

**APPENDIX B**  
**COMMENT LETTERS**

Letters on DEIS

<u>Date</u>	<u>Author</u>
12/23/2008	Paul Stevens, P.E., Sidney B. Bowne & Son, LLP
12/29/2008	Theresa Elkowitz and Gail Pesner, Freudenthal & Elkowitz Consulting Group, Inc.

Letters on Off-site Roadway Improvement Submittal to  
New York State Department of Transportation – Includes NYSDOT Bond Letter

<u>Date</u>	<u>Author</u>
4/22/09	Shaik A. Saad, P.E., New York State DOT
10/14/10	Shaik A. Saad, P.E., New York State DOT
11/15/10	Shaik A. Saad, P.E., New York State DOT (Bond Letter)

Letter on Plan Submittal to Nassau County Fire Marshal

<u>Date</u>	<u>Author</u>
12/10/09	Richard J. DeGonzague, Fire Marshal, General Inspection Division

Letter on Emergency Service Availability (Police)

<u>Date</u>	<u>Author</u>
06/16/10	Maurice T. Sullivan, Chief, Old Brookville Police Department

Note that the comment letters are annotated with the corresponding Comment Number in the text, where applicable.

**Sidney B. Bowne  
& Son, LLP**

245 East Jewish Terrace  
Brooklyn, NY 11201  
Phone: 516 746 2710  
Fax: 516 747 1396  
www.bowne.com

**TO:** Board of Trustees  
Village of Muttontown

**CC:** Steven Leventhal, Esq.  
Theresa Elkowitz

**FROM:** Paul Stevens, P.E.

**SUBJECT:** Review of Draft Environmental Impact Statement  
dated June 2008 and information presented at the  
December 4, 2008 Public Hearing for Jewish Congregation  
of Brookville, Village of Muttontown, Nassau County, N.Y.

**DATE:** December 23, 2008

We recommend that the following comment be addressed and included by the Applicant within the initial Draft of the FEIS.

- Comment 32
1. At the Dec. 4, 2008 Public Hearing the Applicant presented a plan indicating a proposed right turn/deceleration lane into the Brookville Jewish Congregation site. The presented design of the lane into the site did not show the driveway of the abutting property owner south of the site. This driveway appears to fall in the middle of the transition area, which may not be desirable. Also, a second driveway is located approximately 130' +/- south of the first driveway. The Applicant must indicate both of these driveways on the design plans.

The proposed plan must meet AASHTO and NYSDOT requirements for right turn/deceleration lanes and must address any safety concerns for the two driveways. These items must be included by the Applicant within the Draft FEIS.

*Paul Stevens*

# FREUDENTHAL & ELKOWITZ CONSULTING GROUP, INC.

Theresa Elkowitz, President

1757-24 Veterans Memorial Highway

Islandia, New York 11749

Tel: (631) 435-4800

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ferg@fecg.us

December 29, 2008

## VIA OVERNIGHT CARRIER

The Honorable Carl Juul-Nielsen, Deputy Mayor  
and Members of the Board of Trustees  
Incorporated Village of Muttontown  
1763 Route 106  
Muttontown, New York 11791

Re: Technical Comments on  
Draft Environmental Impact Statement, June 2008  
Jewish Congregation of Brookville  
Incorporated Village of Muttontown

Dear Deputy Mayor Juul-Nielsen and Honorable Members of the Board of Trustees:

As requested, Freudenthal & Elkowitz Consulting Group, Inc. (hereinafter "FECG") has reviewed the *Draft Environmental Impact Statement, June 2008 for Jewish Congregation of Brookville*, prepared by Cameron Engineering & Associates, LLP (hereinafter the "DEIS") for the purpose of identifying technical comments to be addressed in a Final Environmental Impact Statement ("FEIS"). This firm's comments are listed below:

Comment 65

1. The FEIS should describe the methodology used to determine if wetland features exist in the areas of stormwater ponding should be provided. In addition, a discussion regarding impacts to identified species, habitat, hydrology and soils should be provided. The qualifications of the personnel performing the requested analysis should be included in the FEIS.

Comment 66

2. The FEIS should include a description of the overall visual impacts (i.e., from public roadways and proximate residences) to the area, including proposed landscaping (at time of planting and at five years). In addition, the FEIS should evaluate the consistency of the proposed development with the character of the community, with particular attention paid to proximate development.

Comment 67

3. The *Environmental Noise Impact Assessment of New Synagogue*, prepared by WSP Acoustics (USA), last revised June 12, 2008, which is found in Appendix E of the DEIS, analyzes the theoretical impact of various proposed noise sources (i.e., HVAC equipment, worshippers, loudspeakers) onto neighboring properties. The assessment should be expanded include an analysis of the cumulative noise impact upon neighboring properties for those noise sources evaluated that could occur simultaneously. Also, it appears that the decibel reduction calculations (i.e., 6 dB with a doubling of distance) may not be appropriate where the analysis begins to take such credit at less than 50 feet from the source. Specifically, *Assessing and Mitigation Noise Impacts* New York State Department of Environmental Conservation, last revised February 2, 2001, indicates, in pertinent part, that:

Comment 68

Comment 69

*"At distances greater than 50 feet from a sound source, every doubling of the distance produces a 6 dB reduction in the sound."*

