

PARTH KNOLLS, LLC
500 EXECUTIVE BOULEVARD, SUITE 203
OSSINING, NEW YORK 10562
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apbmgmt@aol.com

VIA HAND DELIVERY WITH PLANS.

September 26, 2016

Mr. Ching Wah Chin, Acting Chairman
Town of Ossining Planning Board
101 Route 9A
P.O. Box 1166
Ossining, NY 10562

RE: Site Plan Approval for a Multi-Family Development
Project and Applicant: Parth Knolls, LLC
Location: 87 Hawkes Avenue, Ossining, NY 10562
Section: 80.20, Block 1, Lot 15

Dear Mr. Chin and Board Members:

On behalf of Parth Knolls, LLC, the Applicant is submitting ten (10) copies of the drawings, sheets, and reports set forth below, in support of their appearance and presentation at the Planning Board Meeting of October 5, 2016.

The drawings, sheets, and reports enclosed are in response to the comments and recommendations made by the Town of Ossining Planning Board Consultant, Mr. David H. Stolman, in his Memorandum to the Planning Board dated September 21, 2016, under the headings Planning and Traffic Comments.

1. **Previous Comments Responded to at the meeting of September 21, 2016.**
 - A. **Wetlands and Watercourses.** Mr. Stephen W. Coleman's comment of September 7, 2016 were addressed by Steven Marino, PWS of Tim Miller Associates, Inc., at the Planning Board meeting of September 21, 2016.

Attached for your reference is Mr. Coleman's Memorandum of September 21, 2016, stating the items to be added to the drawings: Nos. M-101, Wetland Buffer Mitigation Plan, and M-102, Buffer Mitigation Notes, as stated in paragraph No. 3, permanent demarcation, and paragraph No. 5, Invasive Species, and paragraph No. 6, Signage, will be included on the final approved site and mitigation plans.

B. **Water and Sanitary Sewer:** Mr. Dan Ciarcia Memorandum of September 21, 2016, updates the Planning Board on the Water and Sanitary Sewer service for the Project as follows and is attached for reference:

Paragraph No. 1 of the Memorandum states that the Village of Ossining has sufficient Water Supply; and

Paragraph No. 2 of the Memorandum states that the Village of Ossining has advised Mr. Ciarcia that the improvements shown on drawing C-105, prepared by Site design consultants, address their concerns as to the water main loop.

The improvements required to Extend the Water Main as shown on Drawing C-105. The Extension of the Water Main from Hawkes Avenue into the Woods in Westchester Condominium, is at a significant cost to the Applicant, and greatly benefits both the residences of the Woods in Westchester Condominium and the Town, by giving the residences of the Woods, a back up source of water in the event that the existing water line on Rt. 134, which is their sole source of water for the Woods, fails and or is disrupted; and

Paragraphs No. 2 , and No.3. The recommendations and requirements stated in these two paragraphs will be included on the final approved site plan and up dated Storm Water Pollution Prevention Plan.

Paragraph No. 5. Up grading and renovating the Lift Pump Station on Fawn Court. The up grading and modification of the Lift Pump Station on Fawn Court is again at a significant cost to the Applicant, and greatly benefits both the residences of the Deerfield Condominium and the Town by; giving the residences an up-graded and more dependable lift pump station, and the Town; a station that will be 1) more efficient to operate, 2) more dependable, and 3) require less maintenance, 4) extend the life of the station without requiring repairs. The up-grading of the lift Pump Station is also a benefit to the applicant.

2. **Drawings enclosed:**

<u>Drawing/Sheet Number</u>	<u>Title</u>	<u>Last Revision Date</u>
No. SK2 by ARQ. HT, LLC.	Rendering -Scenario # 2	4/8/2016
No. C-101 by Site Design Consultants	Site Plan	9/12/2016

3. **Planning:** Response to Mr. Stolman's Planning comments of September 21, 2016:

No. 6. **Colors and Materials.** The Applicant and the Members of the Planning Board at the meeting of September 21, 2016 have indicated their preference to the colors and materials stated in **Option No. 2.** Colors and materials will be similar, but are subject to change to similar colors, based on their availability at time of construction, the colors are:

Exterior Siding:	Sail Cloth
Dormers Singles:	Country Lane Red
Exterior Brick:	Red, mix
Roof:	Shenandoah

A full colored rendering of Building No. 1, showing the colors in Option No 2,

was shown to the Planning Board on September 21, 2016.

