

# 75 MAIN STREET

# OCEANA

## ENVIRONMENTAL ASSESSMENT FORM

### JANUARY 20, 2016

Prepared by: Gotham Design & Community Development Ltd.  
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Contact: Paddy Steinschneider, Project Coordinator

Submitted to: Dobbs Ferry Board of Trustees, as lead agency  
112 Main Street  
Dobbs Ferry, New York 10522  
■ (914) 231-8500  
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Contact: Betsy Gelardi, Village Administrator

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**CHARLES A. GOLDBERGER  
KEITH R. BETENSKY  
COUNSEL**

January 20, 2016

Honorable Mayor Hartley Connett  
and Members of the Board of Trustees  
Village of Dobbs Ferry  
112 Main Street  
Dobbs Ferry, New York 10522

Re: Proposed Alterations & Additions  
Site Plan Approval  
75 Main Street, Dobbs Ferry, New York

Dear Hon. Mayor Connett and Members of the Board:

As you know, this firm represents BRB Contracting, LLC (the "Applicant"), the contract vendee for the above-referenced property (the "Property"), in connection with its pending application to the Board of Trustees for site plan approval of the proposed alterations and additions to the Property. As was discussed during our presentation to the Board at the January 12, 2016 meeting, the Applicant proposes the adaptive reuse of the iconic former Oceana Publishing building for a new mixed use building with up to 24 fully accessible residential units<sup>1</sup> and street level retail, together with related amenities and 28 off-street parking spaces, on the Property (the "Project"). The Property is unique, in that it is the only parcel of land in downtown Dobbs Ferry that is split between two (2) zoning districts: the DB (Downtown Business) District in the front (on Main Street) and the MDR-2 (Mixed-Density Residential) District in the rear (on Palisade Street). We are writing to respond to the questions and comments from the Board at the January 12<sup>th</sup> meeting, in advance of the January 26<sup>th</sup> public hearing which the Board scheduled regarding the Project.

The Project will respect the history of the Property, while investing in the downtown with a Transit-Oriented Development, as strongly encouraged by the Dobbs Ferry Vision Plan and the Zoning Ordinance. The benefits of the Project, in addition to a substantial investment in

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<sup>1</sup> The proposed residential units will be located in both the former Oceana building in the front of the Property, and in a three-story-addition to be constructed on top of the existing two-story warehouse building in the rear of the Property.

downtown Dobbs Ferry, include the provision of 28 off-street parking spaces to be housed in the existing two-story warehouse building to the rear of the Property, and the creation of three (3) additional on-street parking spaces on Chestnut Street; the restoration of the façade of the former Oceana building<sup>2</sup> in accordance with the applicable U.S. Dept. of Interior standards to the maximum extent practicable; the provision of two (2) affordable units; a \$240,000.00 one-time payment into the Village's recreation fee fund; and the introduction of a high-end ownership option into the downtown Dobbs Ferry real estate market.

For all of these reasons and many others as detailed below, it is respectfully submitted that the Board of Trustees should adopt of Negative Declaration under SEQRA and grant site plan approval, with the necessary waivers pursuant to Section 300-52(E) of the Zoning Ordinance, so this important Project may be constructed as soon as possible.

As you may recall, this matter (including a request for consideration of the re-zoning of the back portion of the Property from MDR-2 to DB) was referred to the Planning Board by the Board of Trustees on September 29, 2015 for a recommendation. On January 7, 2016, after review and careful consideration at six (6) meetings and work sessions over the course of three (3) months (including input from the AHRB regarding the massing and design of the addition on top of the existing warehouse building), the Planning Board adopted a resolution (the "Recommendation") recommending that the Board of Trustees grant the site plan application with certain waivers, and subject to numerous conditions.

First it should be noted that the majority of the Planning Board did not support the Applicant's request for the re-zoning of the back half of the Property from MDR-2 to DB, even though doing so would reduce the extent of the required waivers, primarily due to concerns about potential future development on the Property. However, in the Recommendation the Planning Board did recommend that the Board of Trustees grant several (but not all<sup>3</sup>) of the waivers requested pursuant to Section 300-52(E) of the Dobbs Ferry Zoning Ordinance, for several reasons which are discussed below.

As we discussed at length on January 12<sup>th</sup>, this section of the Zoning Ordinance empowers the Board of Trustees to waive or modify bulk requirements "[i]n order to permit a site-specific plan that is equal to or better than the strict application of the standards of this chapter . . . if in its judgment such waiver or modification will be consistent with the purpose of promoting the health, safety or general welfare of the community and the purposes of this chapter. The decisionmaking body shall set appropriate conditions on any modification or waiver." Interestingly, a very similar provision dates back to at least 1976, in former Section 300-72(B) of the Zoning Code, which empowered the Planning Board (who had site plan approval authority under the previous Zoning Code) to waive or modify bulk requirements in its judgment.

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<sup>2</sup> Please note that no addition or increase in height or footprint is proposed to the former Oceana building fronting on Main Street, but rather only façade restoration and interior renovations.

<sup>3</sup> The majority of the Planning Board did not recommend the grant of a waiver from Sec. 300-35(A)(2)(b)[2], which only permits a maximum of eight (8) units per building in the MDR-2 District.

Specifically, based on the numerous benefits of the Project and mitigation of any potential impacts, the Planning Board noted “the applicant’s efforts to address certain concerns related to building massing, onsite parking and visual impacts”, and concluded in the Recommendation that “the granting of certain waivers for height, strict compliance with set-back requirements and building coverage for the subject application would have limited precedent effect on subsequent projects as the subject application is located on a lot that is split between two zones – the DB zone and the MDR-2 zone and this condition is a rarity in the Village; and the Planning Board has extensively studied this Project and finds that due to the presence of existing non-compliant buildings on site which will be improved without extending the existing footprint of the buildings, it is appropriate to recommend the granting of waivers as opposed to the Zoning Board of Appeals considering area variances.”

Despite the clear language in Section 300-52(E) of the Zoning Code, a question was raised at the January 12<sup>th</sup> meeting regarding why the Applicant had not pursued area variances from the ZBA, as opposed to waivers from the Board of Trustees, and whether waivers were appropriate in this case. As I noted at the meeting in response to this question, and as detailed in the Recommendation, the Project on the subject Property squarely fits within the purpose of the discretionary waiver power which this Board gave itself in the Zoning Code. Whether or not other municipalities have chosen to give the site plan approval authority waiver power is completely irrelevant to the analysis of the Dobbs Ferry Zoning Code, which must be strictly construed against the municipality, with any ambiguities to be resolved in favor of the property owner, since zoning ordinances are in derogation of common law property rights. *See Matter of Allen v. Adami*, 39 N.Y.2d 275 (1976). *See also Robert E. Havell Revocable Trust v. Zoning Board of Appeals of Village of Monroe*, 127 A.D.3d 1095 (2d Dep’t 2015), *citing Matter of BBJ Assoc., LLC v. Zoning Bd. of Appeals of Town of Kent*, 65 A.D.3d 154, 159, 881 N.Y.S.2d 496 [citation omitted]; *see Matter of Subdivisions, Inc. v. Town of Sullivan*, 92 A.D.3d 1184, 1185, 938 N.Y.S.2d 682.

Moreover, this application has been pending before the Village since July, 2015, and the Project was never issued a denial by the Building Department nor referred to the ZBA by any Village official or board. Therefore, the waiver path has been diligently pursued by the Applicant in reliance on the course charted by the Village in response to the application.

Furthermore, Section 7-725-a(5) of New York State Village Law provides as follows:

5. Waiver of requirements. The village board of trustees may further empower the authorized board to, when reasonable, waive any requirements for the approval, approval with modifications or disapproval of site plans submitted for approval. Any such waiver, which shall be subject to appropriate conditions set forth in the local law adopted pursuant to this section, may be exercised in the event any such requirements are found not to be requisite in the interest of the public health, safety or general welfare or inappropriate to a particular site plan.

In interpreting the comparable Town Law provision to Village Law § 7-725-a(5), the New York Supreme Court, Appellate Division held in *In Lockport Smart Growth, Inc. v. Town of Lockport*, 63 A.D.3d 1549, 880 N.Y.S.2d 412 (4th Dept. 2009), *lv. denied*, 14 N.Y.3d 704, 898 N.Y.S.2d 99, 925 N.E.2d 104 and 14 N.Y.3d 704, 898 N.Y.S.2d 99, 925 N.E.2d 104 (2010), that

the applicant properly sought waivers from dimensional requirements pursuant to Town Law § 274-a(5) (identical to Village Law § 7-725-a(5)) and was not required instead to seek variances pursuant to the language of Town Law § 274-a(3) (identical to Village Law § 7-725-a(3)) (*citing Real Holding Corp. v. Lehigh*, 2 N.Y.3d 297, 302, 778 N.Y.S.2d 438, 441-42, 810 N.E.2d 890, 893-94 (2004)). For all of these reasons, the Board of Trustees is empowered in this case to grant the requested waivers, and the Applicant is not required to seek area variances from the ZBA.

With respect to SEQRA review and other site plan issues that the Board needs to consider, including those raised in the memoranda from the Village's Consulting Engineer, Consulting Planner and Traffic Consultant, the Applicant has provided to the Planning Board (with copies to this Board under separate cover) a Full Environmental Assessment Form, together with several studies and supplemental responses. Specifically, please note the following:

- 1) With respect to fiscal issues (including school children generation), David B. Smith of Planning & Development Advisors has concluded in two (2) reports submitted to the Village that the Project would result in:
  - a. Projected increase in real estate tax revenue by \$112,869 for all jurisdictions over existing conditions;
  - b. Creation of approximately 50 construction related jobs and 12 full time jobs upon project completion;
  - c. Injection of a projected \$1.1 million of discretionary spending into the greater Dobbs Ferry economy annually;
  - d. The addition of 1 to 4 public school age children, which based on the projected tax revenue to the DFUFSD would result in a projected range of surplus revenue to the School District of \$111,817 to \$38,389; and
  - e. That any incremental cost associated with municipal services for the Project would be exceeded by the \$41,669 in Village tax revenue.
- 2) With respect to traffic and parking issues, Charles S. Holt, P.E., PTOE of TRC Engineers, Inc. has provided reports which confirm that "the proposed redevelopment will have no noticeable impact to traffic operating conditions in the area and will in fact improve safety and efficiency when compared to the currently permitted use"; there will be a net overall decrease in On-Street Parking Demand during all time periods; and sight lines are generally clear from the Project.
- 3) With respect to engineering issues (including stormwater management), Paul Berte, P.E. of Fusion Engineering PC has submitted reports which address the issues raised by the Village's Consulting Engineer. Please note that the proposed on-site subsurface stormwater structure will significantly reduce the rate of flow leaving the Property and discharging to the Village's system. In addition, the proposed green roof on the top of the proposed addition to the warehouse building will further reduce water volumes such that the total volume will be reduced as compared to current conditions; and

- 4) With respect to natural and scenic resource protection, a report has been submitted by Padriac Steinschneider of Gotham Design Ltd., which addresses compliance with the guidelines of Section 300-46 of the Zoning Code regarding general site design.

We look forward to discussing this project further at your January 26, 2016 meeting, at which time we respectfully request that the Board of Trustees close the public hearing, and adopt a resolution including a Negative Declaration under SEQRA and approval of the site plan (including any necessary waivers/modifications), in accordance with the Planning Board Recommendation.

Very truly yours,

  
Seth M. Mandelbaum

SMM:srw

cc: Bart Blatt  
Padriac Steinschneider  
Arpad Baksa, AIA  
Darius Chafizadeh, Esq.

**Full Environmental Assessment Form  
Part 1 - Project and Setting**

**Instructions for Completing Part 1**

**Part 1 is to be completed by the applicant or project sponsor.** Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

**A. Project and Sponsor Information.**

Name of Action or Project: Oceana, LLC		
Project Location (describe, and attach a general location map): 75 Main Street, Dobbs Ferry, NY; encompassing entire north side of Chestnut Street between Main Street and Palisade Street		
Brief Description of Proposed Action (include purpose or need): The renovation of an existing five story mixed use building to create retail/commercial on the ground floor levels of Main Street and Chestnut Street, with the addition of a two story parking garage structure with three stories of residential units above; for a total of a maximum of 24 residential units.		
Name of Applicant/Sponsor: Padriac Steinschneider, as Agent for BRB Construction, LLC		Telephone: 914-693-5093 E-Mail: arch329@gmail.com
Address: 329 Broadway		
City/PO: Dobbs Ferry	State: New York	Zip Code: 10522
Project Contact (if not same as sponsor; give name and title/role):		Telephone: E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): 75 Main Partners, LLC		Telephone: E-Mail:
Address: 75 Main Street		
City/PO: Dobbs Ferry	State: New York	Zip Code: 10522

**B. Government Approvals**

<b>B. Government Approvals, Funding, or Sponsorship.</b> (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
<b>Government Entity</b>	<b>If Yes: Identify Agency and Approval(s) Required</b>	<b>Application Date (Actual or projected)</b>
a. City Council, Town Board, <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees	Board of Trustees; Site Plan Approval	
b. City, Town or Village <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Planning Board or Commission	Planning Board; Site Plan Approval Recommendation	August 20, 2015
c. City Council, Town or <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Village Zoning Board of Appeals		
d. Other local agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Architectural and Historic Review Board; Approval of Design	
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	County Board of Health; sewer connections	
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources. <ul style="list-style-type: none"> <li>i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</li> <li>iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> </ul>		

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?  Yes  No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?  Yes  No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?  Yes  No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)  Yes  No

If Yes, identify the plan(s):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?  Yes  No

If Yes, identify the plan(s):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance.  Yes  No  
If Yes, what is the zoning classification(s) including any applicable overlay district?  
DB - Downtown Business (Northwest Corner of Main and Chestnut); MDR-2 Multi Family Residence (Northeast Corner of Palisade and Chestnut)

b. Is the use permitted or allowed by a special or conditional use permit?  Yes  No

c. Is a zoning change requested as part of the proposed action?  Yes  No

If Yes,  
i. What is the proposed new zoning for the site? DB - Consolidating the full parcel in one zoning district, instead of divided into two districts.

