BREWSTER FIRE DEPARTMENT

Target Hazard Planning Group
Brewster Fire Department
501 North Main Street
Brewster, NY 10509

August 24, 2022

Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Dear Planning Board Members,

Thank you for allowing the Brewster Fire Department the opportunity to review the plans and stated purpose for the upcoming “Brewster Yards” project. Our Group as well as the Office of the Chiefs have reviewed the material and would like to offer the enclosed suggestions.

The Statement of use document provided was of particular help as it is often hard to attend planning board meetings to hear these points being made live.

Respectfully,

Brewster Fire Department -
Target Hazard Planning Group

BREWSTER YARDS
Review and Recommendations

PART 1 - EMS Concerns

1. Increased Call Volume – If we were to compare the "Brewster Yards" project with a similar venue with similar attendance numbers, it may result in approximately **21 potential EMS calls per operational season.**
    a. Nationally averaged EMS call data yields an EMS request rate of 1 call per 3,000 people per day.
    b. Using this guideline, with the stated weekend capacity of the location being 2,000 people would yield the following result;
        i. stated capacity 2,000 = 2/3 of a call per day (of National Average).
        ii. 26 weekends a year. Capacity crowd expected for 8 months per year on weekends = 32 possible gatherings of 2,000 x 2 (Saturday and Sunday) shows potential surge crowd of 2,000 64 times per year.
        iii. 2/3 of a call per day x 64 days x length of operation 0.5 (12 hours per day) = 21 potential EMS calls per season.
2. Attendee Medical Protection
    a. New York State Public Health Law (Part 118) specifically requires EMS coverage for all events where there is a crowd of 5,000 or more anticipated to attend.
    b. The stated maximum capacity of this facility does not meet that requirement; however, this does not mean that the public should not be protected.
    c. At the very least, there should be a medical staff on duty, each weekend when surge attendance is likely to reach the stated maximum.
        i. There should be at least one (1) Certified EMT on the grounds during peak hours. There should also be a designated Aid to the EMT (CFRD) or someone trained in basic First Aid.
            1. These employees may be dual role (i.e.; trainer / EMT or Vendor / EMT)
            2. There should be a First Aide / Medical Office established in a central location that would act as a "casualty collection point", for responding EMS resources.
        ii. During "regular" Mon – Friday hours, when capacity is stated to be 1,000 or less, there should be at least One (1) trained EMT on location who can "rapidly" respond should their services be required.
        iii. Emergency Identification – Similar to College / University safety plans, there should be a blue strobe light activated at the concession stand nearest the incident to aid responders in locating the patient.
3. AED – NYS Public Health Law (S 225) as well as New York Business Law (S. 627A) require that "Health Club" or public assembly areas have a minimum of one (1) AED for every 500 patrons. As this facility is quite large, almost parklike in nature (with included

hiking trails), there should be at least 1 AED located in each distant area to decrease the amount of time necessary to deploy such a device when necessary. This requirement could be met by having an AED conspicuously mounted at each concession stand.

4. Initial First aid Response - There should also be an AED attached to a mobile response vehicle, similar to a Polaris or Gator type vehicle that can be dedicated to providing initial emergent care to someone in need.
    a. First Aid – Sprain, Strain or Laceration
    b. Transport (when feasible) to a central casualty collection point, or main medical office.

PART 2 – Fire Concerns

1. ACCESS/EGRESS - taking into consideration these are concept drawings we have the following comments:
    a. Main Building
        i. In reviewing the Architectural drawings, the elevation views do not show access/egress from the rear of the building.
            1. Recommend an on-grade exit at the rear of the building/concession stand area.
        ii. In reviewing the Architectural and Civil Drawings, the grade difference of 10'-8" from the front to the rear of the building reveals a vertical foundation wall on the left side. This makes for difficult access to the floor level from outside the building with no ladder truck access due to trees.
            1. Recommend stairwell/deck/landing for emergency access/egress.
        iii. Access to the rear of the building is by a delivery roadway that narrows down to approximately 12'-3" (see attached marked up drawing and below Fig. 1. **This should be wider** so we can get a ladder truck to the rear of the building.
            1. The exact width of the ladder trucks are 8'-6". HOWEVER, to fully operate they require a minimum of **21'-0"** due to the fully extended outriggers. Outrigger pads must also be on sound bearing surface. GVW = 40 tons.
            2. Ideal ladder placement is to access as many sides of the building as possible. This would mean right near the gate at the driveway.
    b. Fields
        i. There is minimal access to the center of the ballfields for EMS vehicles which are 8'-6" wide. The attached comments on the drawings show dimensions and areas for potential emergency vehicle access.
        ii. Add an additional parking lot access/egress near the multi-sport field to avoid a dead-end parking lot.