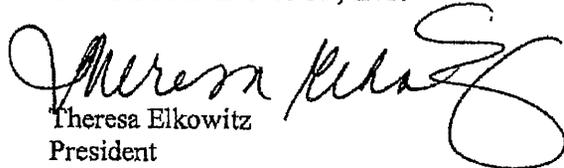
- Comment 69 Accordingly, the DEIS may have taken credit for too great an attenuation of noise due to distance.
- Comment 64 4. The FEIS should fully explain any arrangements for parking and traffic management during High Holy days and any other projected highly-attended services and/or other events, programs, etc. (e.g., nursery school). The projected number and frequency of such events should be confirmed. Further, the FEIS should include written documentation, with all relevant conditions and terms, of any agreements for use of other property for parking.
- Comment 6 5. The FEIS should fully describe all plan/program modifications that have been made since acceptance of the DEIS.

We recommend that the Board of Trustees, as lead agency, direct the applicant to prepare a draft of an FEIS, for the Board of Trustees' review, that responds to the comments contained herein, the comments prepared by Paul Stevens, P.E., of Sidney B. Bowne & Son, LLP (dated December 23, 2008), any other written comments received by the lead agency, and all comments made at the public hearing(s) on this matter. Copies of all the aforesaid comments and transcripts should be provided to the applicant.

Should you require further assistance, please do not hesitate to contact either of the undersigned.

Sincerely,

FREUDENTHAL & ELKOWITZ  
CONSULTING GROUP, INC.

  
Theresa Elkowitz  
President

  
Gail A. Pesner, AICP  
Project Director

TE/GAP/th

cc: S. Leventhal, Esq., via electronic mail  
P. Stevens, P.E., via electronic mail



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
REGION TEN  
250 VETERANS MEMORIAL HIGHWAY  
HAUPPAUGE, NEW YORK 11788  
www.nysdot.gov

SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR

ASTRID C. GLYNN  
COMMISSIONER

April 22, 2009

Mr. Joseph D. Bouza, P.E.  
Senior Project Engineer  
Cameron Engineering and Associates, LLP  
100 Sunnyside Boulevard, Suite 100  
Westbury, New York 11797

Your March 4, 2009 Submission  
Jewish Congregation of Brookville  
NY 106, Muttontown  
NCTM No. 15-A-2429, 2430  
Our Case No. 06-058P

Dear Mr. Bouza:

This is in regard to the site plans for the referenced project which were submitted to us for review.

Prior to an approval of the mitigation work within New York State (NYS) highway right-of-way (ROW) and issuance of a Highway Work Permit, the following items must be addressed:

1. We have considered your proposal to construct a southbound left turn storage lane at Brookville Road so that site communicants may perform a U-Turn maneuver to access the subject site. Our review notes that this movement would need to be a fully protected left turn as there are significant sight distance issues at this location. We recommend that they build a left turn lane directly into the site for southbound traffic while closing the median opening. It appears to be the same amount of construction work and it will not require any traffic control signal work. This would allow southbound traffic to directly access the site by making a left instead of a U-Turn. This would also address the sight distance issue and the left turning traffic would benefit from gaps created by the signal at Brookville.
2. The proposed length of the left turn lane does not appear to be sufficient. It may provide the length to store vehicles but it does not provide for any deceleration distance. Please reference the NYS DOT Highway Design Manual to provide for a deceleration distance

Appendix E/Section 2/  
Comments 34, 36, 38,  
42, 50, 55, 66

Appendix E/  
Comment 30

Mr. Joseph D. Bouza  
April 22, 2009  
Page-2 of 3

for the 85<sup>th</sup> percentile speed on NY 106 so that vehicles do not need to significantly decelerate in the southbound passing lane to enter the left turn lane.

### Appendix E

3. It does not appear that on-site parking will be sufficient and we have concerns that parking may spill out onto the shoulders of NY 106. We recommend that "No Stopping" signs be posted for the entire length of the site plus 500 feet north and south of the site extremities on both sides of NY 106. The signs should be shown on the plans in accordance with the National MUTCD with NYS supplement.

4. The plans should show a detail with a cross section of the proposed drainage stone swales at the entrance at NY106. The detail should show the configuration and elevations of the opening of the swale at the curb line. The detail should also insure that all the run-off from the roadway will be collected and enter the swale area. The detail should also show that there will be no erosion issues where the swale meets the pavement.

5. Use current item numbers for items in DOT ROW (e.g. Curb, tack coat, etc.).

6. On Drawing C-1:

- a) Proposed item number for "Superpave" top course asphalt does not agree with description. It should be "F1 Superpave."
- b) Please clarify why there is a proposed "Pavement Reconstruction Section" and a proposed "Repair existing shoulder, sidewalk and curbing AOB" called-out for the same location.
- c) Consideration should be given to add new concrete curb within project limits and reconstruction.
- d) At proposed closure of center median from Sta. 10+68.59 to Sta. 11+73.08; proposed sawcut should be taken along flow line of the curb on both sides of center median.

