provided by Creighton Manning in the September
13 23, 2011 GEIS report for Boght Road and the second sheet
14 shows the March 9, 2018 -- I apologize for the
15 handwritten numbers. I am a victim of Windows 10.

16 If you look at the 23, September 2011
17 numbers, we can see that the existing traffic in 2010
18 is 794 total and you looked at that earlier. You can
19 see that the projected numbers for 2015 from Creighton
20 Manning were 851 at that intersection. In 2020 the
21 projected total without the connector road was 989.
22 The projected total with the connector road in 2015
23 was 646. The projected totals with the connector road
24 in 2020 were supposed to be 811. That's Creighton
25 Manning - right off the figures that they provided on

1 that sheet.

2 If you look at the 9 March numbers, the
3 existing traffic for Creighton Manning is 650. That's
4 well below current levels. The reason for that is the
5 through traffic of 445. Now the difference between the
6 traffic of the two columns in 2010 and existing
7 traffic in 2018 is that in 2010 they did their counts
8 in May. The GEIS also says that they did a count in
9 May of 2008, but the GEIS also says that they did a
10 count in January of 2010. I don't know how they
11 compile their figures but I'm guessing that the May
12 figures dominated. The May figures show a much higher
13 number of 794. If the counts in 9 March were done from
14 January 29 to February 2 or thereabouts, the death of
15 the winter - when they come up with is 445 through
16 traffic. Now when they project through 2/26 that 445
17 carries through. According to Ayco they're going to
18 have 750 cars in Phase I and they're going to add
19 another group of employees and raise it up to 1,200 by
20 Phase II. This is unbelievable. You notice that right
21 through 2026 the number of right turns on Old Loudon
22 Road north are almost constant. The number of left
23 turns onto Old Loudon Road south are almost constant.
24 They say they're going to have 750 and then 1,200
25 employees and none of them are going to turn right on

1 Old Loudon Road? That might be understandable if you
2 have the connector road but none of them are going to
3 turn left on Old Loudon Road south? Please.

4 There are no front gates for the construction
5 of Phase II. There are even less for the construction
6 of Phase II and Phase IV. These figures are borderline
7 fantasy as forecasts. I know that they probably had to
8 do them and they probably did their best in doing
9 them, but they aren't real - either is Phase II, III
10 and IV. What is real is that the value of the property
11 that is created by that connector road skyrockets.
12 That's the real incentive for this and I don't know if
13 it's within the purview of this Planning Board but if
14 they can get a tax abatement based on commercial
15 retail activity -- apparently there is a law in New
16 York State that says if you develop a property and you
17 have commercial retail activity, you are eligible for
18 tax abatements. This came to light on a Fred Dicker
19 show within a couple of weeks ago. Apparently there is
20 a single development in Syracuse that built a
21 building or developed a property. In order to get the
22 commercial tax abatements, they had to have retail
23 activity on the site. What they did was they put in
24 three vending machines. Those three vending machines
25 enabled them to get five million dollars of tax

1 abatelements.

2 Commercial activity is not included in this
3 project until Phase III and that is at least 10 years
4 away. So, I don't know if that falls into your purview
5 or not, but I'm certainly interested to find out of
6 there are going to be any tax abatelements and what the
7 reasons for them are.

8 I think that's all I have for the time being.

9 I have one more thing. At the very first
10 meeting that I attended, we had a fire official up
11 here. The fire official stated a number of things but
12 one of his key points was that with modern
13 construction, fires burn faster and they burn hotter
14 and the response time is the key to getting these
15 fires dealt with quickly.

16 This project proposed shutting off the exit
17 on Old Loudon Road to Route 9 and having the connector
18 road go from Route 9R to 9 and then Old Loudon Road
19 north connects with the connector road. Now a fire
20 truck roaring past my house north of Old Loudon Road
21 responding to a fire request north of 9R now has to
22 make two turns. Right now all they have to do is go up
23 Old Loudon Road north where Kirkers use to be and make
24 a right turn or left turn onto Route 9 and bingo
25 they're gone.