**C.4. Existing community services.**

a. In what school district is the project site located? Dobbs Ferry Union Free School District

b. What police or other public protection forces serve the project site?  
Dobbs Ferry Police Department

c. Which fire protection and emergency medical services serve the project site?  
Dobbs Ferry Fire Department; Dobbs Ferry Volunteer Ambulance Corp.; Town of Greenburgh EMT

d. What parks serve the project site?  
Waterfront Park, Memorial Park, Gould Park, Aqueduct

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?  
Retail/Commercial on the ground floor levels of Main Street and Chestnut Street, residential units on upper floors.

b. a. Total acreage of the site of the proposed action? 0.365 acres  
b. Total acreage to be physically disturbed? 0.000 acres  
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.365 acres

c. Is the proposed action an expansion of an existing project or use?  Yes  No  
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 95% (22,000 sq.ft.) Units: 24 Residential Units

d. Is the proposed action a subdivision, or does it include a subdivision?  Yes  No  
If Yes,  
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed?  Yes  No

iii. Number of lots proposed?

iv. Minimum and maximum proposed lot sizes? Minimum  Maximum

e. Will proposed action be constructed in multiple phases?  Yes  No

i. If No, anticipated period of construction:  months

ii. If Yes:

- Total number of phases anticipated
- Anticipated commencement date of phase 1 (including demolition)  month  year
- Anticipated completion date of final phase  month  year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

f. Does the project include new residential uses?  Yes  No  
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	24 Residential Units
At completion of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)?  Yes  No  
 If Yes,

i. Total number of structures One

ii. Dimensions (in feet) of largest proposed structure: 46 ft. height; 80 ft. width; and 100 ft. length

iii. Approximate extent of building space to be heated or cooled: 16,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?  Yes  No  
 If Yes,

i. Purpose of the impoundment: Reduce rate of stormwater flow to the Village's collection system.

ii. If a water impoundment, the principal source of the water:  Ground water  Surface water streams  Other specify: Rain water

iii. If other than water, identify the type of impounded/contained liquids and their source. \_\_\_\_\_

iv. Approximate size of the proposed impoundment. Volume: 0.008240 million gallons; surface area: 0.08 acres

v. Dimensions of the proposed dam or impounding structure: 5 feet height; 60 feet length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): Storage structure holding stormwater runoff and releasing same to the Village system at a reduced rate, green roof and blue roof.

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both?  Yes  No  
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)  
 If Yes:

i. What is the purpose of the excavation or dredging? Excavating for building foundation.

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): 1,000 yards of earth
- Over what duration of time? Two weeks

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.  
Excavation of earth consisting of clean fill to be removed from the site and disposed of in accordance with all applicable rules and regulations.

iv. Will there be onsite dewatering or processing of excavated materials?  Yes  No  
 If yes, describe. Dewatering may be required during excavation for the foundation. This will be collected in a filtered basin and disposed of so as to avoid any sedimentation.

v. What is the total area to be dredged or excavated? 0.18 acres

vi. What is the maximum area to be worked at any one time? 0.18 acres

vii. What would be the maximum depth of excavation or dredging? 8 feet

viii. Will the excavation require blasting?  Yes  No

ix. Summarize site reclamation goals and plan: Clean excavated materials will be used for fill and regrading. All disturbed areas will be replanted with planting materials suitable for soil stabilization.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?  Yes  No  
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): \_\_\_\_\_

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

iii. Will proposed action cause or result in disturbance to bottom sediments?  Yes  No  
If Yes, describe: \_\_\_\_\_

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation?  Yes  No  
If Yes:

- acres of aquatic vegetation proposed to be removed: \_\_\_\_\_
- expected acreage of aquatic vegetation remaining after project completion: \_\_\_\_\_
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): \_\_\_\_\_
- \_\_\_\_\_
- proposed method of plant removal: \_\_\_\_\_
- if chemical/herbicide treatment will be used, specify product(s): \_\_\_\_\_

v. Describe any proposed reclamation/mitigation following disturbance: \_\_\_\_\_

c. Will the proposed action use, or create a new demand for water?  Yes  No

If Yes:

i. Total anticipated water usage/demand per day: \_\_\_\_\_ 16,000 gallons/day

ii. Will the proposed action obtain water from an existing public water supply?  Yes  No

If Yes:

- Name of district or service area: United Water New Rochelle
- Does the existing public water supply have capacity to serve the proposal?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No
- Do existing lines serve the project site?  Yes  No

iii. Will line extension within an existing district be necessary to supply the project?  Yes  No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_
- Source(s) of supply for the district: \_\_\_\_\_

iv. Is a new water supply district or service area proposed to be formed to serve the project site?  Yes  No

If, Yes:

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- Proposed source(s) of supply for new district: \_\_\_\_\_

v. If a public water supply will not be used, describe plans to provide water supply for the project: \_\_\_\_\_

vi. If water supply will be from wells (public or private), maximum pumping capacity: \_\_\_\_\_ gallons/minute.

d. Will the proposed action generate liquid wastes?  Yes  No

If Yes:

i. Total anticipated liquid waste generation per day: \_\_\_\_\_ 16,000 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): \_\_\_\_\_

Sanitary waste water.

iii. Will the proposed action use any existing public wastewater treatment facilities?  Yes  No

If Yes:

- Name of wastewater treatment plant to be used: Yonkers Treatment Facility
- Name of district: Yonkers Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No

- Do existing sewer lines serve the project site?  Yes  No
- Will line extension within an existing district be necessary to serve the project?  Yes  No

 If Yes:
 

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?  Yes  No  
 If Yes:
 

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- What is the receiving water for the wastewater discharge? \_\_\_\_\_

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):  
 \_\_\_\_\_  
 \_\_\_\_\_

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

---

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction?  Yes  No  
 If Yes:
 

- How much impervious surface will the project create in relation to total size of project parcel?  
 \_\_\_\_\_ Square feet or \_\_\_\_\_ acres (impervious surface)  
 \_\_\_\_\_ Square feet or \_\_\_\_\_ acres (parcel size)
- Describe types of new point sources. \_\_\_\_\_
- Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?  
 \_\_\_\_\_  
 \_\_\_\_\_
  - If to surface waters, identify receiving water bodies or wetlands: \_\_\_\_\_

Will stormwater runoff flow to adjacent properties?  Yes  No

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?  Yes  No

---

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations?  Yes  No  
 If Yes, identify:
 

- Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)  
Deliveries to the site; people arriving and leaving the site
- Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)  
Generators, space heaters, power tools
- Stationary sources during operations (e.g., process emissions, large boilers, electric generation)  
Space and water heaters

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g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit?  Yes  No  
 If Yes:
 

- Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)  Yes  No
- In addition to emissions as calculated in the application, the project will generate:
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)
  - \_\_\_\_\_ Tons/year (short tons) of Perfluorocarbons (PFCs)
  - \_\_\_\_\_ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
  - \_\_\_\_\_ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?  Yes  No

If Yes:

i. Estimate methane generation in tons/year (metric): \_\_\_\_\_

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): \_\_\_\_\_

---

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations?  Yes  No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): \_\_\_\_\_

---

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services?  Yes  No

If Yes:

i. When is the peak traffic expected (Check all that apply):  Morning  Evening  Weekend  
 Randomly between hours of \_\_\_\_\_ to \_\_\_\_\_.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: \_\_\_\_\_

iii. Parking spaces: Existing 0 Proposed 28 Net increase/decrease 28

iv. Does the proposed action include any shared use parking?  Yes  No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: \_\_\_\_\_

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vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?  Yes  No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles?  Yes  No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes?  Yes  No

---

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy?  Yes  No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: \_\_\_\_\_

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): \_\_\_\_\_

iii. Will the proposed action require a new, or an upgrade to, an existing substation?  Yes  No

---

l. Hours of operation. Answer all items which apply.

<p>i. During Construction:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: <u>7:30 am - 6:30 pm</u></li> <li>• Saturday: <u>9:30 am - 5:30 pm</u></li> <li>• Sunday: <u>Not Permitted</u></li> <li>• Holidays: <u>Not Permitted</u></li> </ul>	<p>ii. During Operations:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: <u>24 - 7</u></li> <li>• Saturday: <u>24 - 7</u></li> <li>• Sunday: <u>24 - 7</u></li> <li>• Holidays: <u>24 - 7</u></li> </ul>
--	---

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both?  Yes  No

If yes:

i. Provide details including sources, time of day and duration: \_\_\_\_\_

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen?  Yes  No  
Describe: \_\_\_\_\_

---

n.. Will the proposed action have outdoor lighting?  Yes  No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:  
Site lighting, lighting on signage. Measures will be taken to protect dark sky through the use of covers and directed lighting fixtures.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen?  Yes  No  
Describe: \_\_\_\_\_

---

o. Does the proposed action have the potential to produce odors for more than one hour per day?  Yes  No  
If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: \_\_\_\_\_

---

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage?  Yes  No

If Yes:

i. Product(s) to be stored \_\_\_\_\_

ii. Volume(s) \_\_\_\_\_ per unit time \_\_\_\_\_ (e.g., month, year)

iii. Generally describe proposed storage facilities: \_\_\_\_\_

---

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation?  Yes  No

If Yes:

i. Describe proposed treatment(s): \_\_\_\_\_

ii. Will the proposed action use Integrated Pest Management Practices?  Yes  No

---

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)?  Yes  No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: \_\_\_\_\_ 1.0 tons per \_\_\_\_\_ week (unit of time)
- Operation : \_\_\_\_\_ 0.3 tons per \_\_\_\_\_ day (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Efficient use of materials; reclaiming materials; recycling.
- Operation: Recycling

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Wheelabrator Westchester, Peekskill, New York
- Operation: Yonkers Materials Recovery Facility (MRF), Yonkers, New York

s. Does the proposed action include construction or modification of a solid waste management facility?  Yes  No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): \_\_\_\_\_

ii. Anticipated rate of disposal/processing:

- \_\_\_\_\_ Tons/month, if transfer or other non-combustion/thermal treatment, or
- \_\_\_\_\_ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: \_\_\_\_\_ years

---

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste?  Yes  No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: \_\_\_\_\_

\_\_\_\_\_

ii. Generally describe processes or activities involving hazardous wastes or constituents: \_\_\_\_\_

\_\_\_\_\_

iii. Specify amount to be handled or generated \_\_\_\_\_ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: \_\_\_\_\_

\_\_\_\_\_

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility?  Yes  No

If Yes: provide name and location of facility: \_\_\_\_\_  
 Yonkers Materials Recovery Facility

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:  
 \_\_\_\_\_

**E. Site and Setting of Proposed Action**

**E.1. Land uses on and surrounding the project site**

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

- Urban  Industrial  Commercial  Residential (suburban)  Rural (non-farm)  
 Forest  Agriculture  Aquatic  Other (specify): \_\_\_\_\_

ii. If mix of uses, generally describe:  
 \_\_\_\_\_

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.365	0.365	0
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____	0	0	0

c. Is the project site presently used by members of the community for public recreation?  Yes  No  
i. If Yes: explain: \_\_\_\_\_

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site?  Yes  No  
If Yes,  
i. Identify Facilities:  
Dobbs Ferry Embassy Center, Memorial Park, Waterfront Park

e. Does the project site contain an existing dam?  Yes  No  
If Yes:  
i. Dimensions of the dam and impoundment:  
• Dam height: \_\_\_\_\_ feet  
• Dam length: \_\_\_\_\_ feet  
• Surface area: \_\_\_\_\_ acres  
• Volume impounded: \_\_\_\_\_ gallons OR acre-feet  
ii. Dam's existing hazard classification: \_\_\_\_\_  
iii. Provide date and summarize results of last inspection: \_\_\_\_\_

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility?  Yes  No  
If Yes:  
i. Has the facility been formally closed?  Yes  No  
• If yes, cite sources/documentation: \_\_\_\_\_  
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: \_\_\_\_\_  
iii. Describe any development constraints due to the prior solid waste activities: \_\_\_\_\_

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste?  Yes  No  
If Yes:  
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: \_\_\_\_\_

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site?  Yes  No  
If Yes:  
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:  Yes  No  
 Yes – Spills Incidents database Provide DEC ID number(s): \_\_\_\_\_  
 Yes – Environmental Site Remediation database Provide DEC ID number(s): \_\_\_\_\_  
 Neither database  
ii. If site has been subject of RCRA corrective activities, describe control measures: \_\_\_\_\_  
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?  Yes  No  
If yes, provide DEC ID number(s): V00628, 546031  
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): \_\_\_\_\_

v. Is the project site subject to an institutional control limiting property uses?  Yes  No

- If yes, DEC site ID number: \_\_\_\_\_
- Describe the type of institutional control (e.g., deed restriction or easement): \_\_\_\_\_
- Describe any use limitations: \_\_\_\_\_
- Describe any engineering controls: \_\_\_\_\_
- Will the project affect the institutional or engineering controls in place?  Yes  No
- Explain: \_\_\_\_\_  
\_\_\_\_\_