### Plan Issues

7. On Drawing C-2:

- a) Proposed item number for "Superpave" top course asphalt does not agree with description. It should be "F1 Superpave."
- b) For proposed full depth asphalt pavement widening, a minimum 4.0' width is required to obtain proper asphalt compaction.
- c) For proposed full depth asphalt turning lane, reconstruction should be taken along adjacent longitudinal joint of the existing composite pavement.
- d) Pavement Management recommends that no saw cutting be performed within existing composite pavement as proposed on the plan at the center median. Removal of existing curb within center median should be as per Permittee note for removal of the existing curb in the center median on Drawing C-1.
- e) Dimension width for proposed full strength asphalt turning lane is missing.
- f) Please clarify why the plans propose to perform a reconstruction of composite pavement from Sta. 18+83 to Sta. 19+18.61 at center median.
- g) Pavement Management recommends mountable curb at proposed bull nose reconstruction.

8. On Drawing MD-2, the plans can show the use of either Calcium Chloride or HES Pavement Repair Details.

Mr. Joseph D. Bouza  
April 22, 2009  
Page 3 of 3

9. The Superpave asphalt item numbers used in the plans are not correct. Please provide the correct items.
10. We do not use F3 friction aggregates in the top course.
11. 9.5 mm aggregate in top course is not recommended. Use 12.5 mm course aggregates.
12. The left turn lane pavement markings should be two (2) left turn arrows. Please omit the word ONLY from the left turn lane marking plan. The word ONLY should also be removed from the right turn lane marking plan.
13. An "All Traffic" sign with three (3) o'clock arrow should be installed in the site driveway. Channelize the median opening (item 1 above) to allow left turn into site only and discourage existing traffic from making left turn to southbound 106. Add proper signage in the median for exiting traffic.

#### Plan Issues

Please submit eight (8) copies of plans that address the comments noted above.

Review of the subject material is being coordinated by Mr. Mark Wolfgang. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention. Kindly refer to the subject case number and County tax map number in all correspondence.

Thank you for your cooperation concerning this matter.

Very truly yours,

Original Signed By  
Shaik A. Saad

SHAIK A. SAAD, P.E.  
Civil Engineer III  
Traffic Engineering and Safety

cc: Karl Bicknese, Chief Building Inspector, Village of Muttontown  
✓ Ms. Lisa Lolis, Clerk/Treasurer, Village of Muttontown

SAS:MDW:ajf

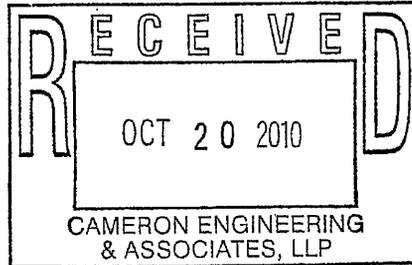


STATE OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 STATE OFFICE BUILDING  
 250 VETERANS MEMORIAL HIGHWAY  
 HAUPPAUGE, N.Y. 11788-5518

*SC: Joe B  
 Valank*

SUBIMAL CHAKRABORTI, P.E.  
 REGIONAL DIRECTOR

STANLEY GEE  
 ACTING COMMISSIONER



October 14, 2010

Mr. Joseph D. Bouza, P.E.  
 Senior Project Engineer  
 Cameron Engineering and Associates, LLP  
 100 Sunnyside Boulevard, Suite 100  
 Westbury, New York 11797

Your June 25, 2010 Submission  
Jewish Congregation of Brookville  
NY 106, Muttontown  
NCTM No. 15-A-2429, 2430  
Our Case No. 06-058P

Dear Mr. Bouza:

This is in regard to the site plans for the referenced project which were submitted to us for review.

Prior to an approval of the mitigation work within New York State (NYS) highway right-of-way (ROW) and issuance of a Highway Work Permit, the following items must be addressed:

1. The U-turn restriction sign and the left turn restriction sign in the median should be installed on the same post and face northbound traffic on NY 106, not the site driveway as shown.
2. Sheet 7: Please update the one way signs with the current MUTCD designation as R3-11C is no longer valid.
3. Provide MUTCD signage for internal traffic, parking, etc.
4. All plans should be the same size, no larger than 24" X 36".
5. Drawing TS-1, Please add a note stating "All cold joints need to be sealed with appropriate item number".
6. Drawing MD-2, Please clarify why this proposal is only calling for the use of "HES Pavement Repair Details". According to previous comments dated October 7, 2009 both

Calcium Chloride and HES Pavement repair details were added to proposal. If this proposal is just to use HES Concrete, please supply an approved HES mix design.

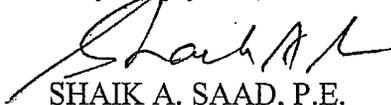
7. Item 490.15 - Use item 490.10, Production cold Milling of Bituminous Concrete.
8. Base Course Item 402.378901 - Specify two lifts.
9. All of the "NO PARKING" signs shall be changed to "NO STOPPING" signs that we previously stipulated in our April 22, 2009 letter.
10. We are aware that there may be a couple of technical problems with the capacity analysis involving Peak Hour Factors (PHF) and Heavy Vehicle Percentages that did not appear to be utilized correctly in the course of the capacity analysis. It appears that the Village has directed corrections to these issues and they are awaiting the results. Please provide us with two (2) copies of the updated Traffic Impact Study when it is available.