A Non-colored rendering, drawing by ARQ Architects, No. SK2, last revision dated 4/8/16, of the above Option No.2, is attached indicating on the drawing the above colors. One (1) colored rendering will be given to the Town of Ossining Planning Department for their file.

No. 7. Parking.

- A. Restricted Parking of two (2) parallel parking spaces in front of Building No.2. As requested, a sign has been added. Sign No. R7-6, as noted on the Site Plan. The Sign will read, "No Parking - Loading Zone"
See drawing No. C-101, Site Plan, for the sign placement.
- B. Revision to on Site Plan, Parking in the Side Yard of Building No. 2. At the suggestion of the Planning Board, one (1) of the parking spaces in the side yard of Building No. 2, the space located nearest to the property line was eliminated, and a additional space has been to the front of Building No. 1. See drawing No. C-101, Site Plan, for the revision stated above. In addition to the decorative privacy fencing shown on the Site plan in this area, additional landscaping will be added at the suggestion of the Planning Board to the Final Landscaping Plan.,

No. 8 Impact to Schools. Meeting Friday, September 24, 2016 with Mr. Sanchez, Superintendent of the Ossining School System . The Applicant had an extensive discussion with Mr. Sanchez, Superintendent of the Ossining School System, on the impact of adding proposed seven (7) children to the Ossining School System. The discussion focus on, among other issues; a) the degree of the impact, and b) the magnitude and the significance of the impact to the Ossining School System, resulting from the proposed addition of seven (7) children to the school system.

At the conclusion of the discussions, there was a dollar amount proposed, that was required to be paid by the Applicant to the School System, which was very substantial, to mitigate the impact. Mr. Sanchez agreed to have an agreement prepared by the Attorney for the School System, for presentation to the Applicant's attorney for review and comment, during the week of the 26th of September.

Further to the above, and in fairness to all applicants effected by this impact fee, the Applicant has requested that the Ossining School System Impact Fee be applied equally to all applicants, currently and in the future, before either or both, the Town and/or Village Planning Board, and/or Zoning Boards, with applications for multifamily housing and/or any type of residential housing, as these uses may impact the Ossining School System.

4. **Traffic:** Response to Mr. Stolman's Traffic comments of September 21, 2016:

No. 1. **Capacity Analysis:** North Bound Lane group.

The North Bound Lane group should not be included in the analysis, as Parth Knolls entrance/exit is located on Hawkes Avenue, and therefore no left turn north bound automobile is anticipated to use the critical Croton Dam Road movements at this intersection, as such traffic would use the Hawkes Avenue ramp North Bound, located directly off of Hawkes Avenue.

See Letter date September 23, 2016, attached hereto in support of this conclusion from Mr. James Garofalo, AICP of Tim Miller Associates.

Based on the above and previous Traffic Reports submitted by Mr. James Garofalo, it is the conclusion of the Applicant's Traffic Consultant, that Parth Knoll has no adverse significant impact on the NYS Route 9A and NYS Route 134 Intersection.

No. 3. **Driveway Intersection** was previously responded to in the Submission of September 7, 2016.

No. 4. **Emergency Access Drive.** was previously responded to in the Submission of September 7, 2016. See the attached drawing No. C-101, Site Plan, indicating that the Access Drive is to be used for "Emergency Access Only".


No. 5. **Striping.** See the attached drawing No. C-101, Site Plan, indicating for the proposed Double Yellow Centerline.

5. **Site Visit:** Two of the members of the Planning Board visited the Parth Knolls site on Saturday, September 24, 2016, Mr. Ching Wah Chin, Acting Chairman, and Mr. Garth Hougham.

PDFs of the plans, drawings, and reports are being sent under separate cover via e-mail to the Town of Ossining Planning Department to the attention of: sanelli@townofossining.com.

Based on the above, the Applicant is requesting that the Planning Board instruct their consultant to prepare a positive Negative Declaration, for the Boards' approval, at the October 19, 2016 Planning Board Meeting, and a draft Resolution of Site Plan Approval.

Very truly yours,
Parth Knolls, LLC.