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**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? \_\_\_\_\_ 30 feet

b. Are there bedrock outcroppings on the project site?  Yes  No  
If Yes, what proportion of the site is comprised of bedrock outcroppings? \_\_\_\_\_ %

c. Predominant soil type(s) present on project site: UH-B-Urban Land \_\_\_\_\_ 100 %  
\_\_\_\_\_ %  
\_\_\_\_\_ %

d. What is the average depth to the water table on the project site? Average: \_\_\_\_\_ 30 feet

e. Drainage status of project site soils:  Well Drained: \_\_\_\_\_ % of site  
 Moderately Well Drained: \_\_\_\_\_ % of site  
 Poorly Drained \_\_\_\_\_ 100 % of site

f. Approximate proportion of proposed action site with slopes:  0-10%: \_\_\_\_\_ 100 % of site  
 10-15%: \_\_\_\_\_ % of site  
 15% or greater: \_\_\_\_\_ % of site

g. Are there any unique geologic features on the project site?  Yes  No  
If Yes, describe: \_\_\_\_\_  
\_\_\_\_\_

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?  Yes  No

ii. Do any wetlands or other waterbodies adjoin the project site?  Yes  No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?  Yes  No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name \_\_\_\_\_ Classification \_\_\_\_\_
- Lakes or Ponds: Name \_\_\_\_\_ Classification \_\_\_\_\_
- Wetlands: Name \_\_\_\_\_ Approximate Size \_\_\_\_\_
- Wetland No. (if regulated by DEC) \_\_\_\_\_

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies?  Yes  No  
If yes, name of impaired water body/bodies and basis for listing as impaired: \_\_\_\_\_  
\_\_\_\_\_

i. Is the project site in a designated Floodway?  Yes  No

j. Is the project site in the 100 year Floodplain?  Yes  No

k. Is the project site in the 500 year Floodplain?  Yes  No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?  Yes  No  
If Yes:  
i. Name of aquifer: \_\_\_\_\_

<p>m. Identify the predominant wildlife species that occupy or use the project site: _____          Rodents, birds common to urban areas _____          _____</p>	
<p>n. Does the project site contain a designated significant natural community? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>          If Yes:  <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____  <i>ii.</i> Source(s) of description or evaluation: _____  <i>iii.</i> Extent of community/habitat:              • Currently: _____ acres              • Following completion of project as proposed: _____ acres              • Gain or loss (indicate + or -): _____ acres</p>	
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span></p>	
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span></p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>          If yes, give a brief description of how the proposed action may affect that use: _____          _____</p>	
<b>E.3. Designated Public Resources On or Near Project Site</b>	
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>          If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>  <i>i.</i> If Yes: acreage(s) on project site? _____  <i>ii.</i> Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>          If Yes:  <i>i.</i> Nature of the natural landmark:   <input type="checkbox"/> Biological Community   <input type="checkbox"/> Geological Feature  <i>ii.</i> Provide brief description of landmark, including values behind designation and approximate size/extent: _____          _____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <span style="float: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> CEA name: <u>County and State Park Lands, Hudson River</u>  <i>ii.</i> Basis for designation: <u>Exceptional or unique character</u>  <i>iii.</i> Designating agency and date: <u>Westchester County; 01-31-1990</u></p>	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
<i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input checked="" type="checkbox"/> Historic Building or District	
<i>ii.</i> Name: <u>The Old Croton Aqueduct is a half block away.</u>	
<i>iii.</i> Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	
If Yes:	
<i>i.</i> Describe possible resource(s): _____	
<i>ii.</i> Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
<i>i.</i> Identify resource: <u>Hudson River; Old Croton Aqueduct</u>	
<i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): <u>Established walking trails including the Aqueduct and the Hudson River Greenway</u>	
<i>iii.</i> Distance between project and resource: _____ <u>0.03</u> miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify the name of the river and its designation: _____	
<i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Padriac Steinschneider Date August 20, 2015 - Revised January 12, 2016

Signature  Title Agent for Owner

**Full Environmental Assessment Form**  
**Part 2 - Identification of Potential Project Impacts**

Agency Use Only [If applicable]

Project :   
 Date :

**Part 2 is to be completed by the lead agency.** Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

**Tips for completing Part 2:**

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

<b>1. Impact on Land</b> Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If "Yes", answer questions a - j. If "No", move on to Section 2.</i>	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**2. Impact on Geological Features**

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

NO

YES

*If "Yes", answer questions a - c. If "No", move on to Section 3.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**3. Impacts on Surface Water**

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

NO

YES

*If "Yes", answer questions a - l. If "No", move on to Section 4.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input type="checkbox"/>	<input type="checkbox"/>

1. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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**4. Impact on groundwater**  NO  YES

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)  
If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**5. Impact on Flooding**  NO  YES

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)  
If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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**6. Impacts on Air**

The proposed action may include a state regulated air emission source.  
(See Part 1. D.2.f., D,2,h, D.2.g)

NO

YES

*If "Yes", answer questions a - f. If "No", move on to Section 7.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO <sub>2</sub> ) ii. More than 3.5 tons/year of nitrous oxide (N <sub>2</sub> O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF <sub>6</sub> ) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**7. Impact on Plants and Animals**

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.)

NO

YES

*If "Yes", answer questions a - j. If "No", move on to Section 8.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

**8. Impact on Agricultural Resources**

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)

NO

YES

*If "Yes", answer questions a - h. If "No", move on to Section 9.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>9. Impact on Aesthetic Resources</b> The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>				<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>		
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>		
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>		
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
g. Other impacts: <u>The proposed addition will be visible from neighboring buildings.</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		

<b>10. Impact on Historic and Archeological Resources</b> The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>				<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>		
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

d. Other impacts: <u>Potentially visible from the Old Croton Aqueduct Trail</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>11. Impact on Open Space and Recreation</b> The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. <span style="float: right;"><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</span> (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If "Yes", answer questions a - e. If "No", go to Section 12.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b, E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c, E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>12. Impact on Critical Environmental Areas</b> The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <span style="float: right;"><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</span> <i>If "Yes", answer questions a - c. If "No", go to Section 13.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

**13. Impact on Transportation**

The proposed action may result in a change to existing transportation systems.  
(See Part 1. D.2.j)

NO

YES

*If "Yes", answer questions a - g. If "No", go to Section 14.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**14. Impact on Energy**

The proposed action may cause an increase in the use of any form of energy.  
(See Part 1. D.2.k)

NO

YES

*If "Yes", answer questions a - e. If "No", go to Section 15.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____ _____			

**15. Impact on Noise, Odor, and Light**

The proposed action may result in an increase in noise, odors, or outdoor lighting.  
(See Part 1. D.2.m., n., and o.)

NO

YES

*If "Yes", answer questions a - f. If "No", go to Section 16.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**16. Impact on Human Health**

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)  
If "Yes", answer questions a - m. If "No", go to Section 17.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

<b>17. Consistency with Community Plans</b> The proposed action is not consistent with adopted land use plans. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. C.1, C.2. and C.3.) <i>If "Yes", answer questions a - h. If "No", go to Section 18.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>18. Consistency with Community Character</b> The proposed project is inconsistent with the existing community character. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. C.2, C.3, D.2, E.3) <i>If "Yes", answer questions a - g. If "No", proceed to Part 3.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

Project : Date : 

***Full Environmental Assessment Form***  
***Part 3 - Evaluation of the Magnitude and Importance of Project Impacts***  
***and***  
***Determination of Significance***

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

**Reasons Supporting This Determination:**

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

There are no answers to the Part 2 questions where the impact has been identified as potentially moderate to large and it has been determined that the proposed action will not result in any significant environmental impacts.

The proposed action is for the adaptive reuse of an existing five story building located in the Dobbs Ferry downtown as a mixed use building with a ground floor of retail and a maximum of 14 residential units being created within the existing building which will be renovated in accordance with the Guidelines for Rehabilitation prepared by the Secretary of the Interior; the adaptive reuse of an existing one story warehouse building accessory to the existing five story building, which will be adapted to provide two stories of parking with a minimum of 28 parking spaces; the addition of three stories of new construction above the existing warehouse to create a maximum of 10 residential units; the construction of a new elevator and staircase with lobby and courtyard to serve the entire building; and one story of common facilities on the roof of the proposed new construction.

The proposed uses and density of residential units is fully compliant with the Dobbs Ferry Zoning Ordinance, which was completely rewritten and adopted in 2010, following an extensive community wide process that culminated in the preparation of a Vision Plan for the Village. The proposed project achieves the goals identified in the Vision Plan. Three waivers are required for the project as designed, which the Board of Trustees is empowered to grant. These include a waiver to permit the reuse of the two buildings that are not compliant with the current site coverage, setback, and height limits in the zoning ordinance; a waiver to permit a height in feet for the new building that exceeds the height limit in the zoning ordinance; and a waiver to permit a maximum of 10 residential units in the new structure, where the zoning ordinance limits the permitted number of residential units in a building to 8.

There are no site issues, such as storm drainage, soil stability, or similar that require more than the standard engineering that is common within the Village and fully manageable by the requirements of Site Plan Approval, which engages both the Planning Board and the Board of Trustees, and which is then administrated by the Building Department, which has two full time Inspectors for a Village of less then 11,000 residents. The Village is also empowered to bring in consulting engineers and planners to assist, whose costs are paid by the applicant. An on-site storm drainage detention system has been proposed, although there is no increase in impervious surfaces, to reduce impacts on the Village's storm drainage system.

As explained in the Vision Plan, the benefits provided by the proposed project, including increase tax revenue, jobs, and affordable housing, as well as more people living in the downtown to support local retail businesses, in a walkable environment that is well served by mass transit are important for the sustainability of the Village.

The application has been submitted to the New York State Historic and Preservation Office as well as to the New York State Parks Office for their input and review, although it has been determined that they have no jurisdiction over this property, since it has not been designated as historic, is not located within an historic district, and is not adjacent to a property on the historic registry.

**Determination of Significance - Type 1 and Unlisted Actions**

SEQR Status:  Type 1  Unlisted

Identify portions of EAF completed for this Project:  Part 1  Part 2  Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information Traffic and Parking Reports, a Socio-Economic Report, a Natural and Scenic Resource Protection Report, Specifications for the Rehabilitation and Restoration of the Existing Building, an Engineer's Report including Site Protection and Stormwater Management, eight sheets of Site Plan drawings including an Erosion and Sediment Control Plan and Site Protection Details, and Engineering Memos prepared by the Village Consulting Engineer.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the Dobbs Ferry Board of Trustees as lead agency that:

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.d).

C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Oceana at 75 Main Street, Dobbs Ferry, New York 10522	
Name of Lead Agency: Dobbs Ferry Board of Trustees	
Name of Responsible Officer in Lead Agency: Betsy Gelardi	
Title of Responsible Officer: Village Administrator	
Signature of Responsible Officer in Lead Agency:	Date:
Signature of Preparer (if different from Responsible Officer)	Date:

**For Further Information:**  
Contact Person: Betsy Gelardi  
Address: 112 Main Street, Dobbs Ferry, New York 10522  
Telephone Number: (914) 231-8500  
E-mail: [bgelardi@dobbsferrypolice.com](mailto:bgelardi@dobbsferrypolice.com)

**For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:**  
Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)  
Other involved agencies (if any)  
Applicant (if any)  
Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

## MEMORANDUM

**To** : Village of Dobbs Ferry Planning Board

**From** : James J. Hahn, P.E.  
Village Consulting Engineer

Dwight Douglas  
Village Consulting Planner

**Dated** : September 10, 2015

**Subject** : Site Plan Review  
75 Main Street  
Dobbs Ferry, New York

**Documents Reviewed** : Letter Dated August 20, 2015 from Gotham Design  
Site Plan Application, Dated August 20, 2015  
Coastal Assessment Form (CAF), Dated August 20, 2014(Received 2015)  
Full Environmental Assessment Form, Dated August 20, 2015

**Drawings Reviewed** : "Palisade Street Level", Dated 7/30/2015, Sheet 00.  
"Palisade Street Level", Dated 7/30/2015, Sheet 01.  
"Palisade Street Level", Dated 7/30/2015, Sheet 02.  
"Palisade Street Level", Dated 7/30/2015, Sheet 03.  
"Palisade Street Level", Dated 7/30/2015, Sheet 04.  
"Palisade Street Level", Dated 7/30/2015, Sheet 05.  
"Palisade Street Level", Dated 7/30/2015, Sheet 06.  
"Palisade Street Level", Dated 7/30/2015, Sheet 07.  
"Palisade Street Level", Dated 7/30/2015, Sheet 08.

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The referenced plans have been reviewed for compliance with Article XII - Site Plan Review and our previous memorandum dated August 20, 2015. The applicant proposes a mixed use complex to include residential and commercial uses, onsite parking and on-site amenities. The existing building will have approximately 1,790 square feet of retail space on Main Street, 1081 square feet of support space and 1,625 feet of retail at the Chestnut Street level. The existing site fronts on three Streets, Main Street, Chestnut Street and Palisade Street with a total lot area of .25 acres, in the DB District and .11 acres in the MDR-2 Zoning Districts. The building will consist of 12 to 16 residential units and 18 parking spaces. The portion of the building in the MDR-2 District is intended to be increased

ENVIRONMENTAL AND CIVIL ENGINEERING  
STUDIES • REPORTS • DESIGN

**Site Plan Review  
75 Main Street  
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September 10, 2015  
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in height with three stories of residential units and a roof top pool and mezzanine building on top of two levels of parking. The improvements also include curbs, stairs, drainage, and plantings.

The proposed project is responsive to the overall Vision Plan goals as adopted in 2010 and would serve to provide for the adaptive reuse and exterior preservation of 75 Main, an important architecturally significant building in the downtown. Conversely, the overall height and massing of the proposed adjoining building on Palisades Street will require careful study and analysis to ensure that it can compatibly fit into the adjoining neighborhood.

The following technical items should be addressed by the applicant. Please note, no response to our previous memorandum was provided by the applicant.

