

PLANNING AND ZONING COMMISSION

Town of Glenville
18 Glenridge Road
Glenville, NY 12302
December 9, 2019

Present: M. Carr, Chairman, J. Gibney, N. Brower Dobiesz, J. Lippmann, P. Ragucci,
K. Semon, M. Tanner

Also

Attending: M. Burns, Planner I, C. Heinel, Town Counsel, L. Walkuski, Stenographer

Absent: .

Meeting called to order at 7:02 P.M.

Motion to approve the Agenda

Moved by: K. Semon

Seconded by: M. Tanner

Ayes: 7 **Noes:** 0 **Absent:** 0

Motion Approved

Motion to approve minutes from the November 18, 2019 meeting

Moved by: K. Semon

Seconded by: N. Brower Dobiesz

Ayes: 7 **Noes:** 0 **Absent:** 0

Motion Approved

Dr. Mina Sun
463 Saratoga Road

Final Site Plan Review

Dr. Sun is proposing a change in use from a medical office to an adult daycare facility. The site currently includes a 2,900 sq. ft. medical office building with approximately 16 parking spaces on approximately .55 acres. The site is zoned "Professional/Residential".

Gavin Villaume, EDP, and David Karasz, owner, were present.

G. Villaume stated minor site plan revisions were presented at the October 2019 PZC meeting. He said the Commission was pretty comfortable with the site plans however, the Commission did ask for additional information regarding the building and proposed use. Tonight, revised plans show the following:

- There are no steps either at the front or back of the building for emergency access
- There were other minor tweaks to the building plans

He also believes the attorney, David Karasz, submitted additional information regarding the licensing, training and oversight of the adult daycare.

M. Carr stated he asked for a summary of the training and only received a checklist. He also stated that this business is regulated by the state and the Commission expects the applicant to run a facility that is run in accordance with the requirements by the State of New York and the Town of Glenville. M. Carr asked if the applicant would agree to that.

D. Karasz stated they are in agreement.

K. Semon asked if the applicant was ok with the town building department establishing what will be the maximum occupancy for the business even if it's less than what is being proposed.

D. Karasz replied the state requires 40 sq. ft. per person and he won't have any problems with the building department's determination.

K. Semon asked if the hours of operation are Monday thru Saturday 8:00AM – 6:00PM.

D. Karasz said that would be their normal hours of operation with exception for people who are delayed in picking up clients.

K. Semon inquired about the rear exit and will there be a sidewalk that leads to the front of the building.

G. Villaume said there probably will be a gravel or surfaced sidewalk.

M. Tanner asked about emergency exit in the rear of the building.

G. Villaume said he wasn't sure if it meets emergency exit requirements.

M. Carr read into the record the response from Chief Thornhill of the East Glenville Fire Department. (See Attachment A.) The applicant will have to meet the appropriate fire code.

G. Villaume said whatever the fire code is for emergency exits it will be met.

J. Lippmann also stated that the occupancy code will have to be met and it will be determined by the Town of Glenville Building Department.

MOTION

In the matter of the final site plan review application by Dr. Mina Sun for a change in use from a medical office to an adult daycare facility located at 463 Saratoga Road, the Planning and Zoning Commission hereby conditionally approves the application. The Commission's decision is based upon the following findings:

1. The proposed use does conform to other applicable provisions of the Zoning Ordinance, including, but not limited to, landscaping requirements, building design, off-street parking requirements, building setbacks, fence requirements, sign regulations, storm water management
2. The proposed use does exhibit adequate and logical vehicular access and circulation, including intersections, road widths, curbing, and traffic controls.
3. The proposed use does exhibit satisfactory pedestrian and bicycle access and circulation, including separation of pedestrian traffic from automobile traffic, the placement and usefulness of on-site sidewalks and walkways, the accommodation for pedestrians at adjacent street intersections, and overall pedestrian and bicyclist safety and convenience.
4. The proposed use does exhibit adequate and logical location, arrangement, and setting of off-street parking and loading areas.
5. The proposed use does exhibit adequate and logical placement, arrangement, size, and design of buildings, lighting, and signs.
6. The proposed use does provide for the adequate type and arrangement of trees, shrubs, and other landscaping elements, as they relate to visual and noise buffering of adjacent sites and the reduction of visual impacts from the street.
7. The proposed use does demonstrate adequate provisions for the collection and/or disposal of storm water, sanitary waste, and garbage.
8. The proposed use will allow for adequate on-site snow plowing and snow storage.
9. The proposed use does demonstrate adequacy and durability of structures, roadways, utilities, and landscaping in areas with moderate to high susceptibility to flooding, ponding, and/or erosion.

10. The proposed use does retain existing trees and vegetation for aesthetic reasons, and minimize soil erosion and siltation.
11. The proposed use does protect adjacent properties against noise, glare, light pollution, odors, litter, unsightliness, or other objectionable features.
12. The proposed use does provide suitable open space for buffering and/or recreation purposes.

Conditions of Approval:

1. Provide written analysis of on-site wastewater facility completed by a qualified design professional.
2. Provide written comments from East Glenville Fire Department pursuant to Town's request for comments/concerns.
3. Apply for and secure all applicable State, County and local permits and/or certifications including but not limited to:
 - New York State Office for the Aging: Certification for Adult Day Care Facility.
 - Town of Glenville Building Department: Commercial Building Permit – Commercial Alterations or Repairs.
 - Town of Glenville Building Department: Application for Sign.
4. Determination by the Town of Glenville Building Department as to the maximum permitted occupancy (staff + clients + visitors) of the business.
5. Hours of operation shall be Monday-Saturday from 8:00 A.M. – 6:00 P.M.
6. The Adult Day Care Facility is approved as an “adult day care facility” only. Overnight accommodations are not permissible.
7. The rear exit from the building shall be provided with a means of egress (concrete sidewalk, asphalt path, etc.) to the front parking lot.
8. The “kitchenette” shall include a microwave, refrigerator and sink as depicted on the floor plan entitled, “Proposed Changes - Floor Plan,” prepared by Garry Robinson, P.E., dated 10/31/19, revised 12/01/19.
9. Additionally, the applicant is to follow the comments made by Chief Thornhill of the East Glenville Fire Department and is to work with the East Glenville Fire Department to preplan any potential responses they may have at the facility.

