

2. Project Changes Occurring After the Draft EIS

Site Plan

Additional grass paver parking spaces have been added to the Site Plan, for a total of 120 on-site parking spaces. These spaces were added to the rear of the synagogue building. In order to accommodate these additional parking spaces, this area had to be regraded and eleven trees will have to be removed. In addition, the proposed median in front of the synagogue building is now a flush median (and therefore traversable by buses or emergency vehicles, if necessary). The entry radius has been increased to 45 feet to improve inbound traffic flow. The Site Plan is provided in Figure 2-1 and a set of Plans is provided with the FEIS.

With 120 on-site parking spaces, 250 to 300 people can be accommodated depending on vehicle occupancy. Since the sanctuary capacity plus staff is 249 people (this accounts for 247 fixed seats plus others, such as support staff, who would not utilize fixed Sanctuary seating), the on-site parking will be able to accommodate all events with the exception of the High Holidays, when shuttle buses to off-site parking will be utilized. Therefore, it is not anticipated that valet parking would be needed for any event.

In addition, the Nassau County Fire Marshal has required a fire access to the north of the proposed synagogue building. Therefore, whereas the prior site plan indicated trees and landscaping in this area, the revised site plan indicates grass pavers that provide a fire apparatus access road. There are corresponding signs to prohibit parking along this access road. While the change does not affect impervious area or stormwater flow calculations, eight additional trees will be removed. The change will provide a seamless surface (as opposed to a broken surface with both grass and pavers), which the applicant's architect believes is a positive aesthetic feature and which will provide a walkable surface from the 30 parking spaces added to the site plan since the DEIS.

The site plan has also been changed to add a fire hydrant approximately 70 feet north of the northwest corner of the building. This is in addition to the hydrant to be relocated near the site's entrance. The hydrant locations were vetted with the Nassau County Fire Marshal during a meeting with the applicant's site planning consultant on January 28, 2010.

Route 106

Route 106 currently has a concrete median across from the subject property. When the DEIS and

its corresponding traffic study versions were prepared, it had been proposed to close the closest median opening to the north of the property. For drivers looking to enter the site from the north, they would have had to travel south past the site and go to Brookville Road to make a U-turn at the existing traffic signal, accommodated by a southbound left turn lane which would have been lengthened. This condition had received preliminary New York State acceptance, and was shown on the site plans which accompanied the application. Comments which were made at the DEIS hearings which concerned these conditions were responded to at the hearings based on these plans and the information contained therein.

On April 22, 2009, after the DEIS hearing was closed and prior to the completion of this FEIS, the New York State Department of Transportation (“NYSDOT”) amended its opinion to approve a new median opening across from the proposed site driveway, and provided a letter to that effect.

A copy of the most recent Highway Work Permit plan set (which was submitted to NYSDOT on June 25, 2010, last revised in October 2010, and for which the NYSDOT issued an approval Bond Letter on November 15, 2010 – see Appendix B) is included in Appendix F to illustrate this new condition. There will be a new 380 foot± southbound left turn storage lane which will be able to accommodate approximately fifteen to nineteen (15-19) passenger vehicles or nine (9) shuttle buses. The opening will be properly channelized to ensure that only southbound left turns can be performed through this opening.

Drivers entering from the north can simply use the new median opening. They will not need to go to Brookville Road to make a U-turn. Therefore, there is no longer any proposed change to the southbound approach at the Route 106-Brookville Road intersection. Any prior DEIS analysis or comment response which referred to this southbound U-turn is now not applicable.

As shown on the plan set, the driveway egress will have a 40-foot radius and the driveway ingress will have a 45-foot radius. The radii will be maneuverable for passenger cars or shuttle buses. Also shown on the most recent Highway Work Permit plan set are “No Stopping” signs along Route 106 as per NYSDOT requirements.

Walls Along Entrance Drive

The walls will be constructed of cast-in-place concrete and will have a height of 2’-6” above the grade of the travel way to conform to traffic safety requirements. The finish of the walls will consist of a sandblasted appearance achieved through the use of concrete molds. The selected mold is Scott System #120 (Sandblast #2). The manufacturer's cut sheet is included in Response

Memorandum #2 in this document. A coloring additive is proposed so that the wall will match the building color.

Supplemental Traffic Analysis

When the DEIS Traffic Study was prepared in 2005, there was not yet a specific Hebrew School program, so the weekday PM peak hour was analyzed but could not be tailored to a specific school program or size.

Specific programs of the synagogue have been analyzed using the physical capacity of the building, and other issues including compressed timeframes as summarized below. The post-DEIS traffic analyses are included in the FEIS (in Appendix E):

- Weekday PM Peak Hour with a Hebrew School with 320 students in two sessions (applicant's program is a maximum of 120 students)
 - All students are dropped off and picked up within the same 15-minute period
- High Holiday Peak Hour with 1,053 people attending:
 - The number of people in the Synagogue for the High Holidays would completely fill the Sanctuary, the balcony, a separate tent area, and the kitchen (applicant's program is to use either the balcony or the tent)
 - All 1,053 people leave the synagogue in the rented buses in the same 30-minute period at the end of the main service (applicant's program would utilize 5 or 8 buses making multiple trips both for financial and operational considerations)
 - 105 (10%) of congregants enter the synagogue at the end of the service, at the same time 1,053 congregants leave (the applicant's experience is that people do not arrive at the end of the service)
 - Only 110 of the 120 parking spaces are permitted to be allotted to congregants to park on-site for High Holiday services, to leave a 10-space cushion
- The analysis contains several technical adjustments to the software such as peak hour factors, left turn critical gap time, etc.