- 1) Since the project can be seen both from the aqueduct to the east and the Hudson River and Palisades to the west, the applicant should provide a thorough view analysis to include both photo simulations and cross sections through the site, showing the proposed new building in the context of surrounding buildings. The project will require a full visual impact analysis.
- 2) The applicant is a contract Vendee and therefore a letter from the owner should be submitted indicating that the person in contract has the right to submit an application and that any costs incurred by the project and not paid by the contract Vendee will be paid for by the owner either directly or by lien of the property through taxes.
- 3) An existing and proposed site plan should be provided with 2 foot contours.
- 4) The integrity of the existing structure should be verified by a structural engineer.
- 5) Drainage calculations and report should be provided to show the extent of the drainage system, all drainage structures, pipe sizes and material as well as all rims and inverts elevations.
- 6) Traffic and parking impacts shall be analyzed and a report provided.
- 7) The tributary areas of the existing site should be identified to determine how much offsite water enters the property.
- 8) Existing utilities should be shown on the plan.

**Site Plan Review  
75 Main Street  
Village of Dobbs Ferry  
September 10, 2015  
Page 3**

- 9) All proposed improvements must be labeled as such (i.e., walls, stairs, fences, curbs, etc.).
- 10) Site features should be noted as existing or proposed, to remain, to be removed or to be abandoned.
- 11) All site details should be provided, (i.e., walls, sewer, water, drain inlets, etc.). The retaining wall details should include specifications.
- 12) Details of the proposed parking and curb cuts and sidewalk modifications along Palisades Street should be provided.
- 13) Sewer service laterals and other utilities should show plans along with pipe diameter and material.
- 14) Utility profiles and crossings should be shown on the plans including separation details. In addition minimum separation of 10 feet between sewer and water is required.
- 15) As previously mentioned, proposed outdoor lighting should be shown on the plan as well as a photometrics plan for the lights provided.
- 16) The plans should include Right-of-Ways and easement lines. Tie distance to an established street intersection shall be shown. Any relevant deed restrictions or covenants shall be noted.
- 17) A construction sequence should be provided to specify all steps involved in the site work demolition, re-grading, installation of drainage, foundation construction, retaining wall construction, etc.
- 18) If roof top mounted mechanical units are to be utilized, they should be shown on plans and must be fully screened.
- 19) As previously mentioned, the quantity of cut/fill material to be imported to or exported from the site should be stated on the plans or provide the following note on the plans:

“Cut/fill material shall not be imported to or exported from the site.”

**Site Plan Review**  
**75 Main Street**  
**Village of Dobbs Ferry**  
**September 10, 2015**  
**Page 4**

- 20) Once all work is complete, the design professional or applicant shall submit a Certificate of Construction Compliance and "As-Built" drawing which indicates that all work has been completed in accordance with the plan. The Contractor or owner shall notify the Building Inspector prior to making any changes or modifications to the approved plans.
- 21) The following notes should be shown on the plan.
- "The Village Engineer and Building Inspector may require additional erosion control measures if deemed appropriate to mitigate unforeseen siltation and erosion of disturbed soils."
- "As-Built" drawings of the site improvements shall be submitted to the Village Engineer and Building Inspector for review prior to obtaining Certificate of Occupancy."
- "Before the site plan is signed by the Chairman of the Planning Board, the applicant shall be required to post a performance bond or other type of acceptable monetary warranty which shall be in an amount determined by the Planning Board and the Village Engineer and in a form satisfactory to the Village Attorney."
- 22) A written response to the above comments and revised plans should be submitted by the applicant for review. As additional information becomes available, we will continue our review.

JH:GP:cm

# GOTHAM

**Padriac Steinschneider**  
Gotham Design & Community Development Ltd.  
329 Broadway  
Dobbs Ferry, New York 10522  
(914) 693-5093 ■ Fax: (914) 693-5390  
Cell (914) 906-4802 ■ [arch329@gmail.com](mailto:arch329@gmail.com)

October 28, 2015

Dobbs Ferry Planning Board  
112 Main Street  
Dobbs Ferry, New York 10522

**Re: 75 Main Street**

Dear Members of the Planning Board:

We are in receipt of Hahn Engineering's Memoranda dated September 10, 2015 pertaining to the above referenced project. Below is a copy of the pertinent statements in those Memoranda with our responses in *italics*.

We look forward to reviewing these items with you at your next meeting, which is scheduled for November 4, 2015. We have submitted revised drawings reflecting our responses under separate cover.

Thank you for your time and attention.

Sincerely,

Pat Steinschneider

As Agent for Bart Blatt, President, BRB Contracting LLC. and Oceana LLC.

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**The proposed project is responsive to the overall Vision Plan goals as adopted in 2010 and would serve to provide for the adaptive reuse and exterior preservation of 75 Main, an important architecturally significant building in the downtown. Conversely, the overall height and massing of the proposed adjoining building on Palisades Street will require careful study and analysis to ensure that it can compatibly fit into the adjoining neighborhood.**

**Response:** *Agreed.*

1. Since the project can be seen both from the aqueduct to the east and the Hudson River and Palisades to the west, the applicant should provide a thorough view analysis to include both photo simulations and cross sections through the site, showing the proposed new buildings in the context of the surrounding buildings. The project will require a full visual impact analysis.

**Response:** *A Natural and Scenic Resource Protection Report, dated September 28, 2015, has been prepared by Gotham Design & Community Development and submitted to the Planning Board.*

2. The applicant is a contract Vendee and therefore a letter from the owner should be submitted indicating that the person in contract has the right to submit an application and that any costs incurred by the project and not paid by the contract Vendee will be paid for by the owner either directly or by lien of the property through taxes.

**Response:** *Confirmation of the contract Vendee's right to submit a Site Plan Review application has been provided in writing by the current property owner. An escrow account to cover the costs incurred by the Village during the review has been established and funded.*

3. An existing and proposed site plan should be provided with 2 foot contours.

**Response:** *A survey of the subject property has been prepared Summit Land Surveying P.C., dated October 22, 2015. This survey includes the existing site improvements, the utilities in the area around the subject property, and topography in 2 foot contours. A proposed Site Plan, dated September 28, 2015, has been prepared by Gotham Design & Community Development Ltd. and submitted to the Planning Board for review. This has now been revised to include the information on the Survey and will be submitted to the Village.*

4. The integrity of the existing structure should be verified by a structural engineer.

**Response:** *The existing building has been inspected by a licensed structural engineer who has confirmed for the Building Department that the existing structure is sound and in stable condition. The existing building will be significantly altered, renovated and rehabilitated as a result of the proposed project. Complete structural engineering drawings will be prepared and submitted to the Village following approval of the Site Plan.*

5. Drainage calculations and report should be provided to show the extent of the drainage system, all drainage structures, pipe sizes and materials as well as all rims and inverts elevations.

**Response:** *Understanding that the proposed project will not increase the impervious surface area or otherwise result in any increase in the volume or discharge rate of stormwater from the site, a civil engineer is currently developing a complete storm drainage plan. The intent is to capture existing runoff and detain a substantial volume of the current discharge to reduce the impact on the Village's existing system, as well as create a "first flush" water quality capacity, which currently does not exist. The possibilities of a "blue" roof and a "green" roof are both being considered as a way to reduce stormwater runoff volumes. A Storm Drainage Report will be provided.*

6. Traffic and parking impacts shall be analyzed and a report provided.

**Response:** *A Traffic and Parking Report, dated October 15, 2015, has been prepared by Gotham Design & Community Development Ltd., and submitted to the Planning Board. This Report has been submitted to TRC Engineering for evaluation and comment by a Traffic Engineer and a written assessment will be provided to the Village.*

*The traffic generated by the proposed action is a reduction from the previous volume that resulted from the full operation of the building as Oceana Press. No parking was previously provided for the people using the building when it was Oceana Press.*

*33 on-site parking spaces are proposed as integral to the proposed action and an increase by at least one curb side parking space is anticipated. 34 parking spaces exceeds the parking required for the mixed use building with 4,000 square feet of retail space and the 26 residential units proposed.*

7. The tributary areas of the existing site should be identified to determine how much offsite water enters the property.

**Response:** *This will be considered in the stormwater plan. However, there is no indication that there is any offsite water entering the property.*

8. Existing utilities should be shown on the plan.

**Response:** *The survey prepared for this property indicates all existing utilities in the vicinity of the site. The Site Plan drawings will be revised to show both existing and proposed utility connections. It is the hope of the applicant that the Village Engineer will be successful in helping the Village to get Con Edison to replace the overhead wires with underground service. The contract Vendee has indicated a willingness to cooperate with both the Village and Con Edison to accomplish this.*

9. All proposed improvement must be labeled as such (i.e., walls, stairs, fences, curbs, etc.).

**Response:** *Comment noted. This will be revised. The Survey referenced above includes all of the existing improvements on the site and in the area.*

10. Site features should be noted as existing or proposed, to remain, to be removed or to be abandoned.

**Response:** *Comment noted. This will be revised. We will do this, based on the application. One of the issues integral to this review is what is to remain and what is to be removed. The proposed design includes the adaptive reuse of the existing warehouse as a parking structure and base for an addition, as well as the rehabilitation of the existing five story building on the corner of Main and Chestnut. The opposition to the project is suggesting that the addition not be permitted, which would necessitate the removal of the warehouse, creating a new building lot for an independent structure and either a superficial treatment to the existing five story structure.*

11. All site details should be provided, (i.e., walls, sewer, water, drain inlets, etc.). The retaining wall details should include specifications.

**Response:** *The sheets of drawings submitted since the September 10 Memo include a number of these items. More will be added as they are determined. The retaining wall is existing and the intent is to repair the portion of the wall disturbed by creating the curb cut to match existing.*

**Response to September 10 Hahn Engineering Memoranda for 75 Main Street**

**October 28, 2015**

**Page 4 of 6.**

12. Details of the proposed parking and curb cuts and sidewalk modifications along Palisade Street should be provided.

**Response:** *These details will be prepared and submitted once the Planning Board has indicated a preference for the existing buildings to be reused and rehabilitated. If the preference is the removal of either of the existing buildings, the details required will be quite different. It should also be noted that modifications have been proposed to create a safer condition for pedestrians on Main Street, as well as an improved bus stop. While this has been on the drawings reviewed by the Planning Board, there has not been any comment that this is recognized as desirable.*

13. Sewer service laterals and other utilities should show plans along with pipe diameter and material.

**Response:** *The sheets of drawings submitted since the September 10 Memo include a number of these items. More will be added as they are determined.*

14. Utility profiles and crossings should be shown on the plans including separation details. In addition, minimum separation of 10 feet between sewer and water is required.

**Response:** *The sheets of drawings submitted since the September 10 Memo include a number of these items. More will be added as they are determined. It should also be noted that all of the utility connections and services already exist for the existing five story building, installed in accordance with the building permit that was recently granted for the adaptive reuse of that building. While the existing warehouse is currently served as well, it is anticipated that new utility service lines will be installed to serve the proposed addition above the warehouse.*

15. As previously mentioned, proposed outdoor lighting should be shown on the plans, as well as a photometrics plan for the lights provided.

**Response:** *It is our understanding that this Response is to the first Memo issued by Hahn on this application, so the reference to "as previously mentioned" is not clear. This information will be added to the drawings as soon as there is some indication by the Planning Board that the project as proposed will be considered favorably. There is no need for photometric plans for light fixtures on the proposed design, if the recommendation by the Planning Board is going to be to remove the existing buildings.*

16. The plans should include Right-of-Ways and easement lines. Tie distances to an established street intersection shall be shown. Any relevant deed restrictions or covenants shall be noted.

**Response:** *This information has been included on the Survey referenced above. There are no easements, deed restrictions or covenants applicable to the subject property.*

17. A construction sequence should be provided to specify all steps involved in the site work, demolition, regrading, installation of drainage, foundation construction, retaining wall construction, etc.

**Response to September 10 Hahn Engineering Memoranda for 75 Main Street**

**October 28, 2015**

**Page 5 of 6.**

**Response:** *The sheets of drawings submitted since the September 10 Memo include a Construction Sequence.*

18. If roof top mechanical units are to be utilized, they should be shown on plans and must be fully screened.

**Response:** *Comment noted. It is anticipated that there will be roof top mechanical units on the north side of the addition proposed above the existing warehouse structure. They will be properly screened.*

19. As previously mentioned, the quantity of cut/fill material to be imported to or exported from the site should be stated on the plans or provide the following note on the plans:

“Cut/fill material shall not be imported to or exported from the site.”

**Response:** *Comment noted. It is anticipated that the floor level in the existing warehouse will be lowered approximately 8 feet, with the excavated material removed from the site in full compliance with all authorities having jurisdiction. The quantity will be calculated and a note stating the amount to be exported stated on the plans.*

20. Once all work is completed, the design professional or applicant shall submit a Certificate of Compliance and “As-Built” drawing which indicates that all work has been completed in accordance with the plan. The Contractor or owner shall notify the Building Inspector prior to making any changes or modification to the approved plans.

**Response:** *Upon completion of the work, the owner will submit an application for a Certificate of Occupancy, including a Certificate of Compliance and a Final Cost affidavit. Prior to the CofO being issued, the owner shall provide a set of “As-Built” drawings showing that all work has been completed in compliance with the plans. In the event that changes to the approved plans become necessary, the owner will notify the Building Inspector prior to work proceeding that is not in compliance with the approved plans. This shall be a note attached to the drawings.*

21. The following notes should be shown on the plan.

“The Village Engineer and Building Inspector may require additional erosion control measures if deemed appropriate to mitigate unforeseen siltation and erosion of disturbed soils.”

“As-Built” drawings of the site improvements shall be submitted to the Village Engineer and Building Inspector for review prior to obtaining a Certificate of Occupancy.”

“Before the site plan is signed by the Chairman of the Planning Board, the applicant shall be required to post a performance bond or other type of acceptable monetary warranty which shall be in an amount determined by the Planning Board and the Village Engineer and in a form satisfactory to the Village Attorney.”