Please also submit six (6) copies of plans that address the comments noted above. Each of the plan copies must include a sheet showing the internal traffic flow, parking, buildings, etc. It should be the same size plan sheet as the others in the package, no larger than 24" x 36". In your response letter please state how the above comments are addressed, item by item.

Review of the subject material is being coordinated by Mr. Mark Wolfgang. He can be contacted at (631) 952-7973 if you have any questions regarding this matter. Please send all correspondence to his attention. Kindly refer to the subject case number and County tax map number in all correspondence.

Thank you for your cooperation concerning this matter.

Very truly yours,



SHAIK A. SAAD, P.E.  
Civil Engineer III  
Traffic Engineering and Safety

cc: Mr. Karl Bicknese, Chief Building Inspector, Village of Muttontown  
Ms. Lisa Lolis, Clerk/Treasurer, Village of Muttontown

SAS:MDW:mm



STATE OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 STATE OFFICE BUILDING  
 250 VETERANS MEMORIAL HIGHWAY  
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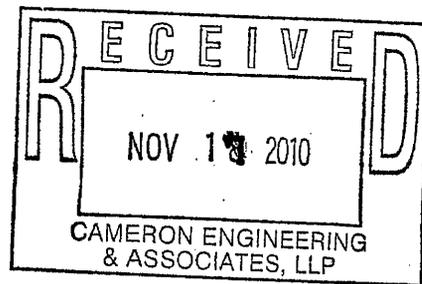
*cc: Joe B. W/P  
 so: Alan*

SUBIMAL CHAKRABORTI, P.E.  
 REGIONAL DIRECTOR

STANLEY GEE  
 ACTING COMMISSIONER

November 15, 2010

Mr. Joseph D. Bouza, P.E.  
 Senior Project Engineer  
 Cameron Engineering and Associates, LLP  
 100 Sunnyside Boulevard, Suite 100  
 Westbury, New York 11797



Your October 26, 2010 Submission  
Jewish Congregation of Brookville  
NY 106, Muttontown  
NCTM No. 15-A-2429, 2430  
Our Case No. 06-058P

Dear Mr. Bouza:

This is in regard to the site plans for the referenced project which were submitted to us for review.

Upon review of the proposed work, we find that the plans are acceptable as submitted. This site plan approval for highway work permit issuance is contingent upon our receipt of all of the following items within six (6) months of the date of this letter..

If the Highway Work Permit will be secured by anyone other than the property owner, i.e. contractor, the applicant must provide a signed letter from the property owner stating the applicant is authorized to act on behalf of the property owner in this matter. The letter must also include the property owner's mailing address and telephone number.

Prior to issuing a Highway Work Permit, the applicant must submit the required permit fee and Surety Bond (sample enclosed). It is also mandatory that protective liability insurance be provided by the permittee. This must be accomplished by submitting a completed Perm 17, Certificate of Insurance. Also, enclosed is a Highway Work Permit Application to be completed and returned to us. The application, completed Perm 17 and the Surety Bond must be secured by the same party.

All checks issued to the State of New York must show a Federal Identification Number.

Permit Fee (Payable to "State of New York"): \$550.00

Bond Amount: \$50,000.00

Insurance Fee: N/A, Perm 17 Required

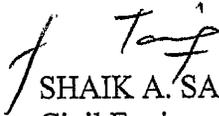
In addition to the above we will require the applicant to obtain consultant inspection services. The applicant will need to submit two (2) completed, signed copies of the following forms (enclosed):

- Major Construction Inspection Requirements Agreement With Permittee For Highway Work Permits - *both copies notarized*
- Inspection And / Or Supervision Payment Agreement For Highway Work Permits
- Attachment To Highway Work Permit

Questions concerning this matter should be directed to Mr. Mark Wolfgang at (631) 952-6020. Please send all correspondence to his attention at the above address. Kindly refer to the subject case number and County tax map number in all correspondence.

Thank you for your cooperation concerning this matter.

Very truly yours,



SHAIK A. SAAD, P.E.  
Civil Engineer III  
Traffic Engineering and Safety

Attachments: Perm 17, Perm 33, Perm 36, Perm 44, Perm 50, Major Construction Inspection Agreement

cc: Mr. James Siino, Superintendent of the Building Department, Village of Muttontown  
Ms. Lisa Lolis, Clerk/Treasurer, Village of Muttontown

SAS:MDW:mm

THOMAS R. SUOZZI  
COUNTY EXECUTIVE

THOMAS E. TILLEY  
FIRE MARSHAL



OFFICE OF THE FIRE COMMISSION  
OFFICE OF THE FIRE MARSHAL  
899 JERUSALEM AVENUE  
P.O. BOX 128  
UNIONDALE, NEW YORK 11553-0128  
516-572-1000

Cameron Engineering & Associates, LLP  
100 Sunnyside Blvd., Suite 100  
Woodbury, N.Y. 11797  
Att: Bruce Mawhirter, Chief Civil Eng.

Date: 12/10/09

re: Loc.ID: 9674585

Jewish Congregation of Brookville, Route 106, Muttontown, NY

Dear Sir or Madam;

This office has reviewed site construction plans for the above referenced premise. All new construction and alterations shall meet the requirements of the New York State Building and Fire Codes as well as the Nassau County Fire Prevention Ordinance and any other set of rules or regulations used by local municipalities whichever is more stringent.