The applicant had a question concerning the wording of certification in point #3. M. Carr stated that is between the applicant and the state. The town is asking the applicant to run a business in accordance with NYS law.

N. Brower Dobiesz suggested to include the words “as applicable” in point #3.

Motion

Moved by: M. Carr

Seconded by: J. Lippmann

Ayes: 7 **Noes:** 0 **Absent:** 0

Motion Approved

**SQP (Specialty Quality Packaging)
502 & 602 Potential Parkway**

Final Site Plan Review

This application is proposing the connection of buildings #502 and #602 Potential Parkway located within the Glenville Business Tech Park. This enlarged space is to establish 10 overhead loading dock doors to replace the 6 currently in use thus increasing efficiency in the loading/receiving functions of the business while also creating additional storage space. The site is zoned "Research / Development / Technology".

Luigi Palleschi, ABD Engineering, was present. His recap of the application is as follows:

- As previously presented to the Commission the applicant is asking for a connection between buildings #502 and #602 Potential Parkway.
- At the November ZBA meeting, the granting of three variances were given; building coverage, front and rear setbacks.
- SQP is in agreement to combine the two parcels which answered several questions the PZC and ZBA had with regard to this application.
- A submission was made on 12/6/19 in response to M. Burns questions regarding this application.
- A new site plan was also submitted 12/6/19 showing the combination of the parcels.

J. Gibney asked if the process has begun to combine the two parcels and how long will it take to accomplish.

L. Palleschi stated the surveyors are in the process of doing the descriptions needed to join the parcels. In addition, they need to work on the description with regard to the dedication of a portion of E Street. Mr. Palleschi said it would probably take about 2-3 weeks.

M. Burns said the town attorney will have to review it.

C. Heinel, Town Attorney, said 2-3 weeks is a sufficient amount of time to come up with a description for road dedication and combination of the two lots.

J. Gibney asked if there was going to be any issue with the bank.

L. Palleschi stated the applicant double-checked with the bank, and there were no issues.

M. Carr stated M. Cuevas was looking for information on an easement.

M. Burns said in looking at the town board resolution that approved the transfer of E Street to SQP there was language regarding the generation of materials that are needed in order for the transfer to take place. He believes that information is what M. Cuevas was looking for and that is what is being worked on.

K. Semon said that he doesn't have a problem with the application and believes the fire alarm system being all one system is a positive change.

M. Burns asked L. Palleschi if his response went to Chief Almay, Village of Scotia.

L. Palleschi stated his response was not sent to Chief Almy.

M. Burns said the town will follow up with Chief Almy to make sure he is satisfied with the answers to his concerns. Furthermore, the attached possible list of conditions for approval include some items that the town would like to see cleaned up around the building i.e. traffic circulation, building identification (names and numbers), so people know where they are inside the park. This is a good time to try and rectify issues that are common to the industrial park with new applications that come before the town.

L. Palleschi said they are ok with that. The notes on the site plan indicate those types of changes within the vicinity of 502/602 Potential Parkway.

J. Lippmann asked if the town is requiring an easement for the sewer and water.

M. Burns replied there will be easements. There also are sleeves in the ground in case of a failure, but the easements will have to be drawn up and given to legal counsel and Dana Gilgore.

MOTION

In the matter of the final site plan review application by Specialty Quality Packaging proposing to join the two lots and the connection of buildings #502 and #602 Potential Parkway located within the Glenville Business Tech Park. This enlarged space is to establish 10 overhead loading dock doors to replace the 6 currently in use, the Planning and Zoning Commission hereby conditionally approves the application. The Commission's decision is based upon the following findings:

1. The proposed use does conform to other applicable provisions of the Zoning Ordinance, including, but not limited to, landscaping requirements, building design, off-street parking requirements, building setbacks, fence requirements, sign regulations, storm water management and erosion control requirements, etc.
2. The proposed use does exhibit adequate and logical vehicular access and circulation, including intersections, road widths, curbing, and traffic controls.
3. The proposed use does exhibit satisfactory pedestrian and bicycle access and circulation, including separation of pedestrian traffic from automobile traffic, the placement and usefulness of on-site sidewalks and walkways, the accommodation for pedestrians at adjacent street intersections, and overall pedestrian and bicyclist safety and convenience.
4. The proposed use does exhibit adequate and logical location, arrangement, and setting of off-street parking and loading areas.
5. The proposed use does exhibit adequate and logical placement, arrangement, size, and design of buildings, lighting, and signs.

6. The proposed use does provide for the adequate type and arrangement of trees, shrubs, and other landscaping elements, as they relate to visual and noise buffering of adjacent sites and the reduction of visual impacts from the street.
7. The proposed use does demonstrate adequate provisions for the collection and/or disposal of storm water, sanitary waste, and garbage.
8. The proposed use will allow for adequate on-site snow plowing and snow storage.
9. The proposed use does demonstrate adequacy and durability of structures, roadways, utilities, and landscaping in areas with moderate to high susceptibility to flooding, ponding, and/or erosion.
10. The proposed use does retain existing trees and vegetation for aesthetic reasons, and minimize soil erosion and siltation.
11. The proposed use does protect adjacent properties against noise, glare, light pollution, odors, litter, unsightliness, or other objectionable features.
12. The proposed use does provide suitable open space for buffering and/or recreation purposes.