1 With this project, they're going to have to
2 make two turns. They're going to have to go up Old
3 Loudon Road north and if they can't make the turn
4 during rush hour - a left turn on 9R - they're going
5 to have to go Old Loudon Road north and make a stop
6 and they're going to have to make a left turn onto the
7 connector road, then they're going to have to go 250
8 feet to make a right or left turn onto Route 9. The
9 real problem is that not only does it delay response
10 time -- the connector road is a two-way road. People
11 coming in from 9 on the connector road and going
12 southbound will not be able to get near the fire
13 truck. They will not be able to see it. So, when that
14 fire truck tries to make that left hand turn on the
15 connector road to get to Route 9, there is a good
16 probability that he's going to be clogged up with
17 nowhere to go because the lanes are going to be filled
18 with cars waiting in line for the traffic light. You
19 guys decide.

20 CHAIRMAN STUTO: Thank you. The next person
21 signed up is Tom Dombrowski.

22 MR. DOMBROWSKI: My name is Tom Dombrowski and
23 I've lived off of Johnson Road and I've lived there
24 close to 30 years. One of the factors that I wanted to
25 bring up is talking about alternatives.

1 One of the things that I know is the Town of
2 Colonie is great. We have the Ann Lee Pond. They have
3 industrial parks there. They have parking there. They
4 have no residential and we have no traffic problems.
5 That would be an ideal site to put this. Ayco isn't
6 building it. Ayco is renting. There is no reason why
7 consideration can't be made for that industrial park.
8 It takes care of an old property and everybody is a
9 winner.

10 Another factor that I want to bring up is the
11 studies about traffic. North Colonie has a great
12 system for allowing pre-kindergarten children and
13 kindergarten children, the junior high -- they
14 expanded it, meaning that they have more children
15 coming. You have more cars coming in. The study did
16 not include health and safety of children waiting to
17 be picked up by busses.

18 There was a recent study on TV, if you saw it
19 - and this is public information - where they are
20 complaining about people rushing to work because they
21 are late. I don't know why they would be rushing to
22 work if they're late but they're saying that it's a
23 hazard to the health of the children and to the bus
24 drivers and everybody else. I don't want to see
25 anybody get killed. Public transportation - the bus

1 system used to be 100%, meaning that there were no
2 fatalities. Lately there are fatalities.

3 What you are going to do is have more
4 competition for busses picking up children for these
5 routes which wasn't included and there is going to be
6 major time that they are going to be on that road.
7 They're going to be competing with other people using
8 the roads. You're going to have more cars and more
9 pollution. These factors weren't even considered. Why?

10 Another factor, too, is Alternate 7. If
11 anyone goes up you're going to see, particularly
12 during the summertime that it stops at that one lane
13 that goes north up to Saratoga. It literally stops.
14 Now you're going to create another road and it's going
15 to be congested, more pollution, more trouble, the
16 standard of living is going to go down and property
17 values are going to go down. Nobody wins.

18 I've read all the reports of SEAMAB. If we
19 are planning for the residents, who should be looking
20 at that?

21 I'd also like to talk about taxes. All of us
22 pay taxes. New York State has the highest taxes in the
23 nation - school taxes, property taxes - people are
24 complaining because the Federal Government wants to
25 reduce our taxes and New York State says that we have

1 to increase our taxes. What are we doing? We're all
2 getting older and we're all going to retire. We want
3 to stay here with our children. How can we stay in an
4 environment where literally our retirement and
5 everything is going to be paying for taxes for
6 corporations so they get tax abatements? Our taxes are
7 going to be going up and our standard of living is
8 going to be going down. The value of our homes should
9 be appreciating and it's going to be decreasing.

