

**VIA HAND DELIVERED**

September 8, 2017

Zoning Board of Appeals  
Town of Ossining  
John-Paul Rodrigues Operations Center  
101 Route 9A  
P.O. Box 1166  
Ossining, New York 10562

Attn: Sal Carrera, Chairman

**RE: William Butler Subdivision  
2 Hillcrest Drive  
Town of Ossining**

***ZBA Variance Plans (Revised)***

Dear Chairman Carrera and Members of the Zoning Board:

Enclosed, please find nine (9) sets of the following materials prepared by Kellard Sessions Consulting, P.C. in connection with the above-referenced subdivision.

☐ Revised ZBA Variance Plans, prepared by Kellard Sessions Consulting, P.C. dated (last revised) September 8, 2017

- Sheet 1/12 Previous Three (3) – Lot Subdivision Layout
- Sheet 2/12 Site Features and Opportunities Plan
- Sheet 3/12 Grading, Drainage and Utility Plan
- Sheet 4/12 Driveway Profile
- Sheet 5/12 Slopes Disturbance Plan
- Sheet 6/12 Alternative "A", 12 Percent Driveway Grade Site Plan and Profile
- Sheet 7/12 Alternative "B", 10 Percent Driveway Grade Site Plan and Profile
- Sheet 8/12 Site Cross Section Plan

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- Sheet 9/12 Site Cross Section Profiles
- Sheet 10/12 General Details
- Sheet 11/12 Erosion and Sediment Control Details and Notes
- Sheet 12/12 Aerial Plan
  
- Sheet 1/1 Septic Comparison Plan

☐ One (1) CD (pdf) of entire submission package

☐ Previous July 27, 2017 Zoning Board of Appeals Submission Cover Letter

On August 7, 2017, we appeared before your Board to discuss the proposed project and the need for a variance from the Town's street frontage requirement. As was documented in our July 27, 2017 cover letter and presented at your Board's August 7, 2017 meeting, the project had undergone several positive changes since the initial submission to the Zoning Board of Appeals. With the exception of two (2) project components, all of the changes were well-received by the Zoning Board of Appeals.

The two (2) outstanding concerns of the Zoning Board of Appeals were:

1. The width and depth of the existing Hillcrest Drive common driveway, and
2. The structural integrity of the proposed guide rail.

#### Hillcrest Drive Common Driveway

The Zoning Board of Appeals was concerned that the existing Hillcrest Drive common driveway was not wide enough (varies from 11.5' to 12.0' wide) to safely accommodate emergency vehicles. In addition, the Zoning Board of Appeals was seeking assurances that the existing driveway's depth was sufficient enough to accommodate the weight of a large fire truck. In response to these concerns, the applicant is now proposing to widen the entire length of Hillcrest Drive to 16'. This widening will begin at the intersection of Deer Trail and continue to the start of the proposed individual driveway. In addition, the revised plans now show a new common driveway section with a full eleven (11") inch depth (6" Item 4 subbase, 3" asphaltic binder course and 2" asphaltic top course). This driveway depth will more than accommodate the weight of a large fire truck. Please note, however, that the Town Engineer will be reviewing these details during the Planning Board's final subdivision review process and he will make the determination of appropriateness of the common driveway's depth and compaction requirements at that time. The applicant is also

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requesting that following the development of the new lot and prior to commencing the repair/widening of Hillcrest Drive, the applicant and the Town Engineer conduct an analysis of Hillcrest Drive to determine the depth and integrity of the existing subbase course. The Town Engineer will determine how much new subbase material needs to be installed, if any.

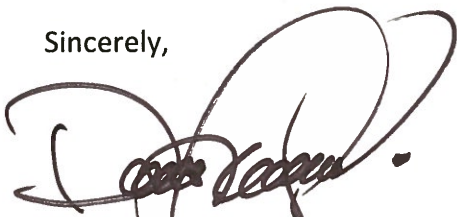
Proposed Guide Rail

As shown on Sheets 3/12, 6/12 and 7/12, the applicant is proposing sections of timber guide rail along the proposed individual driveway to the new lot. At its August 7, 2017 meeting, the Zoning Board of Appeals voiced concern that the timber guide rail may not be sufficient enough to contain a large emergency vehicle. Although the applicant is of the opinion that the timber guide rail, as proposed, is adequate, the applicant will respectfully defer to the opinion of the Town Engineer as he reviews the details during the final subdivision review process. Any modifications to the guide rail will be addressed prior to final subdivision approval.

We look forward to discussing these plan changes at your Board's September 18, 2017 meeting.

Should you have any questions or require additional copies of the submitted materials, please don't hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Sessions", with a large, stylized flourish extending from the end of the signature.

David Sessions, RLA, AICP  
Kellard Sessions Consulting, P.C.

DS/pg

Enclosures

cc: Dennis Butler w/Enc.  
William Butler  
Gerald D. Reilly, Esq. w/Enc.  
Kathy Zaltantis, Esq.