Conditions of Approval:

1. Provide the Town of Glenville's Town Attorney with those materials that satisfy the conditions of the transfer of a portion of town road known as E Street. Said conditions and understanding having been detailed within Town Board Resolution No. 148-2019 adopted September 4, 2019.
2. Compliance with Zoning Board of Appeals - Conditions of Approval associated with Area Variances granted on 11/25/19.
3. Provide Town of Glenville with lot consolidation map for approval and subsequent filing with the Schenectady County Clerk's office. One (1) Mylar and a minimum of three (3) paper copies will be required for the PZC Chair's signature. Once filed, two (2) copies containing the Schenectady County Clerk's recording stamp shall be returned to Glenville's Economic Development and Planning Department for filing.
4. Provide Town of Glenville with written responses to Scotia Fire Chief Almy detailed in email dated 10/17/19 concerning alarms, etc.
5. Provide basic erosion and sedimentation control measures on Site Plan and specifications in detail sheets (concrete washout location, catch basin protection, soil stockpile, fueling container location(s), etc.).
6. All potable water improvements shall conform to Town of Glenville material specifications.
7. All sanitary sewer improvements shall confirm to Town of Glenville material specifications.

8. Final potable water and sanitary sewer system design shall be approved by the Town of Glenville Commissioner of Public Works and/or designee.
9. Apply for and secure all applicable State, County and local permits including but not limited to:
 - Town of Glenville Public Works: Application for Road Cut, Shoulder Cut and Storm Sewer Connection.
 - Town of Glenville Public Works: Application for Commercial Water Permit.
 - Town of Glenville Public Works: Application for Commercial Sewer Permit.
 - Town of Glenville Building Department: Commercial Building Permit – New Structure.
 - Town of Glenville Building Department: Application for Sign.
10. Install all NYS Fire Code and NYS Vehicle and Traffic Law measures applicable to this development on-site and within the immediately surrounding impacted streets. Measures applicable shall include but are not limited to: building numbering, building occupant(s) name, street name signs, pavement markings, fire hydrant protection, etc. (see attached memo from Glenville Traffic Engineer - Attachment B.)

Motion

Moved by: M. Carr

Seconded by: P. Ragucci

Ayes: 7 **Noes:** 0 **Absent:** 0

Motion Approved

Scotia Industrial Park, Inc.
302 B Street, Glenville Business & Tech Park

Site Plan Review
Final

This application is for the construction of a 100,000 sq. ft. food-grade warehouse facility to be located in the Glenville Business & Technology Park. Current zoning for this parcel is "Research/Development/Technology".

Dave Ahl, Scotia Industrial Park, and Dan Faldzinski, Delta Engineering, were present.

D. Ahl stated since the last meeting several items need to be noted.

- They appeared before the ZBA and received a variance for the rear setback
- An updated site plan was submitted showing connection to a private water source.
- A second storm water pond was added.

A discussion took place regarding the storm water ponds.

N. Browser Dobiesz asked if National Grid was aware of it.

D. Faldzinski replied yes, they are aware.

D. Ahl stated that it takes awhile to hear from National Grid.

M. Carr asked if they have heard from DEC.

D. Ahl said they have been in contact with DEC.

M. Burns said an email chain indicates that DEC is aware and working on it.

K. Semon asked if there were any fire hydrants near the parking lot side of the building.

D. Faldzinski said there is one on the corner.

MOTION

In the matter of the final site plan review application by Scotia Industrial Park, Inc. for the construction of a 100,000 sq. ft. food grade warehouse facility located at 302 B Street, Glenville Business & Tech Park, the Planning and Zoning Commission hereby conditionally approves the application. The Commission's decision is based upon the following findings:

1. The proposed use does conform to other applicable provisions of the Zoning Ordinance, including, but not limited to, landscaping requirements, building design, off-street parking requirements, building setbacks, fence requirements, sign regulations, storm water management and erosion control requirements, etc.
2. The proposed use does exhibit adequate and logical vehicular access and circulation, including intersections, road widths, curbing, and traffic controls.
3. The proposed use does exhibit satisfactory pedestrian and bicycle access and circulation, including separation of pedestrian traffic from automobile traffic, the placement and usefulness of on-site sidewalks and walkways, the accommodation for pedestrians at adjacent street intersections, and overall pedestrian and bicyclist safety and convenience.
4. The proposed use does exhibit adequate and logical location, arrangement, and setting of off-street parking and loading areas.
5. The proposed use does exhibit adequate and logical placement, arrangement, size, and design of buildings, lighting, and signs.
6. The proposed use does provide for the adequate type and arrangement of trees, shrubs, and other landscaping elements, as they relate to visual and noise buffering of adjacent sites and the reduction of visual impacts from the street.
7. The proposed use does demonstrate adequate provisions for the collection and/or disposal of storm water, sanitary waste, and garbage.
8. The proposed use will allow for adequate on-site snow plowing and snow storage.

9. The proposed use does demonstrate adequacy and durability of structures, roadways, utilities, and landscaping in areas with moderate to high susceptibility to flooding, ponding, and/or erosion.
10. The proposed use does retain existing trees and vegetation for aesthetic reasons, and minimize soil erosion and siltation.
11. The proposed use does protect adjacent properties against noise, glare, light pollution, odors, litter, unsightliness, or other objectionable features.
12. The proposed use does provide suitable open space for buffering and/or recreation purposes.