By: 
Anthony P. Beldotti, Managing Member

cc: David E. Venditti, Esq., without enclosures
U:\APB\87 Hawkes Avenue\87.Planning Board Application & Fees\Meeting of October 5, 2016\87.Parth Knolls-Transmittal.Submission-Meeting October 5, 2016.9-26-16.wpd

Parth Knolls

Attachments

to

Submission

of

October 5, 2016

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, NY 10516

(845) 265-4400

265-4418 fax

September 23, 2016

President David H. Stolman, AICP, PP
Frederick P. Clark Associates, Inc.
350 Theodore Fremd Avenue
Rye, NY 10580

Re: Parth Knolls, LLC
Location 87 Hawkes Avenue
Ossining, NY 10562
Section 80.20, Block 1 Lot 15

Dear Mr. Stolman,

The following is provided in response to the relative impact of the Parth Knolls project to the NYS Route 9A and NYS Route 134 intersection in response to your memorandum of September 21, 2016. In that memo you note that the River Knolls project proposes a conceptual improvement showing left turn bays at the subject intersection. This concept makes sense for the River Knolls project given that their project will add northbound left turn traffic from Croton Dam Road (NYS Route 134) and southbound through traffic that directly conflicts with the northbound left turn traffic. Also they will add northbound through traffic from Croton Dam Road that conflicts with the existing southbound left turning traffic.

Because Parth Knolls is on Hawkes Avenue, no left turn northbound automobile is anticipated as such traffic would use the Hawkes Avenue ramp. Furthermore no southbound or northbound through traffic to or from the Parth Knolls is anticipated on Croton Dam Road approaches because such through traffic (southbound or northbound) would be on Hawkes Avenue. In this way the Parth Knolls project is not contributing to those critical Croton Dam Road movements of the intersection.

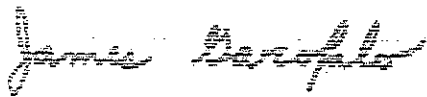
The worst condition delays at the NYS Route 9A Croton Dam Road (NYS Route 134) intersection occurs in the p.m. peak hour. During this period Parth Knolls is adding only 4 percent to the northbound approach existing traffic and a 3 percent increase in northbound delay. Over the entire intersection vehicle delay increases by 5 percent (4 percent in the a.m. peak hour). Whereas the other future (non-Parth Knolls) traffic is increasing the northbound delay by 71 percent and overall intersection delay by 44

Mr. Stolman, page 2
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percent during this same period. The number of vehicles added to an intersection is of less importance than the relative delay added. These left turn improvements will reduce delays, however 90 percent or more of the delay increase is not from the Parth Knolls project. The increase of 26 vehicles as a result of the Parth Knolls project into the existing 3812 p.m. peak hour vehicles in the intersection is not likely to be noticeable at the intersection given the movements being accommodated.

Should you have any questions please call.

Sincerely,

A handwritten signature in dark ink, appearing to read "James Garofalo". The signature is fluid and cursive, with the first name "James" written in a larger, more prominent script than the last name "Garofalo".

James Garofalo, AICP
Director Transportation Division
TIM MILLER ASSOCIATES, INC.

CIARCIA ENGINEERING, P.C.

360 Underhill Avenue • Yorktown Heights • New York 10598 (914) 245-0123 Fax (914) 245-5670

Memorandum

To: Ching Wah Chin, Acting Chairman,
and members of the Town of Ossining Planning Board

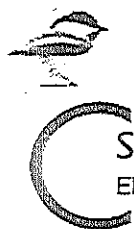
From: Dan Ciarcia

Date: September 21, 2016

Re: Parth Knolls – Plans prepared by Site Design Consultants dated 9-25-15, last revised 9-17-16

The following comments are in response to the latest plan submission and discussions with the Project Engineer and Village of Ossining Water Department:

1. The Village of Ossining Water Department (VOWD) has indicated that they have an adequate supply of water to serve the project and will provide the appropriate documentation to the Westchester County Department of Health.
2. The VOWD has advised me that the improvements shown on the watermain loop plan (Sheet C-105) addresses their concerns.
3. Clearly indicate the location of the water service connections.
4. A revised Stormwater Pollution Prevention Plan (SWPPP) will be required for gaining coverage under the stormwater general permit.
5. The applicant has agreed to extend 3 phase power to the existing east pump station within the Deerfield development. The electrical upgrade will require replacing or modifying the existing control panel, replacing the transfer switch, and modifying or replacing the existing generator. The improvements will also require removing portions of the fencing around the station. The plans should indicate that the fencing will be replaced. These improvements will need to be added to the plan set.