**Response to September 10 Hahn Engineering Memoranda for 75 Main Street  
October 28, 2015  
Page 6 of 6.**

**Response:** *Comment noted. These notes have been added to the drawings.*

22. A written response to the above comments and revised plans should be submitted by the applicant for review. As additional information becomes available, we will continue our review.

**Response:** *These Responses constitute the written response to the Comments.  
Revised plans have been submitted addressing all of the issues.*

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This Memorandum constitutes the applicant's Response to the September 10, 2015 Memo prepared by Hahn Engineering, submitted to the Village, forwarded to the applicant.

Prepared by:

GOTHAM DESIGN & COMMUNITY DEVELOPMENT LTD.

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Pat Steinschneider, President

As Agent for Bart Blatt, President, BRP Contracting LLC. and Oceana LLC.

## MEMORANDUM

**To** : Village of Dobbs Ferry Planning Board

**From** : James J. Hahn, P.E.  
Village Consulting Engineer

Dwight Douglas  
Village Consulting Planner

**Dated** : October 8, 2015

**Subject** : Site Plan Review  
75 Main Street  
Dobbs Ferry, New York

**Documents Reviewed** : Letter Dated August 20, 2015 from Gotham Design  
Site Plan Application, Dated August 20, 2015  
Coastal Assessment Form (CAF), Dated August 20, 2014(Received 2015)  
Full Environmental Assessment Form, Dated August 20, 2015

**Drawings Reviewed** : "Title Sheet", Dated 10/1/2015, Sheet T-1  
"Proposed Site and Utilities Plan", Dated 10/1/2015, Sheet SP 1.  
"Proposed Site Plan", Dated 10/1/2015, Sheet SP 2.  
"Proposed Erosion Control Plan and Details",  
Dated 7/30/2015, Sheet SP 3  
"Proposed Storm Drainage Plan and Details",  
Dated 7/30/2015, Sheet SP 4.  
"Proposed Landscape Plan and Details", Dated 7/30/2015, Sheet SP 5.

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The referenced plans have been reviewed for compliance with Article XII - Site Plan Review and our previous memorandum dated August 20, 2015. The applicant proposes a mixed use complex to include residential and commercial uses, onsite parking and on-site amenities. The existing building will have approximately 1,790 square feet of retail space on Main Street, 1081 square feet of support space and 1,625 feet of retail at the Chestnut Street level. The existing site fronts on three Streets, Main Street, Chestnut Street and Palisade Street with a total lot area of .25 acres, in the DB District and .11 acres in the MDR-2 Zoning Districts. Portions of the existing building will be converted consist of 14 residential units and 14 units will be provided in the new building addition on Palisades

**Site Plan Review  
75 Main Street  
Village of Dobbs Ferry  
October 8, 2015  
Page 2**

Street. The existing warehouse building will be converted into a two level garage containing a total of 32 parking spaces. The portion of the building in the MDR-2 District is intended to be increased in height with three stories of residential units and a roof top pool and “mezzanine” building on top of the two levels of parking. The “mezzanine” building will exceed the height levels permitted in the MDR-2 zone and require either a zone map change, a variance from the ZBA or a waiver from the Planning Board. The project improvements also include curbs, stairs, drainage, and plantings.

The proposed project is responsive to the overall Vision Plan goals as adopted in 2010 and would serve to provide for the adaptive reuse and exterior preservation of 75 Main, an important architecturally significant building in the downtown. Conversely, the overall height and massing of the proposed adjoining building on Palisades Street will require careful study and analysis to ensure that it can compatibly fit into the adjoining neighborhood. To assist in this analysis a short photo study/analysis has been provided and is attached. From this analysis it is clear that the existing building at 75 Main Street already produces a significant visual impact on Palisades Street properties and, further, the existing warehouse building is out of character with neighboring buildings on Palisades Street. Therefore, a clear goal for this project is to ensure that the overall visual impact from the site is improved from existing conditions.

Photos of the existing street along Palisades Street are attached in an attachment titled “Palisades Street Photo Reconnaissance – 75 Main Street Application”.

The following technical items should be addressed by the applicant. Please note, no response to our previous memorandum was provided by the applicant.

- 1) Since the project can be seen both from the aqueduct to the east and the Hudson River and Palisades to the west, the applicant should provide a thorough view analysis to include both photo simulations and cross sections through the site, showing the proposed new building in the context of surrounding buildings. The project will require a full visual impact analysis.
- 2) The applicant is a contract Vendee and therefore a letter from the owner should be submitted indicating that the person in contract has the right to submit an application and that any costs incurred by the project and not paid by the contract Vendee will be paid for by the owner either directly or by lien of the property through taxes.
- 3) An existing and proposed site plan should be provided with 2 foot contours.
- 4) The integrity of the existing structure should be verified by a structural engineer.

**Site Plan Review  
75 Main Street  
Village of Dobbs Ferry  
October 8, 2015  
Page 3**

- 5) Drainage calculations and report should be provided to show the extent of the drainage system, all drainage structures, pipe sizes and material as well as all rims and inverts elevations.
- 6) Traffic and parking impacts shall be analyzed and a report provided.
- 7) The tributary areas of the existing site should be identified to determine how much offsite water enters the property.
- 8) Existing utilities should be shown on the plan.
- 9) All proposed improvements must be labeled as such (i.e., walls, stairs, fences, curbs, etc.).
- 10) Site features should be noted as existing or proposed, to remain, to be removed or to be abandoned.
- 11) All site details should be provided, (i.e., walls, sewer, water, drain inlets, etc.). The retaining wall details should include specifications.
- 12) Details of the proposed parking and curb cuts and sidewalk modifications along Palisades and Chestnut Streets should be provided.
- 13) Sewer service laterals and other utilities should show plans along with pipe diameter and material.
- 14) Utility profiles and crossings should be shown on the plans including separation details. In addition minimum separation of 10 feet between sewer and water is required.
- 15) As previously mentioned, proposed outdoor lighting should be shown on the plan as well as a photometrics plan for the lights provided.
- 16) The plans should include Right-of-Ways and easement lines. Tie distance to an established street intersection shall be shown. Any relevant deed restrictions or covenants shall be noted.
- 17) A construction sequence should be provided to specify all steps involved in the site work demolition, re-grading, installation of drainage, foundation construction, retaining wall construction, etc.

- 18) If roof top mounted mechanical units are to be utilized, they should be shown on plans and must be fully screened.
- 19) The parking stalls should be numbered. Turning maneuvers should be provided and some spaces do not appear accessible and wheel stops should be provided. Also the handicap spaces should be labeled. The existing handicap stall along Chestnut should be reevaluated for access to the sidewalk and possibly relocated. Proposed grading for the entrance ramps to the two levels of parking should be provided.
- 20) Relocating the curb on Main Street has been shown. The entire width of the street in this location should be provided. Drainage and utilities should be shown in this location.
- 21) As previously mentioned, the quantity of cut/fill material to be imported to or exported from the site should be stated on the plans or provide the following note on the plans:

“Cut/fill material shall not be imported to or exported from the site.”

- 22) Once all work is complete, the design professional or applicant shall submit a Certificate of Construction Compliance and “As-Built” drawing which indicates that all work has been completed in accordance with the plan. The Contractor or owner shall notify the Building Inspector prior to making any changes or modifications to the approved plans.
- 23) The following notes should be shown on the plan.

“The Village Engineer and Building Inspector may require additional erosion control measures if deemed appropriate to mitigate unforeseen siltation and erosion of disturbed soils.”

“As-Built” drawings of the site improvements shall be submitted to the Village Engineer and Building Inspector for review prior to obtaining Certificate of Occupancy.”

“Before the site plan is signed by the Chairman of the Planning Board, the applicant shall be required to post a performance bond or other type of acceptable monetary warranty which shall be in an amount determined by the Planning Board and the Village Engineer and in a form satisfactory to the Village Attorney.”

**Site Plan Review**  
**75 Main Street**  
**Village of Dobbs Ferry**  
**October 8, 2015**  
**Page 5**

- 24) A written response to the above comments and revised plans should be submitted by the applicant for review. As additional information becomes available, we will continue our review.

JH:GP:cm

A handwritten signature in black ink, appearing to read "Thomas J. Hester", written over a horizontal line.

p:\village of dobbs ferry\planning\75 main street\75 main site plan - 2015-10-8a.doc

# GOTHAM

**Padriac Steinschneider**  
Gotham Design & Community Development Ltd.  
329 Broadway  
Dobbs Ferry, New York 10522  
(914) 693-5093 ■ Fax: (914) 693-5390  
Cell (914) 906-4802 ■ [arch329@gmail.com](mailto:arch329@gmail.com)

October 29, 2015

Dobbs Ferry Planning Board  
112 Main Street  
Dobbs Ferry, New York 10522

**Re: 75 Main Street**

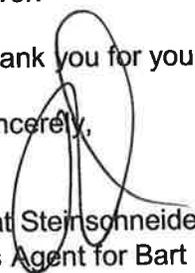
Dear Members of the Planning Board:

We are in receipt of Hahn Engineering's Memoranda dated October 8, 2015 pertaining to the above referenced project. Below is a copy of the pertinent statements in those Memoranda with our responses in *italics*.

We look forward to reviewing these items with you at your next meeting, which is scheduled for November 4, 2015. We have submitted revised drawings reflecting our responses under separate cover.

Thank you for your time and attention.

Sincerely,



Pat Steinschneider

As Agent for Bart Blatt, President, BRB Contracting LLC. and Oceana LLC.

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Items 1 through 18 and 21 through 24 have been addressed in the Response to the September 19, 2015 Memo provided by Hahn Engineering. The October 8, 2015 Hahn Memo includes two additional items, which are addressed below.

19. The parking stalls should be numbered. Turning maneuvers should be provided and some space do not appear accessible and wheel stops should be provided. Also, the handicap spaces should be labeled. The existing handicap stall along Chestnut should be reevaluated for access to the sidewalk and possibly relocated. Proposed grading for the entrance ramps to the two levels of parking should be provided.

**Response:** *The sheets of drawings submitted since the September 10 Memo include some of this information. Additional information will be provided as it becomes available. The handicapped space on Chestnut Street is within the authority of the Village of Dobbs Ferry and does not require the cooperation of the applicant for modification.*

20. Relocated the curb on Main Street has been shown. The entire width of the street in this location should be provided. Drainage and utilities should be shown in this location.

**Response:** *Comment noted. The drainage and utilities are indicated on the Survey referenced above. The intent is to reduce travel at the intersection to one lane in each direction, reducing the width of street that must be negotiated by pedestrians, as well as providing space for a better bus stop.*

**Response to October 8 Hahn Engineering Memoranda for 75 Main Street  
October 29, 2015  
Page 2 of 2.**

24. A written response to the above comments and revised plans should be submitted by the applicant for review. As additional information becomes available, we will continue our review.

**Response:** *These Responses constitute the written response to the Comments.  
Revised plans have been submitted addressing all of the issues.*

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This Memorandum constitutes the applicant's Response to the October 8, 2015 Memo prepared by Hahn Engineering, submitted to the Village, forwarded to the applicant.

Prepared by:

GOTHAM DESIGN & COMMUNITY DEVELOPMENT LTD.

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Pat Steinschneider, President  
As Agent for Bart Blatt, President, BRP Contracting LLC. and Oceana LLC.

**M E M O R A N D U M**

**To** : Village of Dobbs Ferry Planning Board

**From** : James J. Hahn, P.E.  
Village Consulting Engineer

Dwight Douglas  
Village Consulting Planner

**Dated** : December 30, 2015

**Subject** : Site Plan Review  
75 Main Street  
Dobbs Ferry, New York

**Documents Reviewed** : Letter Dated December 17, 2015 from Gotham Design to Dobbs Ferry Planning Board  
Fusion Engineering PC drainage report, Dated December 16, 2015  
Letter Dated December 17, 2015 from TRC to Dobbs Ferry Planning Board  
Letter Dated December 17, 2015 from Attorneys representing BRB Contracting to Dobbs Ferry Planning Board

**Drawings Reviewed** : "Title Sheet", Dated 12/17/2015, Sheet T-1  
"Proposed Site and Utilities Plan (Palisade St. Level Zoning Analysis)", Dated 12/17/2015, Sheet SP-1.  
"Proposed Site Plan (Chestnut St. Level) Chestnut Street Outline", Dated 12/17/2015, Sheet SP-2.  
"Proposed Erosion Control Plans and Details", Dated 12/17/2015, Sheet SP-3.  
"Proposed Storm Drainage Plans and Details", Dated 12/17/2015, Sheet SP-4.  
"Proposed Landscape Plans and Details", Dated 12/17/2015, Sheet SP-5.  
"Figure Ground Analysis", Dated 12/17/2015, Sheet SP-7.  
"Plans and Elevations Outline", Dated 12/17/2015, Sheet SP-8.  
"Existing Building Elevations", Dated 12/8/2015, Sheet A-201.00.  
"Existing Building Elevations", Dated 12/8/2015, Sheet A-202.00.  
"Proposed Building Elevations", Dated 12/8/2015, Sheet A-203.00.  
"Proposed Building Elevations", Dated 12/8/2015, Sheet A-204.00.

**Site Plan Review  
75 Main Street  
Village of Dobbs Ferry  
December 30, 2015  
Page 2**

The referenced plans have been reviewed for compliance with Article XII - Site Plan Review and our previous memorandum dated August 20, 2015. The applicant proposes a mixed use complex to include residential and commercial uses, onsite parking and on-site amenities. The existing building will have approximately 1,790 square feet of retail space on Main Street, 1081 square feet of support space and 1,625 square feet of retail at the Chestnut Street level. The existing site fronts on three Streets: Main Street, Chestnut Street and Palisade Street, with a total lot area of .25 acres in the DB District and .11 acres in the MDR-2 Zoning Districts. Portions of the existing building will be converted to fourteen (14) residential units. Fourteen units will also be provided in the new building addition on Palisade Street. The existing warehouse building will be converted into a two level garage containing a total of 28 parking spaces. The former warehouse building will also contain eleven "storage units" on the ground level and the second level will include a garbage chute chamber and garbage containers.