10 These are factors that the Planning Board
11 should consider. The town of Colonie has a great
12 reputation. There are alternatives, like I said, like
13 Ann Lee Pond. There are other lands available. A
14 number of years ago they were trying to develop
15 Alternate 7 where the medical buildings are. They said
16 why don't you put medical buildings in there? That's a
17 great success. We have a lot of land and we have great
18 minds and we have dedicated servants and good business
19 people. It should be a win/win situation but right now
20 this is not a win/win situation and I would highly
21 advise that it not be approved. There are too many
22 problems.

23 Another problem is why didn't the planners or
24 developers not talk about alternative parking sites
25 and transporting people in? Why do you have to drive

1 to that location? That's another planning thing.
2 That's an alternative and it wouldn't cost as much.

3 There are other states like New Jersey where
4 they have that parking plan and bus them in. If they
5 can use electric cars so you don't have the pollution
6 level, we'd be a green state. We'd create more jobs.
7 We can have alternative transportation.

8 Again, the safety of our children is
9 important. Busy roads, quality of life, taxes - these
10 are all factors that we all share and they're not
11 going to go away. I didn't hear one thing that said
12 any of these things were going to be addressed and are
13 going to be better. What I heard is that we are all
14 possibly going to be paying more taxes and what are we
15 getting out of it? More headaches. That isn't a
16 solution. It should be a win/win solution. That's all
17 I have to say.

18 CHAIRMAN STUTO: Thank you.

19 Paula Weiss?

20 MS. WEISS: Hi. I just wanted to mention that
21 as a resident of Boght Corners, we are used to being
22 disregarded in a lot of ways. The Route 9 corridor has
23 been backed up so extremely much - not just at
24 rush-hours but especially at rush-hours and if there is
25 a problem, as you know, on the Northway, Route 9 has to

1 take the load.

2 Getting through those series of lights at
3 Exit 7 is often torture. It takes a very long time, as
4 it is. Talking about having 1,500 employees with cars
5 and everything else right there, I can't even imagine
6 it.

7 We're talking before about the other project
8 with Wolf Road and connecting the parallel roads and
9 the plans to absorb traffic. With Route 9, there
10 really is nothing. There is nowhere to go.

11 If you're trying to get your kid to Shaker
12 High School in the morning and you've got to just wait
13 forever. There is nowhere to go.

14 There is a lack of planning for that area and
15 add this kind of congestion, I can't even conceive of
16 it.

17 We've been there 25 years and if you think of
18 the changes in the businesses up there -- instead of
19 Kirkers Steakhouse, you have multiple businesses. We
20 don't know what they're going to be yet, but you've
21 got Michael's Catering you have the Urgent Care place
22 and then the Canterbury Crossings. There are so many
23 houses there. It's the nature of the community has
24 changed so much.

25 Then, there is truck traffic going up to the

1 landfill which is exponentially increased. These
2 trucks are laden with all kinds of stuff falling off
3 of it and people not looking and turning corners.

4 Yesterday I was coming south on Route 9 and I
5 was making a left to go on to Alternate 7 to go over
6 to Troy and this huge segmented truck was in the next
7 lane and turned and part of his truck came right into
8 my lane. They just go barreling by without regard. I
9 can't even imagine what this has in store for the
10 area, if it goes through. That's just my comment.
11 Thank you so much for listening.

12 CHAIRMAN STUTO: Thank you.

13 Are there any other members of the public
14 that would like to speak?

15 (There was no response.)

16 Okay, we will close the public hearing. I
17 don't have anything to say. We are going to take this
18 matter up at a subsequent meeting.

19 Does anybody want to say anything else before
20 we close?

21 (There was no response.)

22 Okay, thank you.

23 (Where is the above entitled proceeding was
24 concluded at 9:45 p.m.)

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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.

Dated: _____

NANCY L. STRANG
LEGAL TRANSCRIPTION
2420 TROY SCHENECTADY RD.
NISKAYUNA, NY 12309