The following needs to be corrected as per said requirements:

- A complete automatic fire suppression sprinkler system shall be installed in the building. This system shall be installed by a contractor licensed by this office. All permits, plans and fees shall be submitted to this office, for review and approval, prior to commencement of any work. The sprinkler system shall be installed in accordance with the National Fire Protection Association Pamphlet # 13-2002. The Fire Department Siamese connection shall face the street front of the building.
- A complete smoke & fire detecting system and fire alarm system shall be installed throughout the building. The system shall be installed by a contractor licensed by the New York State Division of Licensing Services for installing fire alarm systems. All permits, plans and fees shall be submitted to this office, for review and approval, prior to the commencement of any work. The system shall be installed in accordance with the National Fire Protection Association Pamphlet 72-2002.
- Any Hood, Duct or Automatic Extinguishing systems shall be installed by contractors licensed by this office for the system they install. All permits, plans and fees shall be submitted, for review and approval, prior to commencement of any work. All systems shall be installed in accordance with the proper N.F.P.A. standard.
- Automatic emergency lighting shall be installed in the entire building to illuminate all exit access corridors, stairways, assembly spaces, exits and exit egress pathways, both interior and exterior.

- Illuminated exit signs, with battery back-up, shall be installed over all exit doors.
- Fire extinguishers, of proper size and type, shall be provided throughout the building. Kitchens and boiler rooms are required to have a minimum of one (1) BC type fire extinguisher.
- Other requirements.
  1. The building height is listed on the site plans permit as 35feet 9ins.. Therefore, the requirements of Appendix D of the Fire Code of New York State, Fire Apparatus Access Roads, apply to this building. The roadway, as shown, does not meet the requirements of Section D105.2 of Appendix D (See copy) The Fire Apparatus Access Road shall meet all sections of Appendix D that apply.
  2. The Fire Apparatus Access Road is required to be extended to include the paver block roadway in the rear of the property. This is so the building complies with the requirements of Section 503.1.1 of the Fire Code. The fire apparatus access road shall be within 300 feet of all portions of the facility and all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. This paver block area shall conform to the requirements of Figure D103.1 of Appendix D. (See copies of Appendix D and Section 503.1.1 of the Fire Code)
  3. Provide as many on site fire hydrants as are necessary, to conform to the requirements of Section 508.5.1 of the Fire Code of New York State. The distance from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the building, is 600 feet. A fire apparatus access road has a minimum clearance around a fire hydrant of 26 feet, as per Figure D103.1 of Appendix D (See copy of Sec.508.5.1 and Appendix D)
  4. All of the fire systems installed in the building are required to be interconnected into the smoke detection and fire alarm system. The smoke detection and fire alarm system shall be monitored by and transmit to an authorized central station.
  5. After the building is built and before it is opened to the public, a test of the automatic emergency lighting system shall be tested. This test is witnessed by a representative of this office. Contact this office for further details on how this test is set up.

While these are the requirements of the Fire Marshal's Office, it does not relieve the principal from complying with any other laws, ordinances, rules or regulations of any authority having jurisdiction whereby their requirements are more restrictive.

If you have any questions, you may contact this office during regular business hours at (516) 572-1000.

Very truly yours,

*Richard J. De Bonis*

Fire Marshal

General Inspection Division

Scott Tusa

Division Supervisor

## CHAPTER 5

# FIRE SERVICE FEATURES

### SECTION 501 GENERAL

**501.1 Scope.** Fire service features for buildings, structures and premises shall comply with this chapter.

**501.2 Construction documents.** Construction documents for proposed fire apparatus access, location of fire lanes and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

**501.3 Timing of installation.** When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2.

### SECTION 502 DEFINITIONS

**502.1 Definitions.** The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

**FIRE APPARATUS ACCESS ROAD.** A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway.

**FIRE COMMAND CENTER.** The principal attended or unattended location where the status of the detection, alarm communications and control systems is displayed, and from which the system(s) can be manually controlled.

**FIRE DEPARTMENT MASTER KEY.** A limited issue key of special or controlled design to be carried by fire department officials in command which will open key boxes on specified properties.

**FIRE LANE.** A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.

**KEY BOX.** A secure, tamperproof device with a lock operable only by a fire department master key, and containing building entry keys and other keys that may be required for access in an emergency.

### SECTION 503 FIRE APPARATUS ACCESS ROADS

**503.1 Where required.** Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

**503.1.1 Buildings and facilities.** Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

#### Exceptions:

1. The distance is permitted to be 300 feet (91 440 mm) where the building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, when approved by the code enforcement official.
2. The distance is permitted to be increased beyond 300 feet (91 440 mm) where fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, is equipped with an automatic sprinkler system installed in compliance with Section 903.3.1.1, and an approved alternative means of fire protection is provided.
3. Fire apparatus access roads are not required for one- and two-family dwellings regulated by the *Residential Code of New York State*, and for not more than two Group R-3 occupancies.
4. Fire apparatus access roads are not required for Group U occupancies.
5. Area additions to buildings not exceeding 33 percent of the original floor area or increasing the building area beyond those permitted by Section 506 of the *Building Code of New York State*. This exception does not apply to the addition of stories to a building.