The portion of the building in the MDR-2 District is intended to be increased in height with three stories of residential units and a small roof top recreational building, above the two levels of parking. The proposed building addition will exceed the height levels permitted in the MDR-2 zone and require either a zoning variance or a waiver from the Board of Trustees. At previous meetings of the Planning Board and in joint meetings with the Architectural and Historic Review Board, significant design improvements have been made to enable the project to better meet the criteria for the grant of a waiver. The project also includes curbs, stairs, drainage, and plantings.

The proposed project is responsive to the overall Vision Plan goals as adopted in 2010 and would serve to provide for the adaptive reuse and exterior preservation of 75 Main, an important and architecturally significant building in the downtown. The overall height and massing of the proposed adjoining building on Palisade Street has required careful study and analysis to ensure that it can compatibly fit into the adjoining neighborhood. To assist in this analysis an extensive photo study/analysis has been undertaken. From this analysis it is clear that the existing building at 75 Main Street already produces a significant visual impact on Palisade Street properties and, further, the existing warehouse building is out of character with neighboring buildings on Palisade Street. Therefore, a clear goal for this project is to ensure that the overall visual impact from the site is improved from existing conditions.

Waivers are also required to address existing non-compliant setback and lot coverage conditions. As noted it is important to retain the warehouse building to provide for needed parking. As these waivers all relate to existing conditions and in no case is additional encroachment contemplated, it would seem appropriate to treat them as one waiver. For instance, the existing warehouse building along Palisade Street is setback only nine feet from the street, whereas the MDR2 zone requires a 20

**Site Plan Review  
75 Main Street  
Village of Dobbs Ferry  
December 30, 2015  
Page 3**

along Palisade Street is setback only nine feet from the street, whereas the MDR2 zone requires a 20 foot setback. The building addition proposal will build on top of the warehouse, in many cases set farther back from the warehouse building, but in no case will it extend farther into the lot setback areas. This is true for side and rear yard setbacks and for lot coverage. There is no additional expansion of the encroachment areas, but these will require the granting of an appropriate waiver.

The Planning Board can recommend waivers or it can make any recommendation be contingent upon the granting of variances from the Zoning Board of Appeals. The following technical items should be addressed by the applicant.

- 1) The integrity of the existing structure should be verified by a New York State licensed professional structural engineer. The applicant shall provide a report to the building department.
- 2) Zoning tabulation should be on the plans.
- 3) The applicant has provided a drainage report but should indicate that no offsite stormwater enters the property and adversely impacts the site.
- 4) The applicant should indicate if the existing retaining wall along Palisade Street will be reused. In addition, a detail of the proposed stairs adjacent the wall should be provided. There is also a "Low Wall" located along Chestnut which should be detailed. The drainage inside the courtyard where the low wall is located may trap water and should be addressed.
- 5) In addition the material used for the walkway from the stairs on the North West side to the North East side should be shown on plans. This walkway and stairs may be in conflict with the drainage below.
- 6) As previously mentioned, details of sidewalks, curbs and other site features should be provided. These details should conform to the Village standards.
- 7) The sewer service laterals and other utilities shown on the plans should include pipe diameter and material.
- 8) As previously mentioned, proposed outdoor lighting should be shown on the plan as well as a photometrics plan for the lights provided. The applicant has indicated that this will be addressed by AHRB.

**Site Plan Review  
75 Main Street  
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- 9) The applicant has indicated that roof top mounted mechanical units are not to be utilized. If this is revised and they are submitted, screening and noise impacts will need to be addressed.
- 10) The details of the green roof should be provided and shown on the plan.
- 11) As previously mentioned, turning maneuvers should be provided due to the confined areas around some parking spaces. Furthermore, the applicant should show how vehicles can access spots designated as #8 & #9 for review. In addition door swing may be an issue for vehicle spots designated as # 2 & #16. Additionally the fire department should also review the plans.
- 12) The plan indicates relocation of the catch basin on Main Street. This does not appear to be feasible given the proximity of the utility pole and other site constraints.
- 13) Once all work is complete, the design professional or applicant shall submit a Certificate of Construction Compliance and "As-Built" drawing which indicates that all work has been completed in accordance with the approved plan. The Contractor or owner shall notify the Building Inspector prior to making any changes or modifications to the approved plans.

A written response to the above comments and revised plans should be submitted by the applicant for review. As additional information becomes available, we will continue our review.

  
JH:GP:JH

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# GOTHAM

**Padriac Steinschneider**  
Gotham Design & Community Development Ltd.  
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January 6, 2016

Dobbs Ferry Planning Board  
112 Main Street  
Dobbs Ferry, New York 10522

**Re: 75 Main Street**

Dear Members of the Planning Board:

We are in receipt of Hahn Engineering's Memoranda dated December 30, 2015 pertaining to the above referenced project. Below is a copy of the pertinent statements in those Memoranda with our responses in *italics*.

We look forward to reviewing these items with you at your next meeting, which is scheduled for January 7, 2016. We have submitted revised drawings reflecting our responses under separate cover.

Thank you for your time and attention.

Sincerely,

Pat Steinschneider

As Agent for Bart Blatt, President, BRB Contracting LLC. and Oceana LLC.

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**Comment:** The Planning Board can recommend waivers or it can make any recommendation be contingent upon the granting of variances from the Zoning Board of Appeals.

**Response:** *Agreed. However, variances issued by the ZBA are normally handled in Dobbs Ferry at the start of a project that cannot comply with zoning. We have already completed the Site Plan Review with the Planning Board and the Public Hearing has been closed. If the intent was to get variances, that should have been the direction of the Village in August.*

*Dobbs Ferry's Code has an unusual provision that empowers the Planning Board and the Board of Trustees to grant waivers and modifications to the limits of the zoning ordinance, if doing so achieves a better project for the Village. Given how this project has already been addressed in process by the Village, the appropriate tool at this point is for the Site Plan approval to include the waivers necessary to permit the reuse of the two non-complying existing buildings, to enable the existing warehouse to provide two levels of parking, and to enable the permitted three stories of residential units in the proposed new building on the west end of the site to be located on top of the existing warehouse structure.*

*The benefits of the waivers are clear and consistent with goals that the Planning Board has identified as desirable: The existing five story building with historic value can be retained and rehabilitated in accordance with the Standards of the Secretary of the Interior, supporting the historic character of the downtown; parking can be provided on-site with a quantity significantly greater than is required, alleviating the parking shortage on the streets in this neighborhood; the number of units can be accomplished in the project to economically support the higher quality product necessary to make this the sale of units instead of the rental of units; the value of the project can be increased to significantly benefit the tax revenue for the Village.*

*There is no doubt that the ZBA would grant the variances necessary to permit the continued use of the existing five story building. It is also likely that it would grant the variances necessary to permit the continued use of the existing warehouse as a parking structure. The issue is that the time components for the process would have necessitated this being initiated at the beginning of the project. The applicant asked this specific question at the first meetings with the Planning Board. To impose what is likely to be a two or three month process with the ZBA at this point in the project calendar undermines its viability. The Contract of Sale already expired in the middle of December and the applicant, as Contract Vendee, is on borrowed time, which is costing him significant expense. The delay for the ZBA process would likely kill this project.*

*While opponents to the project are quick to claim that someone else will come along and do something more in their liking, this "someone" does not exist at this time, and quite honestly has not existed since the building was put up for sale in 2005. The current owner bought it without a clear plan or method to accomplish the needs of the Village. We represented five other potential purchasers, but none were willing to accept as few residential units as proposed by the current applicant and all eventually walked away from concluding the purchase due to the challenges of developing this property.*

*The current applicant is accomplishing exactly what the Village described that it wanted in the Vision Plan. If this is not an appropriate time for the use of the waivers provision in the Code, what would be? There is no accuracy to the claim made by one of the opponents, who has opined that it was intended for smaller issues, such as the type of landscaping. This is a vacuous argument and the provisions in the Code stand for themselves.*

**Comment:** The following technical items should be addressed by the applicant.

1. The integrity of the existing structure should be verified by a New York State licensed professional structural engineer. The applicant shall provide a report to the building department.

**Response to September 10 Hahn Engineering Memoranda for 75 Main Street  
January 6, 2016  
Page 3 of 6.**

**Response:** *At the beginning of the process, the applicant had a New York State licensed professional structural engineer perform this exact inspection. The building inspectors were in attendance on the site walk and much of the communication was verbal at the site. A written conformation was provided to the applicant and the Village at that time. Additional copies of this report will be provided to the building department.*

2. Zoning tabulation should be on the plans,

**Response:** *The Zoning Chart was inadvertently omitted from the set of drawings listed in the Hahn Memorandum. This has been correct with the Chart included and copies of that sheet submitted to Hahn Engineering and the Building Department. Sheet SP-1 dated as revised 01-05-2016 has been resubmitted with the Zoning Chart included.*

3. The applicant has provided a drainage report but should indicate that no offsite stormwater enters the property and adversely impacts the site.

**Response:** *It is assumed that this is a reference to the fact that the north property line and north east corner of the west portion of the parcel share grading with the neighboring properties. The area has been inspected and it has been verified that there is no indication of any surface flow shared between the properties or otherwise of any discharge or flow coming from offsite locations entering the property. A statement confirming this fact will be added to the Engineers Report for 75 Main Street prepared by Fusion Engineering, previously dated December 16, 2015.*

4. The applicant should indicate if the existing retaining wall along Palisade Street will be reused. In addition, a detail of the proposed stairs adjacent the wall should be provided. There is also a "Low Wall" located along Chestnut which should be detailed. The drainage inside the courtyard where the low wall is located my trap water and should be addressed.

**Response:** *These are construction details and will be included in the set prepared after Site Plan approval has been granted. Neither the retaining wall nor the low wall meet the standards of height or structure that require further review, but we will provide the structural plans for both.*

5. In addition the material used for the walkway from the stairs on the North West side to the North East side should be shown on plans. This walkway and stairs may be in conflict with the drainage below.

**Response:** *We will add a paved walkway connecting from the top of the stairs adjacent to Palisade Street to the exit from the fire stairs. There does not appear to be any reason to continue the walkway further east. The walkway can be located such that work on the proposed storm drainage can be managed in the future without undue conflict. This walkway can be bluestone pavers and not set on a concrete base. Details for the stairs and for the walkway will be added to the Detail sheet being prepared by Fusion Engineering.*

**Response to September 10 Hahn Engineering Memoranda for 75 Main Street  
January 6, 2016  
Page 4 of 6.**

6. As previously mentioned details of sidewalks, curbs and other site features should be provided. These details should conform to the Village Standards.

**Response:** *A detail sheet is being added to the Site Plan drawings by Fusion Engineering providing these details.*

7. The sewer service laterals and other utilities shown on the plans should include pipe diameter and materials.

**Response:** *This information will be added to the Site Plan drawings.*

8. Proposed outdoor lighting should be shown on the plan as well as a photometrics plan for the lights provided. The applicant has indicated that this will be addressed by AHRB.

**Response:** *There will be exterior lighting fixtures provided above and adjacent to the building entries and garage doors, as well as on the roof deck. All lighting fixtures will be selected, positioned, and installed to prevent night sky pollution and to avoid projecting past the property lines. Fixtures will have appropriate covers and shields to control the light so as not to adversely affect public spaces or adjacent properties. The photometrics will be submitted to the AHRB, which is the reviewing agency for this in Dobbs Ferry.*

9. The applicant has indicated that roof top mounted mechanical units are not to be utilized. If this is revised and they are submitted, screening and noise impacts will need to be addressed.

**Response:** *As was previously noted on the October 28 Response to previous Hahn Memos, "it is anticipated that there will be roof top mechanical units on the north side of the addition proposed above the existing warehouse structure. They will be properly screened." Dobbs Ferry has a noise ordinance that limits the decibel level for mechanical equipment as measured at the property line. All equipment will be selected to be consistent with these requirements and will be tested following installation and operation. Screening will be provided to mitigate both visual and audible impacts.*

10. The details of the green roof should be provided and shown on the plan.

**Response:** *To satisfy Site Plan Review requirements, a plan of the roof has been provided in the set of Site Plan drawings, as well as a description of the Green Roof Design in the Engineers Report. Additional details will be provided with the construction documents prepared following Site Plan approval.*

11. Turning maneuvers should be provided due to the confined areas around some of the parking spaces. Furthermore, the applicant should show how vehicles can access spots designated #8 and #9 for review. In addition door swing may be an issue for vehicle spots designated as #2 and #16. Additionally the fire department should also review the plans.

**Response:** *Round table meetings with the Fire Department have already been conducted for this project and there were no comments. Since there are no streets or driveways being created, there should be no issue with access to the building. In effect, fire protection by the Fire Department continues for the existing buildings unaffected by the proposed work and the proposed work is fully within the size limits of the existing buildings, obviating any issue that the project is beyond the capacity of the Fire Department for safe protection. The renovated buildings and the new building will be in complete compliance with all Building Codes and safety regulations. All interior areas will have a fire protection sprinkler system installed in complete compliance with New York State Building Code Regulations.*

*It is not clear which parking spaces are being referenced. It appears that these references are to previous plans that may have been provided by others. On Sheet SP-1, spaces #8, 9, and 16 are adjacent to walls, but additional space has been allocated to facilitate pulling in and out of the space. On SP-2, #2 is adjacent to a wall, but so are #3, 6, and 7. It is not uncommon to have parking spaces that are near a wall. There is no problem entering or exiting the space, provided that additional width has been provided adjacent to the wall, which is the case in all instances. Some of the spaces may be easier to back into, to avoid a three point turn to position for a head in approach, but that is an acceptable way to park.*

12. The plan indicates relocation of the catch basin on Main Street. This does not appear to be feasible given the proximity of the utility pole and other site constraints.