STEPHEN W. COLEMAN
ENVIRONMENTAL CONSULTING, LLC

Environmental Planning & Site Analysis
Wetland Mitigation & Restoration Plans
Wetland Delineation & Assessment
Natural Resource Management
Pond & Lake Management
Wildlife & Plant Surveys
Breeding Bird Surveys
Landscape Design

MEMORANDUM

To: Ms. Ingrid Richards, Chairperson
Town of Ossining Planning Board
Members of the Planning Board

From: Stephen W. Coleman

Re: **Parth Knolls LLC , 87 Hawkes Avenue, Town of Ossining – Continued
review of proposed wetland impacts and mitigation measures**

Date: September 7, 2016

cc: D.Stolman, FPCA, Kathy Zalantis, Esq., D. Ciarcia, P.E.

Materials Reviewed:

- Site Plans for Parth Knolls LLC, as prepared by Site Design Consultants, dated 01-25-16, last revised 09-07-16.
- Wetland Buffer Mitigation Plan, and Buffer Mitigation Notes, Consolidated Planting Plan dated 09-25-2015, last revised 05-23-16, as prepared by Tim Miller Associates.

Since my prior memorandum dated 03-15-16, follow up comments, and discussion at several public hearings, and a meeting held with the applicant on 08-03-16, I have completed a review of the proposed project changes, and offer the following comments to assist the Planning Board in their continued review of this project.

The re-configuration of the entrance to the site and shifting of buildings required re-location of the proposed pool area, the children's playground and associated parking. These changes have modified the overall amount of wetland buffer disturbance. The applicant has revised the proposed Wetland Buffer Mitigation Plan to address these changes that are proposed within the respective wetland buffer areas, and has provided follow up information to address prior wetland review comments. A "Consolidated Planting Plan" has also been prepared that combines proposed wetland buffer mitigation measures and landscaping of the existing site onto one plan.

Based upon review of the above materials, I offer the following comments:

1. The wetland impact table should be updated and added to the Wetland Buffer Mitigation Plan that quantifies the amount of wetland and wetland buffer present on the site, percent of proposed disturbance within wetland and buffer areas, and square footage of proposed mitigation measures. The table should also include overall site impervious cover and other details, such as invasive plant removals, square footage of permeable surfaces within regulated buffer. Table should also show replacement ratios for mitigation.

2. The proposed mitigation relies heavily upon seed mixes. The buffer mitigation notes should be expanded to provide more site preparation details on how seed will be planted, and what soil preparation measures will be used to secure germination. For instance will nurse crops be used to provide immediate cover, while native seed develops, fertilizer, mulch, irrigation, etc. The applicant should consider the use of live plugs for 50 % of the aerial coverage of the seeded areas. Live plant plugs should consist of species represented in proposed seed mixes. Live plugs are quicker to establish and will compete more effectively with existing invasive plant seed stock.
3. The buffer area that will be restored is extensive and immediately adjacent to residential activities. What measures will be put into place to prevent encroachment within the buffer from maintenance activities associated with development. Some form of permanent demarcation is required to prevent conversion of these areas to lawn or maintained areas by facility. The applicant should provide further details on how buffer areas will be maintained into perpetuity.
4. More details should be included on the proposed sediment removal from Wetland "A", creation of the proposed forebay area, and proposed planting plans. A grading plan should be provided along with a specific planting plan for restoring this area. Other details such as access for forebay for maintenance purposes, and zones of proposed planted areas.
5. Based upon data submitted, approximately 30,600 square feet of buffer area will be impacted. The applicant is proposing restoring/enhancing 49,350 square feet, for a ratio of 1.6:1.0, which exceeds the required 1.5:1.0 replacement ratio.
6. As requested the mitigation and monitoring protocols have been added to the plans and has also been changed from 3 years to 5 years.
7. Signage or buffer demarcation measures are still required and need to be developed as part of the wetland buffer mitigation plan.