**503.1.2 Additional access.** Additional fire apparatus access roads shall be required by the code enforcement official based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

**503.1.3 High-piled storage.** Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 23.

**503.2 Specifications.** Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.7.

**503.2.1 Dimensions.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), except for approved security gates in accordance with Sec-

## FIRE SERVICE FEATURES

tion 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). Fire apparatus access roads shall also meet the width requirements of Sections D103.1 and D105 of Appendix D.

**503.2.2 Authority.** The code enforcement official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

**503.2.3 Surface.** Fire apparatus access roads shall be designed per Section D102.1 of Appendix D and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

**503.2.4 Turning radius.** The required turning radius of a fire apparatus access road shall be determined by the code enforcement official.

**503.2.5 Dead ends.** Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an area for turning around fire apparatus as required in Section D103.4 of Appendix D.

**503.2.6 Bridges and elevated surfaces.** Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO *Standard Specification for Highway Bridges*. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the code enforcement official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the code enforcement official.

**503.2.7 Grade.** The grade of the fire apparatus access road shall be within the limits established by the code enforcement official based on the fire department's apparatus.

**503.3 Marking.** Where required by the code enforcement official, approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

**503.4 Obstruction of fire apparatus access roads.** Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.

**503.5 Required gates or barricades.** The code enforcement official is authorized to require the installation and maintenance of gates or other approved barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys or highways.

**503.5.1 Secured gates and barricades.** When required, gates and barricades shall be secured in an approved man-

ner. Roads, trails and other accessways that have been closed and obstructed in the manner prescribed by Section 503.5 shall not be trespassed on or used unless authorized by the owner and the code enforcement official.

**503.6 Security gates.** The installation of security gates across a fire apparatus access road shall be approved by the fire chief. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times.

## SECTION 504

## ACCESS TO BUILDING OPENINGS AND ROOFS

**504.1 Required access.** Exterior doors and openings required by this code or the *Building Code of New York State* shall be maintained readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided when required by the code enforcement official.

**504.2 Maintenance of exterior doors and openings.** Exterior doors and their function shall not be eliminated without prior approval. Exterior doors that have been rendered nonfunctional and that retain a functional door exterior appearance shall have a sign affixed to the exterior side of the door with the words THIS DOOR BLOCKED. The sign shall consist of letters having a principal stroke of not less than 0.75 inch (19.1 mm) wide and at least 6 inches (152 mm) high on a contrasting background. Required fire department access doors shall not be obstructed or eliminated. Exit and exit access doors shall comply with Chapter 10. Access doors for high-piled combustible storage shall comply with Section 2306.6.1.

**504.3 Stairway access to roof.** Where a stairway to the roof is required by Section 1009.12, such stairway shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof.

## SECTION 505

## PREMISES IDENTIFICATION

**505.1 Address numbers.** New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of 4 inches (102 mm) high with a minimum stroke width of 0.5 inch (12.7 mm).

**Exception:** Buildings identified under an addressing scheme as part of a countywide 911 numbering system.

**505.2 Street or road signs.** Streets and roads shall be identified with approved signs. Temporary signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles. Signs shall be of an approved size, weather resistant and be maintained until replaced by permanent signs.

## FIRE SERVICE FEATURES

**505.3 Buildings utilizing truss-type construction.** Buildings utilizing truss-type construction shall be identified as published in Title 19 NYCRR Part 1264.

See Appendix H.

### SECTION 506 KEY BOXES

**506.1 Where required.** Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the code enforcement official is authorized to require a key box to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the code enforcement official.

**506.1.1 Locks.** An approved lock shall be installed on gates or similar barriers when required by the code enforcement official.

**506.2 Key box maintenance.** The operator of the building shall immediately notify the code enforcement official and provide the new key when a lock is changed or rekeyed. The key to such lock shall be secured in the key box.

### SECTION 507 HAZARDS TO FIRE FIGHTERS

**507.1 Trapdoors to be closed.** Trapdoors and scuttle covers, other than those that are within a dwelling unit or automatically operated, shall be kept closed at all times except when in use.

**507.2 Shaftway markings.** Vertical shafts shall be identified as required by this section.

**507.2.1 Exterior access to shaftways.** Outside openings accessible to the fire department and which open directly on a hoistway or shaftway communicating between two or more floors in a building shall be plainly marked with the word SHAFTWAY in red letters at least 6 inches (152 mm) high on a white background. Such warning signs shall be placed so as to be readily discernible from the outside of the building.

**507.2.2 Interior access to shaftways.** Door or window openings to a hoistway or shaftway from the interior of the building shall be plainly marked with the word SHAFTWAY in red letters at least 6 inches (152 mm) high on a white background. Such warning signs shall be placed so as to be readily discernible.

**Exception:** Marking shall not be required on shaftway openings which are readily discernible as openings onto a shaftway by the construction or arrangement.

**507.3 Pitfalls.** The intentional design or alteration of buildings to disable, injure, maim or kill intruders is prohibited. No person shall install and use firearms, sharp or pointed objects, razor wire, explosives, flammable or combustible liquid containers, or dispensers containing highly toxic, toxic, irritant or other hazardous materials in a manner which may passively or actively disable, injure, maim or kill a fire fighter who forcibly enters a building for the purpose of controlling or extinguishing a fire, rescuing trapped occupants or rendering other emergency assistance.