Conditions of Approval:

1. Provide Village of Scotia Department of Public Works with proposed sanitary sewer system design plans.
2. Provide Town of Glenville Department of Public Works with written correspondence from Village of Scotia as to acceptability of final sanitary sewer design.
3. Provide Town of Glenville and Village of Scotia Department of Public Works with engineering report of proposed water usage, analysis of available capacity in the receiving sanitary sewerage system and a description of the character of the wastewater effluent.
4. All potable water improvements shall conform to Town of Glenville material specifications.
5. All sanitary sewer improvements shall confirm to Town of Glenville material specifications.
6. Final potable water and sanitary sewer system design shall be approved by the Town of Glenville Commissioner of Public Works and/or designee.
7. Acceptance of final Stormwater Drainage Design by Town of Glenville Designated Engineer and Town of Glenville Highway Superintendent with signature on Notice of Intent in a form sufficient for filing with the NYS Department of Environmental Conservation. Any modifications to the current set of drawings shall be incorporated into the Final Site Plan sets along with appropriate notations within the revision block, prior to sign-off by the Planning and Zoning Commission Chair.
8. Apply for and secure all applicable State, County and local permits including but not limited to:
 - New York State Department of Health or Ag & Markets: Application for a Permit to “Operate a Food Grade Warehouse/Distribution Facility.”
 - Town of Glenville Public Works: Application for Road Cut, Shoulder Cut and Storm Sewer Connection.
 - Town of Glenville Public Works: Application for Commercial Water Permit.
 - Town of Glenville Public Works: Application for Commercial Sewer Permit.
 - Town of Glenville Building Department: Commercial Building Permit – New Structure.

- Town of Glenville Building Department: Application for Sign.
 - Village of Scotia Sanitary Sewer permit.
9. Provide written correspondence from NYS Department of Environmental Conservation regarding acceptability of improvements in the vicinity of the Permeable Reactive Barrier.
 10. Provide specifications on Site Plan documents regarding procedure for modifications to existing test wells.
 11. Provide a written description of how the proposed development plan will comply with the conditions contained within the Final Site Management Plan associated with the Defense National Stockpile Center Scotia Depot.
 12. Include specifications for the installation of a vapor barrier under building slab per Final Site Management Plan referenced in 11 above.
 13. Provide Town of Glenville with written correspondence from National Grid regarding acceptability of improvements within their easement area.
 14. Install all NYS Fire Code and NYS Vehicle and Traffic Law measures applicable to this development on-site and within the immediately surrounding impacted streets. Measures applicable shall include but are not limited to: building numbering, building occupant(s) name, street name signs, pavement markings, fire hydrant protection, etc. (see attached memo from Glenville Traffic Engineer – See Attachment B).

J. Gibney asked about the food grade designation. Where did that come from?

D. Ahl stated that Ag & Markets requires that you get a license if you are a food grade warehouse. It does talk about beverages/ beverage containers. Adirondack Beverages has to obtain the license for beverage storage.

Motion

Moved by: M. Carr

Seconded by: K. Semon

Ayes: 7 **Noes:** 0 **Absent:** 0

Motion Approved

With no further business the meeting was adjourned at 7:45 P.M.

Lynn Walkuski
Stenographer

Linda Neals
Town Clerk



East Glenville Fire District #3

433 Saratoga Road
Glenville, NY 12302
518-399-1641

Ross Thornhill
Chief of Department
chief@eastglenvillefd.com

December 9, 2019

Dear Mr. Burns,

I am responding to the Town of Glenville Building Departments letter dated November 4th for the East Glenville Fire Departments review of the proposed Adult Day-care Center at 463 Saratoga Road.

So long as the facility meets all current building code, NYS Fire Code and NYS regulations which would be covered by such a business we are in favor of this project. This includes the requirements for maintaining egress, alarms and proper room occupancy.

EGFD recommends the following:

- Knox Box – Can be purchased at knoxbox.com and entering “East Glenville Fire Dept” in the fire department search.
- Pull station covers – due to the anticipated clientele this may help reduce unwanted false alarms.
- Work with East Glenville Fire Department to preplan our response to the facility.

I have included a 2009 OFPC bulletin which articulates that need for proper notification and response to facilities with high risk individuals.

Our primary concern is the safety of all who occupy this facility. Should you have additional questions please feel free to contact me.

Sincerely,

Ross Thornhill

Ross Thornhill
Chief of Department

OFPC information

BULLETIN

June

2009

The Fire Code of New York State contains two requirements for notification of the fire department: section F401.3 which requires that the fire department be immediately notified in the event an unwanted fire occurs on a property; and, section F401.3.2 which requires that the fire department be immediately notified upon receipt of a fire alarm signal. These provisions are intended to ensure that building owners, managers or staff do not waste vital time if a fire occurs, or by investigating the source of a fire alarm system activation, before notifying the fire department. Such delay can be deadly if a fire has occurred.

In response to the tragic March 2009 fire in a community group residence in the Adirondack community of Wells that claimed the lives of four residents, the commissioner of the Office of Mental Retardation and Developmental Disabilities (OMRDD) requested the Office of Fire Prevention and Control to conduct an independent review of the design, construction, code applicability and operational features of the residence to ensure they met applicable fire and life safety codes and to verify operation of fire protection systems.

For purposes of determining compliance with the fire code provisions pertaining to fire department notification, OFPC assesses whether the fire department is immediately notified whenever a building fire alarm system is activated and the alarm notification appliances (bells, horns and strobe lights) sound or flash to warn building occupants. If the fire department is not immediately notified, if there is a delay in order to investigate the source of the alarm before notifying the fire department, there exists a violation of the Fire Code of New York State.

As a result of OFPC's review, a number of these residences, particularly those operated by OMRDD, have modified procedures to ensure immediate notification to the fire department upon fire alarm activation as they are required to do so by law. In some cases fire departments may experience an increase in runs. This is not due to a sudden increase in false alarms or alarm system malfunctions but is rather the fire department being notified as required, where previously notification was delayed in order for facility staff to "self-investigate."

While OFPC understands the impact increased responses have on fire departments, ignoring legal requirements is not something OFPC can condone. To reduce any impact on fire departments, OFPC is committed to working with OMRDD, building owners and fire departments to reduce the numbers of unintentional fire alarm system activations. OFPC will work with any group that asks, to educate building occupants to change behaviors which result in alarm activations and/or review possible engineering options pertaining to the installation of fire detectors.