2. WATER SOURCE

    a. On-site ponds
        i. These are a great water source for emergencies.
        ii. Add several wet hydrants as well as dry hydrants near the water ponds for fire department use should there be outside or brush fires.
    b. Watermain - there is an 18" watermain going through part of the campus between the fields to supply the concession stands.
        i. What is the expected pressure of the system?
    c. Hydrants - despite the watermain going thru the middle of the campus, there are NO HYDRANTS connecting to that 18" main.
        i. Add hydrants throughout the campus at a maximum of 500’ between them.
        ii. Add a pressurized hydrants along Pugsley Road out to Route 312.
    d. 15,000gal water storage tank
        i. Architecture DWG SP-3 shows the Water Service Line (WSL, which is HDPE) go straight to the treatment building --> storage tank --> treatment building --> 18" Watermain. Should there be an issue at the water treatment building, will there be a Fire Department Connection (FDC) at the base of the storage tank?

3. ELECTRICAL
    a. Provide clear designation and location of any disconnect switches for large power devices such as a jumbotron.
    b. Provide backup generator information including size, location, and fuel type.
    c. Provide information on any overhead loads (jumbotron, HVAC units, etc.)
    d. Fire Alarm system – one centralized panel with zones broken up as much as possible to easily isolate areas.
    e. Electronic vehicle charging stations – to be placed as far away from any exposure as possible.
        i. Provide locations, number of stations, and disconnect switches.

4. FIRE FIGHTING
    a. Provide easily accessible FDC to supply the main buildings sprinkler and or stand pipe system.
        i. Preferred location shown in Fig. 2.
        ii. Provide hydrant within 50ft of this FDC.
    b. Provide clear chemical signage wherever chemicals are stored identifying the type and quantity.
    c. General Notes:
        i. New projects, such as Northeast Logistics; Restaurant Depot, Brewster yards, and future large projects, should rely on their own water supply for fire protection (no public hydrant system). This allows provides "overbuilt" fire protection systems that are independent of each other for redundancy.
        ii. This redundancy would include water storage tanks and to place yard hydrants in locations and in quantities that we suggest (i.e. a hydrant just outside the main entrance to their complex for our use on other emergencies (fires) in that general area (Northeast Logistics architect has agreed to do this).

FIG. 1 – Ladder Truck Access

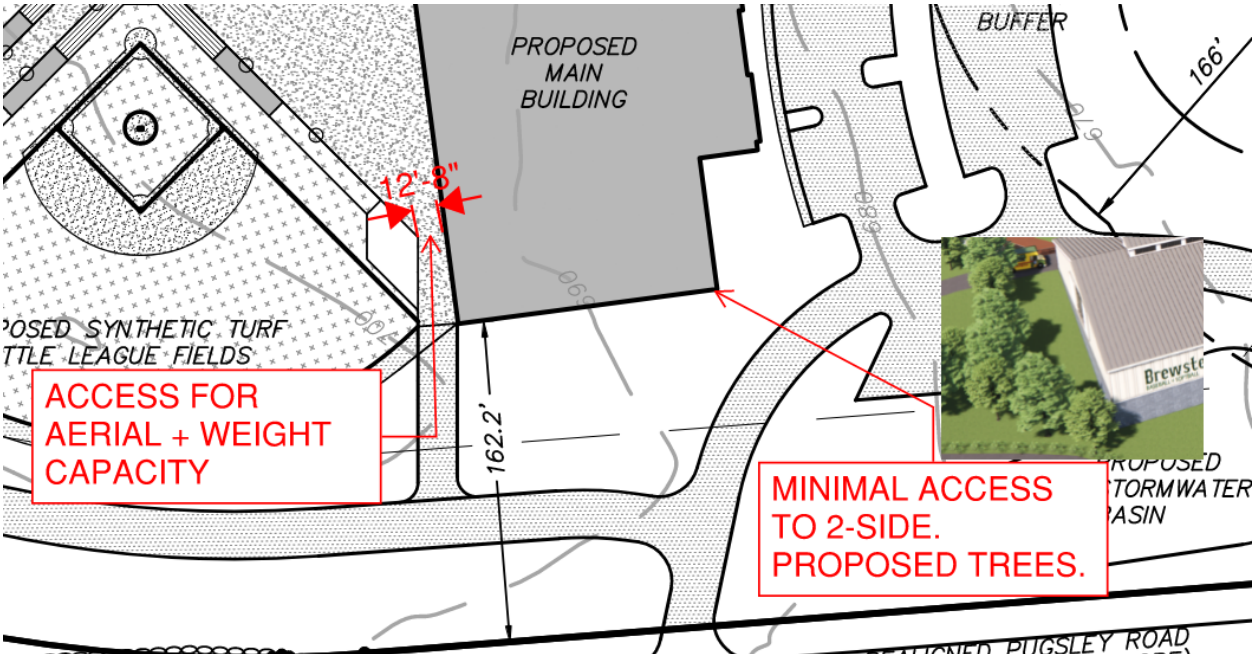

FIG. 2 – FDC and Hydrant Location