**507.4 Obstructions.** Installing or maintaining wires, cables, ropes, aerial antennas, or other overhead obstructions on the roofs of buildings having a roof slope of less than 30 degrees, shall be prohibited unless there is a full clearance of 7 feet (2133 mm) or more between the roof surface and such obstruction, except that obstructions may be installed less than 7 feet (2133 mm) high, provided they are protected in a manner to prevent injury to firefighters working on the roof during periods of reduced visibility.

**507.5 Hazard identification signs.** A sign shall be placed at each primary entrance to a building identifying hazards located in the building or on the premises, as required by this section. Such signs shall have letters not less than 6 inches (152 mm) in height, and of a color contrasting with the background color, so as to be readily discernible from the outside of the building.

**507.5.1 LP-gas containers.** A sign complying with Section 507.5 shall be provided where there is an LP-gas container in the building having a water capacity of 24 pounds (10.8 kg) or more.

### SECTION 508 FIRE PROTECTION WATER SUPPLIES

**508.1 Required water supply.** An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

**Exception:** Detached one- and two-family dwellings constructed in accordance with the *Residential Code of New York State*.

**508.2 Type of water supply.** A water supply shall consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

**Exception:** Where fixed water supplies are not available, a mobile water supply as provided in NFPA 1231 shall be permitted.

**508.2.1 Private fire service mains.** Private fire service mains and appurtenances shall be installed in accordance with NFPA 24.

**508.2.2 Water tanks.** Water tanks for private fire protection shall be installed in accordance with NFPA 22.

**508.3 Fire flow.** Fire flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.

**508.4 Water supply test.** The code enforcement official shall be notified prior to the water supply test. Water supply tests shall be witnessed by the code enforcement official or approved documentation of the test shall be provided to the code enforcement official prior to final approval of the water supply system.

**508.5 Fire hydrant systems.** Fire hydrant systems shall comply with Sections 508.5.1 through 508.5.6.

**508.5.1 Where required.** Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided.

**Exceptions:**

1. For Group R-3 and Group U occupancies and townhouses constructed regulated under the *Residential Code of New York State*, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, the distance requirement shall be 600 feet (183 m).

**508.5.2 Inspection, testing and maintenance.** Fire hydrant systems shall be subject to periodic tests as required by the code enforcement official. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, alterations and servicing shall comply with approved standards.

**508.5.3 Private fire service mains and water tanks.** Private fire service mains and water tanks shall be periodically inspected, tested and maintained in accordance with NFPA 25 at the following intervals:

1. Private fire hydrants (all types): Inspection annually and after each operation; flow test and maintenance annually.
2. Fire service main piping: Inspection of exposed, annually; flow test every 5 years.
3. Fire service main piping strainers: Inspection and maintenance after each use.

**508.5.4 Obstruction.** Posts, fences, vehicles, growth, trash, storage and other materials or objects shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection system control valves in a manner that would prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

**508.5.5 Clear space around hydrants.** A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved.

**508.5.6 Physical protection.** Where fire hydrants are subject to impact by a motor vehicle, guard posts or other approved means shall comply with Section 312.

**508.5.7 Identification.** Fire hydrants shall be maintained to be readily identifiable. Fire hydrants shall not be painted, covered or disguised in any other fashion to make them not readily visible to emergency responders.

## SECTION 509 FIRE COMMAND CENTER

**509.1 Features.** Where required by other sections of this code and in all buildings classified as high-rise buildings by the

*Building Code of New York State*, a fire command center for fire department operations shall be provided. The location and accessibility of the fire command center shall be approved by the fire department. The fire command center shall be separated from the remainder of the building by not less than a 1-hour fire-resistance-rated fire barrier. The room shall be a minimum of 96 square feet (9 m<sup>2</sup>) with a minimum dimension of 8 feet (2438 mm). A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation. The fire command center shall comply with NFPA 72 and shall contain the following features:

1. The emergency voice/alarm communication system unit.
2. The fire department communications system.
3. Fire-detection and alarm system annunciator system.
4. Annunciator visually indicating the location of the elevators and whether they are operational.
5. Status indicators and controls for air-handling systems.
6. The fire-fighter's control panel required by Section 909.16 for smoke control systems installed in the building.
7. Controls for unlocking stairway doors simultaneously.
8. Sprinkler valve and water-flow detector display panels.
9. Emergency and standby power status indicators.
10. A telephone for fire department use with controlled access to the public telephone system.
11. Fire pump status indicators.
12. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access.
13. Work table.
14. Generator supervision devices, manual start and transfer features.
15. Public address system, where specifically required by other sections of this code.

## SECTION 510 FIRE DEPARTMENT ACCESS TO EQUIPMENT

**510.1 Identification.** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location, shall be constructed of durable materials, permanently installed and readily visible.

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in Section 503.

SECTION D101  
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *Fire Code of New York State*.