The Fire Code of New York State considers the safety of building occupants to be of utmost importance. That is why it requires automatic and manual fire alarm systems in specific high risk occupancies and permits no delay in notifying the fire department when an alarm occurs. It does not consider building owners, managers or staff to be qualified to determine whether a building is safe when a fire alarm system is activated. That is why it requires immediate notification of the fire department who can respond and determine the safest course of action.

As fire safety professionals, we all understand the tragic consequences of delayed response. Time is everything in rescue and fire suppression operations and these code requirements are in place so the fire department is not disadvantaged from the start in the event of a fire. When a fire alarm occurs, who better to determine if it is safe for building occupants than the fire department?

OFPC also wants to remind fire departments that pre-planning is one of the most valuable tools available for aiding in effectively controlling a fire or other emergency incident. In simple terms pre-incident planning ensures that responding personnel know as much about a facility's construction, occupancy, operations and fire protection systems as they can before an incident occurs. Pre-planning isn't always easy, it takes commitment and effort on the part of the fire department. Even in these days of growing demand for our time, OFPC advises fire departments across the state to be proactive in this important endeavor, especially as it relates to community group homes, nursing homes, assisted care facilities and other specialty residential occupancies. The information gained, relationships forged and increased confidence will benefit everyone.

OFPC knows that fire service professionals across the state are working hard as to ensure the safety of all New Yorkers. If you have any questions or concerns regarding this issue, please contact the Office of Fire Prevention and Control's Bureau of Fire Prevention.



NYS Department of State

OFFICE OF FIRE PREVENTION & CONTROL

phone 518.474.6746

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email fire@dos.state.ny.us

Town of Glenville Traffic Safety Committee

Date: December 3, 2019

To: Town of Glenville Traffic Safety Committee

From: T. Melander, Traffic Engineering Technician

Subject: SUGGESTIONS FOR INDUSTRIAL PARK TRAFFIC AND PUBLIC SAFETY

Attached is a report listing suggestions for Industrial Park Traffic and Public Safety.

The report includes:

- Suggestions private road signing, not blocking public and private roads, identifying buildings, requirements for designing turns to accommodate large tractor-trailers, ballards to protect hydrants, marking no parking in front of hydrants and building fire protection connections.
- NYS Fire Code requirements
- Depictions of current problems
- MUTCD and NYS Supplement requirements for signs and pavement markings.
- AASHTO requirements for tractor-trailer turning radius.

Suggestions for Industrial Park Traffic and Public Safety

- ❖ Private roads must have street signs at intersections, dead end roadways in excess of 150 feet must have applicable dead end signs and end of roadway markers.
 - Street Name signs with sign face shape, color, dimensions, and characters shall meet the requirements of Manual of Uniform Traffic Control Devices Section 2D.43 Street Name Signs (D3-1) and Standard Highway Signs Book 2012 Supplement. Street signs with Capital letters to be 6 inches, D Series letters, and lower case letters to be 4 inch, D series, letters, mounted on an Aluminum Sign Panel being 12 inches high inches wide with two holes in the near each end of the sign panel for sign mounting, white on Green high intensity ASTM Level II Sign Sheeting with white letters and border,
 - Stop signs with sign face shape, color, dimensions, and characters shall meet the requirements of Manual of Uniform Traffic Control Devices Section 2B.05 Stop Sign and FHWA Standard Highway signs 2004.
 - Dead End Signs (Diamond Sign 24" x 24") with sign face shape, color, dimensions, and characters shall meet the requirements of Manual of Uniform Traffic Control Devices Section 2C.26 Dead End/No Outlet Signs and FHWA Standard Highway signs 2004.
 - End of Roadway Marker (Diamond Sign 18"x18") red diamond meet the requirements of Manual of Uniform Traffic Control Devices Section 2C.66 Object Markers for Ends of Roadways and FHWA Standard Highway signs 2004.
 - Parking spaces are to be marked with white paint, except parking spaces for persons with disabilities is provided in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG), which are marked with blue paint.
 - Parking spaces in front of fire hydrants and fire protection connections are to be marked as a white box with an X connecting the corners of the box and a no parking any time sign mounted in/near the center of the parking space facing the parking space.
- ❖ Businesses must ensure public and private roadways are not blocked for fire safety, emergency medical safety, police safety and delivery.
- ❖ Building must be identified.
 - Building are to have a building number located on each corner of the building facing a public or private roadway opened to vehicular traffic. The building number should at least 24 inch characters that are retro-reflective in a sans serif font.
 - Building door ways are to have the business name on the main entrance. Business name should be at least 6 inch characters that are reflective in a sans serif font.
- ❖ Road Intersections are to be design for minimum turning path for Interstate Semi-trailer (WB-19 {WB62}) design vehicle (AASHTO – A Policy on Geometric Design of Highways and Streets) – 46.4 foot minimum radius.
 - A letter of requesting private roadway traffic control will enable traffic control to be included in the Town of Glenville's Traffic Ordinance.
- ❖ Fire hydrants are to be visible and maintained clear of trees, shrubs and snow.
 - Fire hydrants are to have 6 inch steel ballards, at least 78 inches in length with 42 inches above ground and located 3 feet from each side of the fire hydrant.
 - Hydrant "Steamer Connection" is to face the street/roadway for quick access.
 - Parking spaces in front of fire hydrants and building fire protection connections are to be marked as a white box with an X connecting the corners of the box and a no parking any time sign mounted in/near the center of the parking space facing the parking space.
 - Fire hydrants are to have a reflective red hydrant stake with white reflective bands extending 4 feet or more above the hydrant bonnet.

December 5, 2019

NYS Fire Code

Section 503.2.3 Surface

Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all- weather driving capabilities.

Section 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 approved area for turning around fire apparatus.

Section 503.3 Marking

Where required by the fire code official, approved signs or other approved notices or markings that include the words **NO PARKING-FIRE LANE** shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

Section 503.4 Obstruction of fire apparatus access roads

Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles.

Section 504.1 Required access.

Exterior doors and openings required by this code or the International Building Code 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 fire code official.

