

PARTH KNOLLS, LLC
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RECEIVED

OCT 11 2016

Town of Ossining
Building & Planning Department

VIA HAND DELIVERY

October 11, 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 hereby submits ten (10) copies of the Letter dated October 10, 2016 from Tim Miller Associates, Inc. and the Sketch Plan of mitigation proposed for the Rt. 9A and 134 Intersection, as discussed at the Planning Board Meeting of October 5, 2016.

1. Sketch Plan, Figure A: Do Not Block Intersection Concept Improvement, with signage shown, stating "Do Not Block Side Road". The Applicant estimates the cost of said proposed improvement would range between \$7,000 to \$9,000.00. The Applicant proposes to establish an escrow account with the Town of Ossining and have the Town obtain approval for said improvement and to complete such improvement; and
2. Letter, Parth Knolls, Traffic, from Tim Miller Associates, Inc. The Letter analyzes the traffic implication of the Parth Knolls project related to the Rt. 9A and 134 Intersection, and concludes that delay is the primary factor in assessing significance rather than volume.
3. Impact to Schools. A final approved written agreement was signed by the Applicant on October 6, 2016, and delivered to Mr. Raymond Sanchez, Superintendent of Schools for the Ossining Union Free School District. Mr. Sanchez will present the Agreement to the Board of Education at their meeting on October 19, 2016, for their signature. On or about October 20, 2016, the Applicant will receive a fully executed original that Applicant will then present a copy of to the Planning Board.

A .PDF of the Sketch drawings and the Letter referred to herein are being sent under separate cover via e-mail to the Town of Ossining Planning Department, to the attention of Sandra Anelli, sanelli@townofossining.com.

Based on the above, the Applicant is again requesting that the Planning Board vote on a positive Negative Declaration at their October 19, 2016 Planning Board Meeting, and instruct their consultant to prepare a draft Resolution of Site Plan Approval for review at their meeting on November 2, 2016.

Very truly yours,
Parth Knolls, LLC.

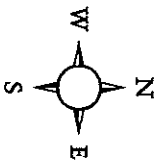
By: 
Anthony P. Beldotti, Managing Member

cc: David E. Venditti, Esq., without enclosures
U:\APB\87 Hawkes Avenue\87.Planning Board Application & Fees\Meeting of October 19, 2016\87.Parth Knolls-Transmittal.Submission-Meeting October 19 2016.10-21-16.wpd



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File 10075 Fig 1 01/17/10

STATE LANE
DO NOT
BLOCK
SIDE
ROAD

NYS-4

Alternate signing
Selection to be
made by NYS DOT

Figure A: DO NOT BLOCK Intersection Concept Improvement
Parth Knolls, LLC
Town of Ossining, Westchester County, NY

Tim Miller Associates, Inc., 10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Base Photo Source: Google Maps

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, NY 10516

(845) 265-4400

265-4418 fax

October 10, 2016

Mr. Anthony B. Beldotti
Parth Knolls, LLC
500 Executive Boulevard, Suite 203
Ossining, New York 10562

RE: Parth Knolls, Traffic

Dear Mr. Beldotti:

You have asked us to explore the traffic implications of the Parth Knolls project relative to the various discussions that have been held with the Town of Ossining Planning Board and its advisors. The primary area of concern with respect to the traffic associated with your project is the added delay at the critical northbound approach to NYS Route 9A from NYS Route 134. This matter has been discussed at some length with the Planning Board.

It is our position that any assessment relative to traffic must focus on delay rather than volume. When there is little to no increased delay, volume increases are not material with respect to assessing intersection performance. In other words you can double or triple volumes but if the intersection continues to operate at an acceptable level of service, improvements or the assignment of costs associated with improvements would be moot. We believe this position is fully consistent with the intent set forth in Part 617 of Environmental Conservation Law which talks about assessing such matters with a focus on the nature and magnitude of the proposed action and its significance (See Part 617.9(b)(2)).

In this case, it is delay that is the primary factor in assessing significance rather than volume.

We have done a analysis for River Knolls and Parth Knolls comparing the increase in delay from the Existing Condition. Since delay increases are not linear, whichever project is analyzed on top of the other will show a slightly higher delay. Hence using the same starting point (Existing Conditions) to look at delay allows us to compare apples to apples.

This analysis removes relative changes from background growth since those projects are not being considered as a part of a cost assessment at this time and, again, would make the project analyzed after them show longer delays.

Table A shows the delays and relative allocation of delay for both River Knolls and Parth Knolls for the northbound Route 134 approach and the entire intersection.

Table A Delay Comparison of River Knolls Traffic Vs. Parth Knolls Traffic for NYS Route 134 Northbound Approach to NYS Route 9A and The Entire Intersection			
Movement	River Knolls	Parth Knolls	Total
Entire Intersection NYS Route 134 (Croton Dam Road) and NYS Route 9A			
Delay Increase A.M. Peak Hour	22.0	2.0	24.0
Delay Increase P.M. Peak Hour	18.0	4.0	22.0
Allocation of Delay A.M. Peak Hour	93%	7%	100%
Allocation of Delay P.M. Peak Hour	83%	17%	100%
NYS Route 134 (Croton Dam Road) Northbound Approach to NYS Route 9A			
Delay Increase A.M. Peak Hour	203.4	10.1	213.5
Delay Increase P.M. Peak Hour	229.8	16.9	246.7
Allocation of Delay A.M. Peak Hour	95%	5%	100%
Allocation of Delay P.M. Peak Hour	93%	7%	100%
Delay increases in seconds per vehicle from the Existing Condition.			
Allocation of delay is percent of total.			

The traffic from a particular project that is added to the entire intersection is not critical. It is the traffic added to the distressed movements of that intersection that is indeed of import.

Delay is the primary performance measure for intersection operations. Delay accounts for not only volume and its movement location, but also considers all the other variables used in determining delay. In this way it is appropriate under SEQRA to use delay, not volume, to make any judgment regarding participation in mitigation.

If you have any questions, kindly advise.

Sincerely,



Tim Miller, AICP
President
TIM MILLER ASSOCIATES, INC.