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## FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

### MEMORANDUM

To: Ingrid Richards, Chair, and the  
Town of Ossining Planning Board

Date: April 7, 2016

Subject: **Review of Response to Comments – Parth Knolls, LLC  
Residential Project**

As requested, we have conducted a review of the revised Sight Distance Plan prepared by Site Design Consultants last revised on March 7, 2016.

#### Review Comments

*Site Access* – The revised Sight Distance Plan illustrates that the required Intersection Sight Distance (ISD) and Stopping Sight Distance (SSD) are met and are acceptable. However, the plans still show the end of the northerly access drive's northern curb radius in front of the northerly adjacent property. The end of the curb radius at the main road should be in front of the site property. The driveway should be shifted slightly to the south to accommodate the curb radius. This should not significantly change the results of the ISD and SSD. No landscaping should be permitted within the sight triangle to the south of the northerly access drive. Lastly, the southerly driveway is now designated an emergency only access drive and also the construction access drive. During construction, a flagman and proper warning signs along Hawkes Avenue should be provided due to the poor sight lines for southbound traffic.

Steven T. Cipolla  
Associate/Transportation

cc: Daniel A. Ciarcia, PE  
John D. Hamilton  
Katherine Zalantis, Esq.

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Subj: **Revised Diveway**  
Date: 4/7/2016 8:59:54 A.M. Eastern Daylight Time  
From: [tkerrigan@sitedesignconsultants.com](mailto:tkerrigan@sitedesignconsultants.com)  
To: [Apbmgmt@aol.com](mailto:Apbmgmt@aol.com)

Tony, I was able to make the driveway work. However, this was done by reducing the inside curb radius on the entrance. This made the slope in this area significantly steeper than it was. So if multiple cars are waiting to exit, they will be doing so on this steep grade. Also, I spoke with joe, and he said that there is no reason the old layout wouldn't work, since we aren't crossing the property line and are in the ROW. Furthermore, the driveway to Deerfield to the south has a similar configuration where the radius crosses the extension of the property line for our site within the ROW.

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