Section 505.1 Address identification.

New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out.

Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

Section 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 road- ways allows passage by vehicles. Signs shall be of an approved size, weather resistant and be maintained until replaced by permanent signs.

Section 507.5.4 Obstruction

Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

Section 507.5.5 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.

Section 507.5.6 Physical protection

Where fire hydrants are subject to impact by a motor vehicle, guard posts or other approved means

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Depictions:

Section 503.2.3 Surface

Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all- weather driving capabilities.



Section 503.4 Obstruction of fire apparatus access roads

Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles.



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Section 504.1 Required access.

Exterior doors and openings required by this code or the International Building Code 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 fire code official.

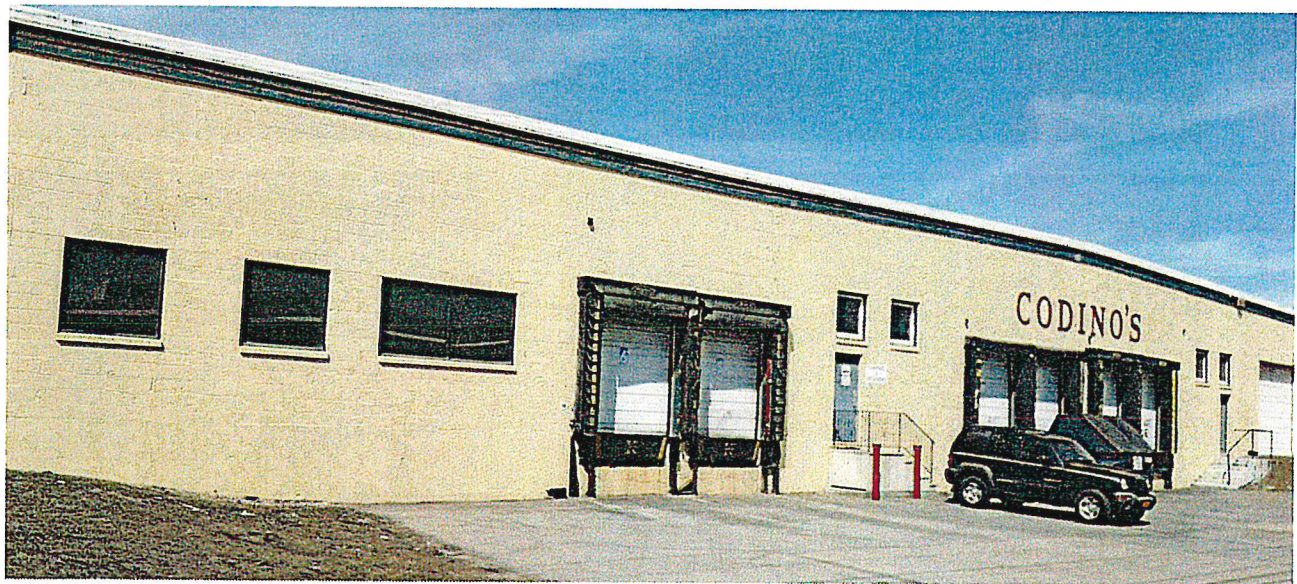


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Section 505.1 Address identification.

New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out.

Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.



December 5, 2019



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Section 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.



Section 507.5.4 Obstruction

Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

Section 507.5.5 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.



December 5, 2019

Section 507.5.6 Physical protection

Where fire hydrants are subject to impact by a motor vehicle, guard posts or other approved means



Town of Glenville Street Signs																				Total Inches	Sign Size
Street Sign	Character Size																				
BelGioloSo Blvd	6" Caps - 4" Letters D Series	space	B	e	l	G	i	o	l	o	s	o	space	B	l	v	d	space	54,000	54x12	
		4.281	5.105	2.716	1.440	5.285	1.440	2.921	1.440	2.921	2.161	2.921	4.500	5.105	1.440	3.002	3.041	4.281			

December 5, 2019



BelGioioso Blvd street sign, code D3-1, 12"x 54", High Intensity Sheeting, for double post mounting

Street Sign Specification

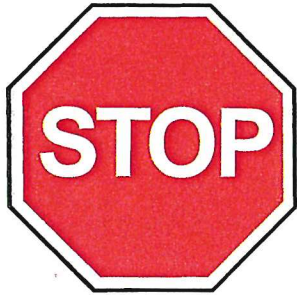
Street Name signs with sign face shape, color, dimensions, and characters shall meet the requirements of Manual of Uniform Traffic Control Devices Section 2D.43 Street Name Signs (D3-1) and Standard Highway Signs Book 2012 Supplement

- Aluminum Sign Panel shall be 12 inches high by 54 inches wide with two holes in the near each end of the sign panel for sign mounting.
- White on Green high intensity ASTM Level II Sign Sheeting with white letters and border.
- Capital letters are to be 6 inches, D Series letters, and lower case letters are to be 4 inch, D series, letters.

Town of Glenville Street Signs																			
Street Sign	Character Size																Total Inches	Sign Size	
BelGioioso Blvd	6" Caps - 4" Letters	space	B	e	l	G	i	o	i	o	s	o	space	B	l	v	d	space	
	D Series	4.281	5.105	2.716	1.440	5.285	1.440	2.921	1.440	2.921	2.161	2.921	4.500	5.105	1.440	3.002	3.041	4.281	54.000
Private Road	3" Caps - 3" Letters	space	P	r	i	v	a	t	e	space	R	o	a	d	space				
	C Series	15.640	2.281	1.321	0.960	2.431	1.801	1.141	1.831	3.000	2.191	1.981	1.801	1.981	15.640				54.000

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Stop Signs



MUTCD Code R1-1

30" x 30"

Octagonal Sign

Background – Red High Intensity Sign Sheeting

Border – White - High Intensity Sheeting

Legend – White - High Intensity Sheeting

Aluminum Sign panel for single post mounting

Sign Post:

1 $\frac{3}{4}$ " x 1 $\frac{3}{4}$ " Tubular Steel Sign Post – 10 foot Length

2" x 2" Sign Post Base – 3 foot Length

(Street signs maybe mounted above the Stop Sign, thereby requiring a 12 foot length 1 $\frac{3}{4}$ " x 1 $\frac{3}{4}$ " Tubular Steel Sign Post.)

