



STS STEEL, INC.

ENGINEERS

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FABRICATORS

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ERECTORS

Remarks for 3/1/10 Metroplex Public Hearing re ALCO Redevelopment

Good evening. My name is Jim Stori and I'm President of STS Steel.

As the major occupant of the ALCO site, we felt it important to let all concerned parties know what we do and the concerns we have as related to the proposed ALCO Redevelopment Project.

STS Steel was founded by my partner, Glenn Tabolt, and me 26 years ago. After 5 years in a rented warehouse in Troy we took a major step by moving into ALCO building 304 and the adjacent property along Erie Blvd. At the time we had about 10 employees. We were offered no state or local incentives to make the move, other than the lure of a building with heavy cranes well suited to our business plans, hopes and dreams. Our office was in a trailer on the shop floor. Early on we completely renovated building 304 adding heat and insulation, a new roof and siding and also built an addition to the adjacent building 330. Today we employ about 60 people from welders to professional engineers and do work in most of the Northeast. The first major project to be fabricated by STS in building 304 was the entryway to the TU Center. Other notable local projects include the major Albany airport expansion, the original Albany Nanofab structure and more recently the ongoing 2000 ton St Peter's Hospital addition. However, probably of more importance to the local economy is the work we draw in from outside the immediate Capital District. We recently completed a \$10 million project at the Warwick RI Airport. Many of the Metro North station rehabilitations on the Hudson corridor are products of STS Steel. Over the last 20 years we have replaced 42 sets of lock gates for 27 projects on the NYS Canal system. Flipping the gates requires the 50 and 75 ton overhead cranes in building 304. The Riparious truss bridge over the Hudson River was fabricated and assembled in Building 304 as was the haunched girder bridge over Route 9W in Rockland County. STS Steel is the only AISC Certified Complex Bridge Fabricator in New York State. Without STS Steel these projects would certainly have been done out of state. It has been shown that the impact on the local economy due to the payroll of a steel fabricator our size is approximately \$9 million dollars per year*.

STS Steel is not against progress. We recognize that parts of the ALCO site are in need of repair or perhaps demolition. We are proud of the revitalization going on in downtown Schenectady. We did the Proctor's Stage house expansion and remain sponsors. When my wife and I go to the movies, it's always to the Bowtie Cinema. The Streetscape project of 2002 dressing up the State Street railroad overpass was by us. The steel for the music pavilion in Central park was donated by STS. However, we feel progress should not be at the expense of local jobs, in this case local manufacturing jobs of the type that



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built Schenectady's past. STS Steel cannot survive without ample room. We have a long term lease with option to buy on the property along Erie Blvd NE of building 330. The DGEIS designates this as "Retail". Access to Erie Blvd for shipping large fabrications such as lock gates is critical. We're also leasing a good portion of Building 332, designated as "commercial" in the report, for bridge fabrication and assembly.

While we applaud Metroplex's efforts in gaining Brownfields status and in acquiring Restore NY funding for demolition and rehabilitation of the park, we feel strongly that any changes to the ALCO Park must be done with the ongoing operations of STS Steel in mind. Indeed, the idea of renovating the park is not new. We've attended hearings as well as the zoning discussions which were part of the Schenectady 2020 Plan. We were told that buildings in use industrially would be grandfathered in, in other words, remain industrial. Recent discussions centered on developing the southwest end of the park (adjacent to the Stockade) as well as the more valuable waterfront portions while leaving the balance more industrial. We can envision a renovated and perhaps shortened building 332 as visually acceptable to traffic on Erie Blvd. Visual buffers could provide for separation between the more industrial parts of the park and the waterfront - marina, bike paths and, perhaps commercial and even residential as is now shown in the Potential Land Use Plan.

In summary, we feel the City, it's residents, it's Consultants and potential developers and Metroplex must consider us in planning the park's renovation. (STS Steel is not mentioned once in the 97 page DGEIS). As you can imagine, the type of building(s) and sites suitable for steel fabrication are unique. We require high clearances, heavy crane capacities, lots of square footage inside and acreage outside and good access to infrastructure for STS to continue to be successful. Proximity to our loyal, hardworking employees, most of whom live in Schenectady, is a must. We know of no other suitable sites.

We'd like to keep at least some of the buildings that used to make ALCO locomotives as part of the local economy and industrial base of Schenectady.

Thank you for your time and interest.

STS Steel Inc

James A Stori, PE
President

*Trade and Industry Development, Nov/Dec 2007