SECTION D102  
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103  
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the code enforcement official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

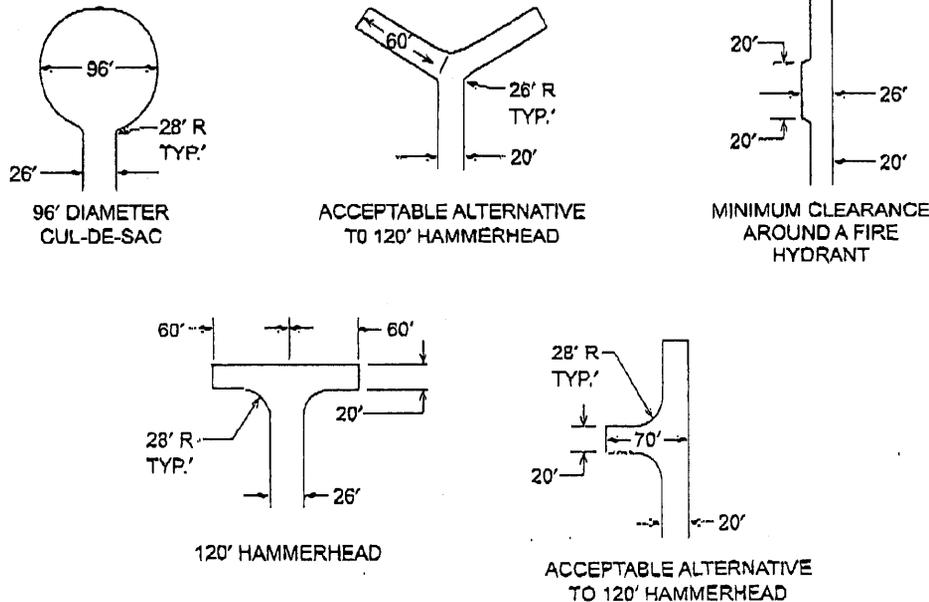
TABLE D103.4  
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750		As approved

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1  
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

APPENDIX D

- 3. Construction of gates shall be of materials that allow manual operation by one person.
- 4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
- 5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the code enforcement official.
- 6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools.
- 7. Locking device specifications shall be submitted for approval by the code enforcement official.

**D103.6 Signs.** Where required by the code enforcement official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

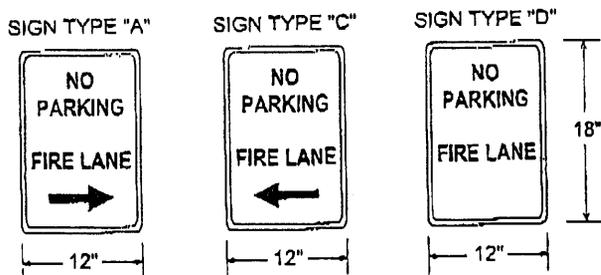


FIGURE D103.6  
FIRE LANE SIGNS

**D103.6.1 Roads 20 to 26 feet in width.** Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.

**D103.6.2 Roads more than 26 feet in width.** Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a fire lane.

SECTION D104  
RESERVED

SECTION D105  
AERIAL FIRE APPARATUS ACCESS ROADS

**D105.1 Where required.** Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accom-

modating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

**D105.2 Width.** Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

**D105.3 Proximity to building.** At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106  
RESERVED

SECTION D107  
RESERVED



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Chief

Captain Maurice T. Sullivan  
Old Brookville Police Department  
5701 Northern Boulevard  
Old Brookville, NY 11545

Re: Proposed Synagogue for the Jewish Congregation of Brookville (CE 1064G)  
Emergency Services - Resources and Availability

Chief

Dear Captain Sullivan:

In June 2008, you had provided confirmation that the Old Brookville Police Department has adequate capacity to provide police response services for the proposed Jewish Congregation of Brookville, for which my office is preparing a Final Environmental Impact Statement (FEIS). The project has undergone some changes since 2008 and the Village is requesting a new letter from the Department.

The following features are unchanged from 2008:

- The project will be located on the east side of Route 106, between Windsor Drive and Belle Sonia Court.
- There would be one unsignalized access onto the east side of Route 106.
- It comprises a 22,173 s.f. synagogue with 247 fixed seats and an optional 138-seat balcony.
- Attendance peaks 2-3 days a year during High Holy Days, with the use of temporary seats. Some congregants would be shuttled to the Synagogue from an off-site location.

The following summarizes the relevant changes since 2008:

- Prior analyses accounted for High Holiday peak attendance of 866 people. Revised analyses account for a maximum case of 1,053 people, though the synagogue does not expect to actually achieve this attendance number.
- The proposed parking has been increased from ninety (90) to one hundred twenty (120) spaces.
- The proposed driveway includes a southbound left turn lane and an improved northbound right turn deceleration lane.

We request that you sign below to confirm that the Old Brookville Police Department has adequate capacity to provide police response services for this project, and please return this letter to our attention. Your assistance in this matter is most appreciated. Should you require any additional information, please don't hesitate to contact our office.

Very truly yours,

Janice Jijina, P.E., AICP  
Partner

JJ/

Acknowledged by: MAURICE T. SULLIVAN  
(Print Name)

Title: CHIEF OF POLICE

Signature:

Date: 7/2/10

cc: Mitchell Rechler, Larry Rosenbloom

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