Reference:

- *2009 Manual of Uniform Traffic Control Devices (MUTCD) Section 2B.05 Stop Sign*
- *FHWA Standard Highway signs 2004 (http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm)*

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Dead End Sign



MUTCD Code W14-1

Diamond Sign 30" x 30"

(when adjacent to highways with speeds are greater than 30 miles per hour)

Diamond Sign 24" x 24"

(where located within an area having a posted speed limit of 30 miles per hour)

Background – Yellow High Intensity Sign Sheeting

(Yellow Diamond Grade Sign sheeting when adjacent to highways with speeds are greater than 40 miles per hour)

Border and Legend – Black

Aluminum Sign Panel for single post Mounting

Sign Post:

1 $\frac{3}{4}$ " x 1 $\frac{3}{4}$ " Tubular Steel Sign Post – 10 foot Length

2" x 2" Sign Post Base – 3 foot Length

Reference:

- *2009 Manual of Uniform Traffic Control Devices (MUTCD) Section 2C.26 Dead End/No Outlet Signs*
- *FHWA Standard Highway signs 2004 (http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm)*

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End of Roadway Marker



MUTCD Code QM4-3

Diamond Sign 18"x 18"

Background – Red High Intensity Sign Sheeting

No Border

Sign Post:

1 $\frac{3}{4}$ " x 1 $\frac{3}{4}$ " Tubular S'l Sign Post – 10 foot Length

2" x 2" Sign Post Base – 3 foot Length

Reference:

- *2009 Manual of Uniform Traffic Control Devices (MUTCD) Section 2C.66 Object Markers for Ends of Roadways*
- *FHWA Standard Highway signs 2004* (http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm)

Section 3B.19 Parking Space Markings

Support:

01 Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus

stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted.

Examples of parking space markings are shown in Figure 3B-21.

Standard:

02 Parking space markings shall be white.

Option:

03 Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Support:

04 Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.20 and illustrated in Figure 3B-22. The design and layout of accessible parking spaces for persons with disabilities is provided in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" (see Section 1A.11).

Figure 3B-18. Do Not Block Intersection Markings

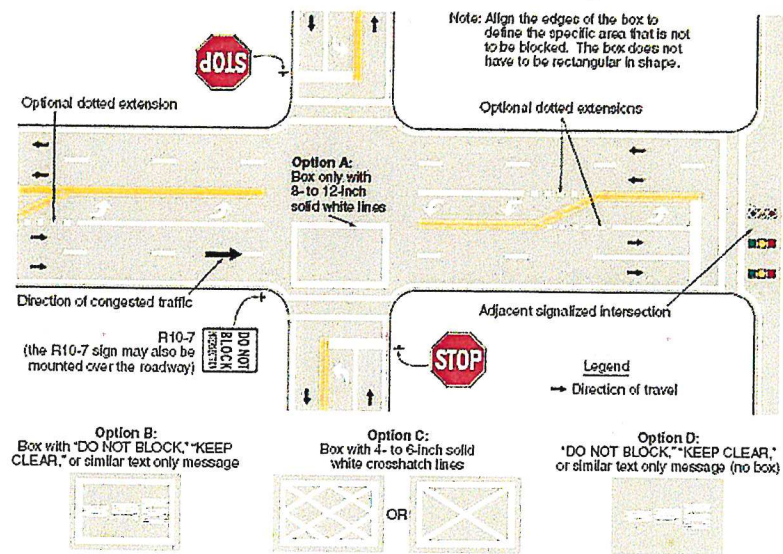
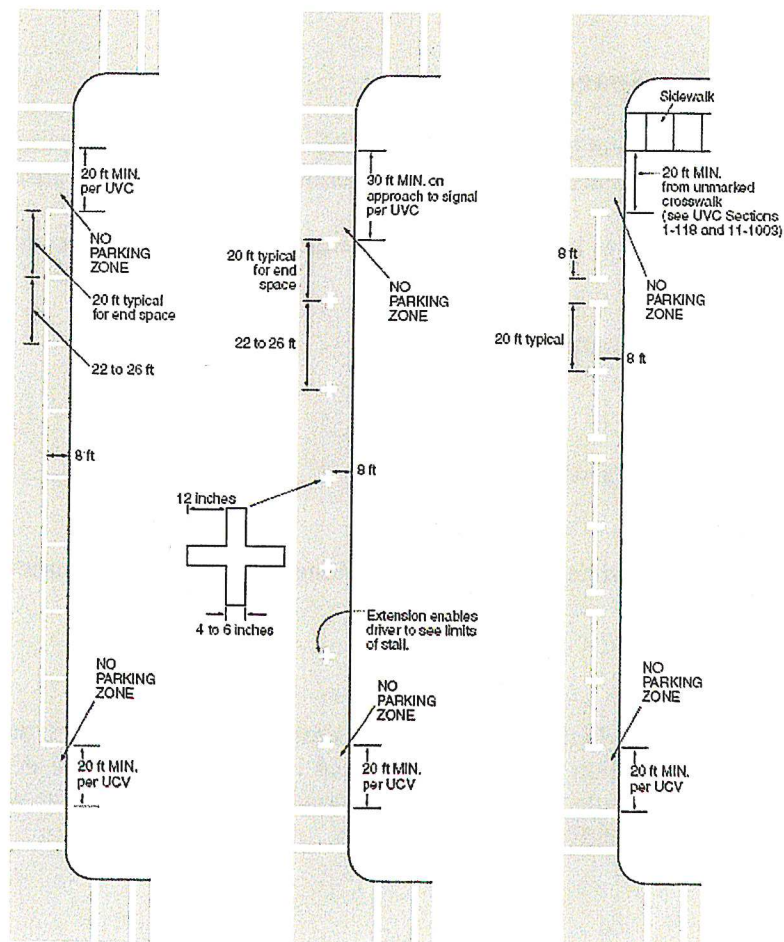