**Response:** *The design has been modified on Site Plan Sheet SP-1, dated as revised 01-05-2016. The catch basin has been left without modification, with the exception that it would now be covered by a metal plate. This is similar to how the bump out extension was handled at the south end of Main Street.*

13. Once wall work is complete, the design professional or applicant shall submit a Certificate of Construction Completion and "As-Built" drawings which indicate that all work has been completed in accordance with the approved plan. The Contractor or owner shall notify the Building Inspector prior to making any changes or modifications to the approved plans.

**Response:** *Agreed.*

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**Response to September 10 Hahn Engineering Memoranda for 75 Main Street  
January 6, 2016  
Page 6 of 6.**

This Memorandum constitutes the applicant's Response to the December 30, 2015 Memo prepared by Hahn Engineering, submitted to the Village, forwarded to the applicant.

**Prepared by:**

GOTHAM DESIGN & COMMUNITY DEVELOPMENT LTD.



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Pat Steinschneider, President  
As Agent for Bart Blatt, President, BRP Contracting LLC. and Oceana LLC.

Note: While Pat Steinschneider is not a licensed architect and is not a professional recognized by the State of New York, these responses are based on the input from Carlito Holt, a licensed traffic engineer, Paul Berte, a licensed engineer, and Arpad Baksa, a licensed architect, all recognized as professionals by the State of New York. Pat Steinschneider's responsibility in this matter is as a "placemaker" which is a newly recognized profession, not currently licensed by the State of New York. In this capacity, Pat Steinschneider is responsible for coordinating the design review process and the contributions made by each of the licensed professionals, as well as the attorney, other consultants, and applicant. As such, he is authorized to appear before the Boards and make submissions on behalf of his client.

**NATURAL AND SCENIC RESOURCE PROTECTION REPORT:**  
**75 MAIN STREET**

**September 28, 2015**

**Submitted To:**

Dobbs Ferry Planning Board  
112 Main Street  
Dobbs Ferry, New York

**Prepared By:**

Gotham Design & Community Development Ltd.  
329 Broadway  
Dobbs Ferry, New York 10522

Attention: Paddy Steinschneider  
(914) 693-5093  
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## **NATURAL AND SCENIC RESOURCE PROTECTION REPORT: 75 MAIN STREET**

This is a Report to address the anticipated impacts that the proposed 75 Main Street development project could have on views, as well as other impacts that it could have on natural site features and the character of both the Aqueduct Trail and the Dobbs Ferry downtown. While not included in the provisions in the Dobbs Ferry Code by which this document has been prepared, it also addresses the anticipated impacts on neighboring properties.

Section 300-46 in the Dobbs Ferry Village Code includes the following:

### A. General site design guidelines.

- (1) To the maximum extent practicable, where significant natural features or areas of historic or cultural value exist on a property or an adjacent property, an applicant shall give priority to their preservation by locating new development away from those features or areas;
- (2) Priority for protection shall be given to the features listed below. These features have not been listed in any order of significance. The relative significance of individual features shall be determined by the Planning Board.
  - (a) Slopes of greater than 25%;
  - (b) Views to the Hudson River and other significant view corridors;
- (3) Mature trees, specimen trees, and significant stands of trees and vegetation;
  - (d) Floodplains, watercourses and natural drainage ways;
  - (e) Wetlands;
  - (f) Historic, cultural or archaeological sites, buildings, or areas recognized by the Village or another government agency as significant; and
  - (g) Other significant and/or unique features.
- (4) Land use and development shall be designed in a manner that preserves the natural topography of the site and minimizes the use of cut and fill, as determined by the Planning Board through the site review process.

The subject property requires an evaluation of item (2)(b) addressing views to the Hudson River and of item (3)(f) addressing the relationship of the proposed project to the Old Croton Aqueduct. Both of these concerns have already been addressed in several presentations to the Dobbs Ferry Planning Board and Architectural and Historic Review Board, as well as in joint workshops involving both Boards. There was also a site walk for this Project on June 22, 2015, at which time the views that would be affected by the proposed development were identified and evaluated. The other items on this list are either not present at the subject property or not a factor in the design.

It should be noted that the Village has a map of key viewing platforms, which is included in the Village Code as Appendix E in Section 300 Zoning, and it has been confirmed that there are no views from these platforms affected by the proposed project.

This Report has been prepared in part to confirm the previous findings, as well as to address specific representations that have been made by neighbors and Village residents opposed to the project.

## **SUMMARY**

As presented in this Report, the natural, historic, and scenic resources in the area surrounding the property, as well as on the property, subject to this application have been carefully considered. There is no indication that there will be adverse impacts to views of the Hudson River, the historic downtown, or the Old Croton Aqueduct. To the contrary, the proposed project is consistent with the intent of the Vision Plan, which identifies the need for reinvestment into Dobbs Ferry's downtown. Integral to that intent are the goals of promoting the walkability of the downtown, increasing the residential density within the downtown, and strengthening the economic viability of the retail businesses in the downtown. This project also includes the opportunity to restore an existing building that has been recognized on a Federal and State level as having historic value worthy of preservation. The proposed project accomplishes these objectives.

There seems to be general acceptance that the existing five story building on the site has historic significance. The Planning Board, Architectural & Historic Review Board, and Building Inspectors have all inspected this building. Records indicate that some work was previously performed on this building that was specifically intended to preserve its historic character. The records also indicate that work was started several years ago to adapt the existing building from its previously commercial use to be a mixed use building with residential units included. While started, that work has not been completed. Since none of that work affected the exterior of the building and did not obscure some of the more interesting interior details, the original determinations of significance should remain intact.

A primary concern expressed by neighbors and others attending the review meetings of the Planning Board & Architectural Review Board on the subject application, as well as on applications for similar projects in the immediate vicinity of the subject property, has been a fear of the loss of significant views and damage to the panorama of the Dobbs Ferry downtown. The concern with the loss of the limited views towards the Hudson River relative to 75 Main Street has been carefully considered and it has been determined that the views with the project and without the project are substantially the same. No significant views will be lost due to this project and the proposed design blends with the existing panorama.

The existing five story building will be restored, with the exterior brick work repaired and new windows installed in the existing brick openings. The intent of the exterior work is an historic restoration in full accordance with the Secretary of the Interior's Standards for Rehabilitation. There are several distinctive interior details and these will also be addressed in accordance with the Standards to the extent practicable. The Chestnut level of the existing building and the end of the building fronting on and at the Main Street level will both continue in use as commercial spaces. Commercial use on the street level in this section of the business district is mandated by Village Code. The west end of the Main Street level and the upper three floors will be adapted for use as residential units. The number of apartments is yet to be committed, but it will be between 11 units and 14 units. The number of units is based on market conditions, which are a factor of unit size and amenities. There will be no alteration to the size of the existing building.

There is an existing one story warehouse structure immediately adjacent to the west side of the existing five story building integral to this project. This building will be adapted and reconstructed to provide two levels of parking, with between 30 and 34 spaces provided, as well as storage spaces for the residential units. The existing entry on Chestnut Street will access the upper level of parking and a new entry on Palisade Street will provide access to the lower level of parking.

The east end of the existing warehouse building will be removed and replaced by a new structure providing entry, stairs, and an elevator serving the project. This is set back from Chestnut Street creating a courtyard entry for the residents. The exterior of this new structure visible from Chestnut Street will be substantially glass so as to differentiate it from the character of the historic structure.

A new three story structure will be built above the existing warehouse structure. This new building will provide between 12 and 15 residential units. Care has been taken in the design of the new building to set it back a minimum of 20 feet from Palisade Street and 10 feet from the north property line, which are compliant with the zoning district within which the warehouse structure is located. The exterior materials of this new building will be compatible with the character of the existing buildings, but will be distinct in accordance with the requirements in the Standards.

The roof of the new three story structure will be accessible and will include a mezzanine providing a gym and meeting room for residents, an exterior pool for residents, and a deck for residents. The roof of the mezzanine will also be accessible as a green roof garden.

The majority of residential units proposed in the existing building and in the new building will have wonderful views to the Hudson River and Palisades. Several of the units in the new building will also have terraces specifically to take advantage of these views.

The existing five story building affects views towards the Hudson River and Palisades from a number of vantage points. However, given that the existing building is more than 100 years old, the view of the building itself as part of the Dobbs Ferry downtown panorama has value similar to that of the natural views. While it is easy to understand the value of the River views and the need to protect them, which the Dobbs Ferry Code requires be addressed by the statute under which this Report has been prepared, it is also important to recognize the value of the character of the historic downtown, to which this building contributes perhaps more than any other.

The proposed new building on top of the existing warehouse structure has been positioned such that it is effectively obscured from valued viewing platforms by the existing five story building. The top of the roof of the new building does not exceed the height of the existing brick parapet on the five story building. It should be noted that the brick parapet is located near the base of the pitched roof on the existing building. Subsequently, the proposed new building is significantly shorter in height than the existing five story building. The other existing buildings adjacent to the subject property, as well as across the street, combine to shield the proposed new building from view. As a result of this combination of existing structures, the proposed new building will not have an adverse impact on any valued views of the River and Palisades. It will also blend in with the street scape and downtown panorama such that there will not be any adverse impacts on the character of the downtown.

Special attention has been given to the fact that it will be possible to see the proposed new building from Palisade Street. While this is not included in the scope of Section 300-46, it is a concern that has been expressed by residents speaking at the public meetings, as well as by several of the members of the Planning Board and Architectural & Historic Review Board. The primary concern noted has been with the fact that the mass of the proposed new building, in combination with the existing warehouse and existing five story building, is larger than that of most of the other buildings on Palisade Street.

While Pompeii Church across the site is also a large structure and while there are other buildings on Palisade Street that are larger than the proposed new three story building, including the mezzanine, the fact that this building is set on the plinth of the existing warehouse structure increases its actual height and perceived mass. It should be noted that the concept of a three story structure sitting on top of a plinth is actually common in this neighborhood. The five three story buildings on the same side of Palisade Street to the south of Chestnut Street are on an earth plinth created by a stone retaining wall that ranges in height from approximately 5 feet to approximately 20 feet.

Special attention has been given in the design of the new building to specifically break down its mass and to help it blend into the context of the site. It sits against the existing five story building and has the back of the buildings on Main Street as its backdrop. It is definitely taller than the multi-family house immediately to the north on Palisade Street, but it sets back from Palisade Street in such a way that it does not wall that structure in. That house also has an unusually wide parcel with a driveway serving several buildings. The extra space results in the proposed new building having little if any impact on the next and subsequent buildings on Palisade Street.

The stepped massing of the converted warehouse with the proposed new building reduces impacts that the new building could otherwise have on the Church across the street. While the total composition is taller than the Church, the portion visible in views up and down Palisade Street is compatible with the context of the Church. It does not overshadow or otherwise loom towards the Church

The other features listed in 300-46.2., including slopes over 25%, trees, flood plains and wetlands, have not been addressed herein, as these are not conditions affecting the subject property nor in the vicinity of the site.

#### **PROPERTY DESCRIPTION**

The existing property consists of a previously developed parcel with a site area of 15,890 square feet (0.36 acres) located on the southwest corner of Main Street and Elm Street. This is the largest property in the Dobbs Ferry downtown, which is a traditional village downtown with mixed use buildings, most often consisting of residential units located above retail uses on the street level.

Dating from the late 1800s, there is an existing five story building with a steep-pitched roof on the site. The uses in the building have varied over the years from a grain and feed store to a shoe factory to a book publishing company to its most recent use as a film production factory. While all of the previous uses have been commercial, the Village of Dobbs Ferry approved the adaptive reuse of the building providing several large residential units on the top two floors and the film production factory on the lower three floors.

The building is represented in this application as five stories, although there are currently six different levels on which there is full height usable space, as well as a large cupola on the top of the roof. Due to the change in topography along Chestnut Street, the lowest level in the building could be considered a basement and the top level in the building a mezzanine. There are four stories in between these two levels.

The existing warehouse structure is integral to the older, front building with direct internal connection. It is a tall one story in height with a flat roof. The warehouse has always been used as such.

The existing building is in relatively good condition as a result of a previous restoration and the construction work that was done under a previous building permit to convert the upper floors to residential use. Both the five story building and the warehouse are Type III construction. However, despite the fact that the buildings are structurally sound, there is substantial work that needs to be done on the exterior to preserve the buildings including tuck-pointing the brick, replacing windows, and general repair to facade components.

The existing buildings are on the property line along Main Street and Chestnut Street and set back approximately 10 feet on Palisade and from the north property line along the warehouse. There are doors to access the building on Main, Chestnut, and Palisade Streets. There is vehicular access to the building with two loading dock doors on Chestnut Street.

The aggregate site coverage of the buildings on the 15,890 square foot site is 81%, although the portion of the site not occupied by the building is the west and north side of the warehouse. The five story building sits on the south, east, and north property lines.

There is a short mortared stone retaining wall on the property line along Palisade Street. This wall has a slight lean towards the street, which will need to be addressed. Since this wall will need to be modified to accommodate a new curb cut and access to the existing warehouse structure for its conversion to a parking garage, it is anticipated that the existing wall will be removed and replaced.

The property is currently served by all utilities. There is also accessibility to the utilities in the streets to provide future connections as required for the proposed work. The existing buildings appear to have a storm water system that consists of simply collection and direct discharge to the storm drainage system located in the adjacent streets. There has been discussion in the Village that these systems are currently overburdened and the potential of providing an on-site detention system that could collect runoff from a storm event and reduce the rate of discharge to the Village system will be considered.