Figure 3B-21. Examples of Parking Space Markings



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A Policy on Geometric Design of Highways and Streets

2004
Fifth Edition

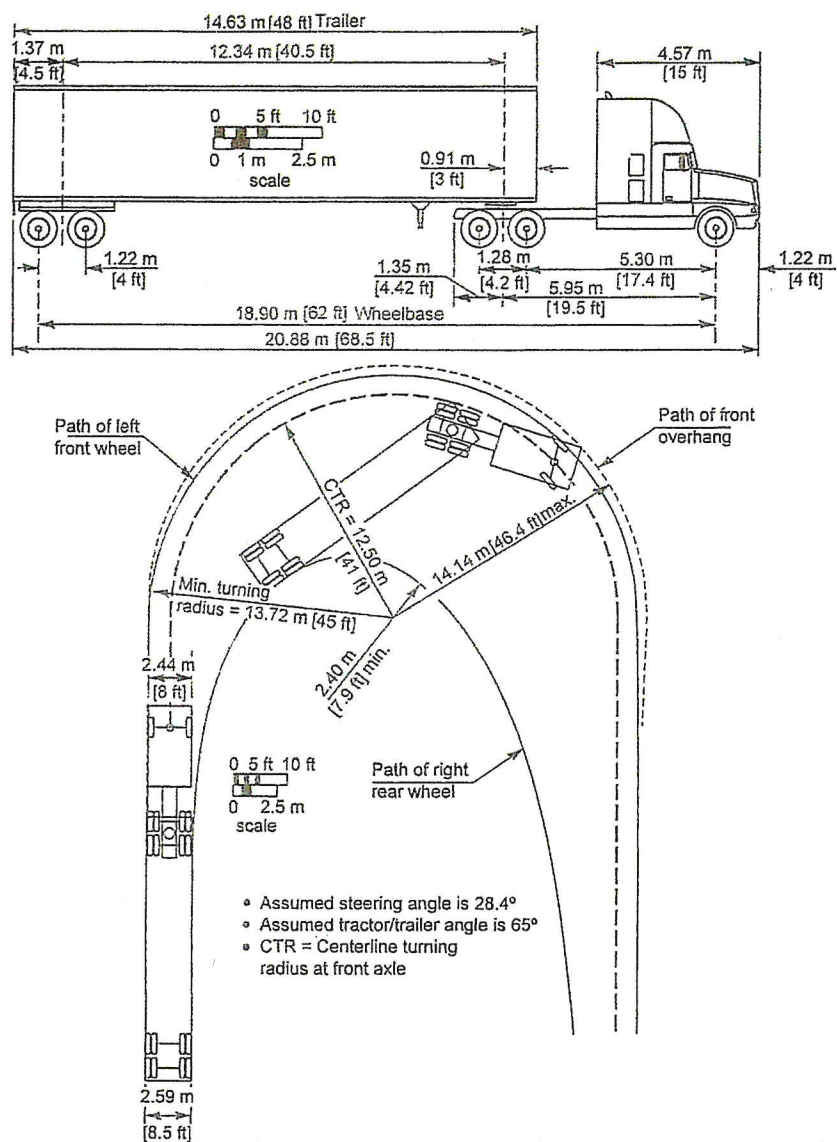


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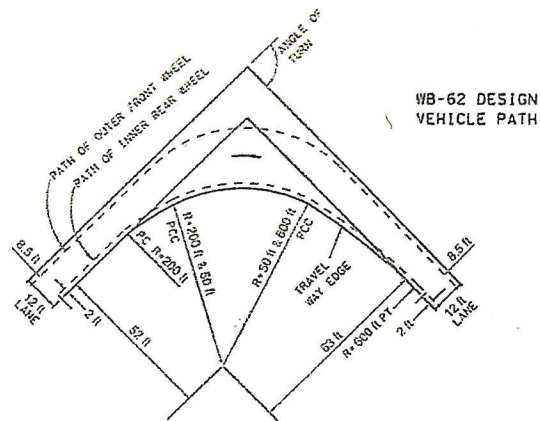
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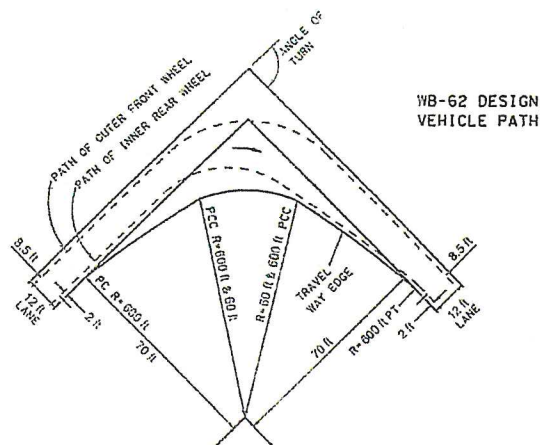
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**Exhibit 2-15. Minimum Turning Path for Interstate Semitrailer (WB-19 [WB-62])
Design Vehicle**



WB-62 INTERSTATE SEMITRAILER COMBINATION
3 CENTERED COMPOUND CURVE,
200 ft - 50 ft - 600 ft RADII, OFFSET 2 ft AND 13 ft



WB-62 INTERSTATE SEMITRAILER COMBINATION
3 CENTERED COMPOUND CURVE,
600 ft - 60 ft - 600 ft RADII, OFFSET 10 ft

US Customary

Exhibit 9-26. Minimum Edge-of-Traveled-Way Designs (WB-19 [WB-62])
Design Vehicle Path (Continued)

Fire Hydrant