## **PROJECT DESCRIPTION**

The existing five story building will be adapted for reuse as a mixed use building providing approximately 4,000 square feet of retail/commercial space combined on the Chestnut Street level and Main Street level and a total of approximately 13,600 square feet for the residential units, excluding the mezzanine level in the duplex units on the top floor, which take advantage of the space under the pitched roof. Depending on the configuration and size of apartments, there will be between 12 and 14 one- and two-bedroom units in the existing building with three to four units on each of the four floors.

A new three story building will be built above the adapted warehouse structure with a total of approximately 15,820 square feet. Depending on the configuration and size of the apartments, there will be between 12 and 14 one- and two-bedroom units in the new building with four or five units on each floor. Six of the units will have terraces.

The existing warehouse will be adapted for reuse as a parking garage. The existing floor will be removed and two new floors installed, with the upper level accessed from Chestnut Street and the lower level accessed from Palisade Street. Depending on the configuration of the structure for the building proposed above the warehouse, there will be between 30 and 34 parking spaces, as well as at least one storage room for each residential unit. Provisions in the garage will also accommodate bicycle storage.

The roof of the new building will provide amenity spaces for the project. These include a mezzanine space with approximately 1,500 square feet of space for an exercise room, a common room, two bathrooms and a kitchenette; a swimming pool with deck surround; and a terrace accessible for residents. The roof of the mezzanine space will also be accessible as a green roof garden for residents.

The section of the existing warehouse adjacent to the existing building will be removed to provide space for the entry lobby, an elevator, and the main staircase serving the building. The entry sequence will include a courtyard off of Chestnut Street. While this is open to the street, it will create a sense of privacy for the building.

Attention is being given in the design to the streetscape surrounding the building. The existing sidewalks will be repaired and the existing curb cuts removed. The sidewalk on Main Street is proposed to be bumped out into the right lane to provide additional sidewalk space for a bus stop, while retaining the lane for the bus to stop and a through lane headed south without modification to the lanes headed north. The ideal design for this intersection would include the same bump out being created on the other side of Main Street for the same reasons. A new building is being created by others at 78 Main Street, which is the parcel across the street and it seems appropriate for the Village to expect these amenities from both projects to improve walkability and the use of the bus transit in the downtown. New curb cuts will be created for the garage entry on Chestnut Street and the garage entry on Palisade Street. Street trees in tree grates have been proposed adjacent to the building on both Chestnut Street and Palisade Street. The developer is willing to consider planting street trees in tree grates on the other side of Chestnut Street, with the Village's permission.

Both the existing building and the new building, as well as the parking garage, will have an automatic fire sprinkler system and will be built in full compliance with all Codes and regulations. This will be an improvement in the business district.

The existing zoning for this property is DB for the Main Street half of the parcel and MDR-2 for the Palisade Street half of the parcel, which both permit the proposed use as configured. The retail space is located in the portion of the building located in the DB zoning district. The building as designed is in full compliance with the Dobbs Ferry Vision Plan, which functions as Dobbs Ferry's Master Plan. The Village has Design Guidelines for construction in the Downtown, with which the proposed project is fully compliant. The project is also fully compliant with the Zoning Ordinance, with three exceptions:

1. The MDR-2 zoning district limits site coverage of buildings to 27% of the site area. The existing warehouse structure covers approximately 71% of the portion of the parcel located in the MDR-2 zoning district. Similarly, the DB zoning district permits 80% site coverage of buildings, while the existing building covers 100% of the portion of the parcel located in the DB zoning district.
2. The existing warehouse is set 10 feet from the property line on Palisade Street, where a front yard setback of 20 feet is required. The proposed new building sets back from the edge of the existing warehouse structure 10 feet on the first and second floor levels on the Palisade side to meet the 20 foot setback. The third floor sets back an additional 10 feet and the mezzanine sets back an additional 15 feet from that, resulting in a setback from Palisade Street of 45 feet. The mezzanine also sets in an additional 10 feet to the north property line making that a 20 foot setback where 10 feet is required.

3. The existing warehouse is set on the property line along Chestnut Street. While a section of this building is proposed to be removed to create the courtyard with a 20 foot setback, the MDR-2 zoning district requires a front yard set back of 20 feet or a side yard setback of 10 feet, depending on whether the Building Inspector identified the Palisade Street side or the Chestnut Street side as the front of the building. The new building proposed to be built above the existing warehouse sets in approximately one foot from the face of the wall of the warehouse. This is to relate the building properly to the character of Chestnut Street in this block that is a continuation of the downtown.

Variances for the above three conditions will only be necessary if the Planning Board and the Board of Trustees do not provide a waiver for these encroachments, as they are empowered under Site Plan Review in the interests of good planning. The MDR-2 zoning district permits three story buildings and there are provisions in the Village Code for the base of the building with up to two levels of parking to not count as stories in the height of the structure. The mezzanine level also does not count as a story.

There is no restriction in the DB zoning district on the number of residential units permitted on a parcel, provided that all units meet the requirement of having a minimum floor area of 600 square feet. The MDR-2 zoning district limits the number of residential units to one unit per 800 square feet of lot area. With approximately 11,025 square feet of the parcel located in the MDR-2 zoning district, this computes to a limit of 14 units under the Dobbs Ferry Zoning Ordinance. Proposed is between 12 and 14 units for this new building.

#### **SITE VIEWS AND VIEW ANALYSIS**

The subject property is visible from Main Street, Chestnut Street, Palisade Street, the Old Croton Aqueduct trail (OCA), Memorial Park, and Waterfront Park as part of the panorama of the Village. Homes on Palisade Street, Chestnut Street, and Main Street are able to see the existing and proposed building. While the proposed building has a small impact on one view towards the River looking northwest from Main Street at Chestnut Street, it does not eliminate any existing views of the Hudson River or the Palisades. There are a couple of vantage points where it will be seen against the sky and against the Palisades, as well as against the panorama of other downtown buildings.

As described elsewhere in this report, the existing building on the site has significant historic character. It has been reported that the building is eligible for designation as a historic structure, although claims that it has already been so designated seem premature. As much as there are concerns with the impact of any new development on existing views, this project includes the opportunity to preserve one of the buildings that contributes to what has been represented by local residents as a significant panorama of an historic downtown. The applicant agrees and has committed to a restoration of the existing building in compliance with the Standards established by the Secretary of the Interior.

This evaluation on the impact of the project on views has been limited to the impacts that will likely result from the proposed addition of a new three story building with a mezzanine located above the existing warehouse structure.

The proposed new building is being designed to fit in context with the existing building and to result in a composition that is compatible with the massing, detailing and materials.

It is also important to note that the existing building is being adapted in its use and that the completed renovated five story building, adapted warehouse to parking, and new building will work together to provide the amenities of 2014 construction, which features high efficiency means and methods. As designed, the composition will be compatible with the character of the Dobbs Ferry downtown business district and will not detract from the character of the existing building or the neighboring buildings, including Pompeii Church, which is located across Palisade Street from the subject property.

The massing of Pompeii, which appears relatively petite as seen from Palisade Street, is actually a relatively large building, having a height of more than three stories along Chestnut Street and having a footprint that is more similar to the subject building than the other multi-family homes along Palisade Street. The specific concern with the relationship of the proposed new building to Pompeii is how they confront one another across the street. The massing of the proposed new building intentionally steps back from the street to avoid crowding the Church. The first floor steps back an additional 10 feet from the wall of the existing warehouse structure facing Palisade, which is already set back 10 feet from the property line. While the new wall continues to the second floor of the new building, the corners of the second floor step in approximately 15 feet from the floor below for a depth of an additional 10 feet to open up the corners, reducing the apparent mass of the new building. The third floor of the new building then steps back an additional 10 feet from the first and second floor wall, further reducing the apparent mass of the new building. The mezzanine level steps in an additional 15 feet from the wall of the third floor facing Pompeii, as well as an additional 10 feet from the floors below facing north. With these setbacks, the mezzanine level effectively disappears from view. Viewed from the north and south on Palisade, the relationship of the new building to Pompeii Church is one of deference. While the new building is tall, it does not loom towards the Church and does not overshadow it.

The design of the new building also has an important relationship to other buildings on Palisade Street to the south of the site. The five multi-family homes, which each have four floors of habitable space, sit on top of a plinth formed by a stone retaining wall along Palisade Street, ranging in height from approximately 4 feet to more than 20 feet. This composition is three story homes with a raised first floor to provide basement windows sitting up high above the street. While there are obvious differences in that the proposed new building is a larger structure than each multi-family home and the plinth for the new building is the adapted warehouse, there are enough similarities in terms of height and relationship to the street and neighboring properties to support the proposed project as not being alien to the context of the neighborhood.

It should also be noted that the proposed building reaches from Main Street to Palisade Street, forming a backdrop for the yards and multi-family homes on the same side of the street to the north on Palisade Street similar to the existing buildings along Main Street. The back of the buildings on Main Street range in height from three to four stories, similar to the composition of the proposed project. The two homes immediately to the north on Palisade Street are those most affected by the proposed building. An inspection of these two parcels reveals that they are somewhat an anomaly in this neighborhood. Most of the other buildings sit tight on their properties with tight side yards. The two buildings to the north are on much wider parcels, reducing the impact that shadows or blocked views of the sky could have. Understanding that the proposed building will be three stories plus a mezzanine sitting on the existing warehouse structure, the owners of both of these properties have confirmed that they are not bothered by the proposed building and do not object to this project.

With the park on the west side of Palisade Street south of Chestnut Street, the Church across the street, and the two wide lots to the north adjacent to the subject property, the proposed building sits comfortably in the context of the neighborhood despite its mass and height. It helps that none of the other surrounding properties get there sunlight, views, or sense of space through or from the subject property. The multi-family house across Chestnut Street from the subject property has its views oriented to the west, unaffected by the proposed building. The other buildings on that side of the street are restaurants, which will also not be affected by the massing or views of the project.

From Main Street, the existing building dominates the site and effectively screens the view of the new building. The new building can be seen from the south corners on Chestnut Street. This new massing is subordinate to the existing and the loss is primarily seeing part of the Church and a loss of sky. With the openness of Chestnut Street, this is only a small percentage of the open view of the sky.

The back of the new building can also be seen above the roof of the building immediately to the north of the existing building adjacent on Main Street. Again this is a loss of view of sky in an area of significant openness. The existing bank building two properties to the north of the subject property has a height similar to that of the proposed new building and blocks any view of the new building from other vantage points along Main Street, as does the three story building to the bank building's north.

The proposed project has very limited impacts on views from the Aqueduct. Again, the existing building on the corner of Chestnut and Main Streets is the existing view and this building substantially blocks any view of the proposed new building. Very small pieces of the new building can be seen from three points along the Aqueduct. In each, the view of the new building has to be sought out and is not readily noticeable. The new building has been designed to blend in with the existing structure and is compatible with the panoramic view of the downtown.

A walk through the downtown and along the Aqueduct, as well as along the south end of Palisade Street, reveals that topography is a major component of the Dobbs Ferry panorama. Concerns expressed in public meetings discussing 75 Main Street would suggest that a building taller than neighbors would be an unusual situation in the Village. The reality is that, to the contrary, particularly in the downtown. Buildings that are taller than neighbors or positioned on different terrain such that the basement of one building can be higher than the ridge of a neighboring building are the norm. The buildings along Main Street are several stories taller than the buildings along Palisade Street to which they back up. As noted above, the buildings on the east side of Palisade Street south of Chestnut Street are positioned high above the street and park across the street. At the bottom of Palisade Street, the panorama is four story buildings completely above three story buildings which loom over two and three story buildings below. Not only is this a common occurrence in the general vicinity of the subject property, it is charming.

This relationship of buildings above buildings continues along the Aqueduct. The buildings on the east side of the Aqueduct are positioned on raised terrain, lifting them in some instances more than two stories above the level of the Aqueduct. Dobbs Ferry is a Village built on a relatively steeply sloping terrain down to the River. It seems clear that the intent has always been to take advantage of the topography so that more buildings are able to enjoy the fabulous views to the Hudson River and Palisade. An advantage of this topography is that the building looming above the building below does not then necessarily obscure the view of the next building up the slope, which is also able to enjoy the view.

By positioning the proposed new building against the existing five story building, the impact on views from vantage points and other buildings is minimized. Although the proposed building is taller than its neighbors, it does not have an adverse impact on any other properties or buildings. Most important, it does not adversely affect the views of the Village or valued views towards the River and the Palisades.

There has been discussion about potentially removing one or more stories from the proposed new building. For obvious reasons, no one has suggested removing any stories from the existing historic building, which is positioned up-slope from the proposed new building as well as being a five story structure. The highest point of the proposed new building is even with the top of the brick parapet on the historic building, which then has a tall steeply sloped roof above the parapet. As mentioned above, the existing historic building obscures the view of the proposed new building from most points to the northeast and southeast, which includes Main Street and the Aqueduct.

Removing height from the proposed new building will have no positive impacts on views or other factors affecting the neighboring properties, including the multi-family homes to the north along Palisade Street. The discussion about reducing the height of the proposed new building has value only in the abstract. A change in the height of the proposed new building will not in reality benefit the neighborhood or the community and would compromise the ability of the proposed project to achieve other goals, which are important to the Village.

It should be noted that the Village Code includes Appendix E., which has a map showing designated Viewing Platforms within the Village. These are points in the Village identified as providing significant views to the River and Palisades. The proposed project will not affect any designated views.

#### **IMPACTS ON HISTORIC, CULTURAL, AND ARCHAEOLOGICAL PLACES**

Section 300-46.2(f) requires that projects including or adjacent to historic, cultural or archaeological sites, buildings, or areas recognized by the Village or another government agency as significant be evaluated for their impact. The subject property is located within the Dobbs Ferry downtown, which has been celebrated by the Dobbs Ferry Historical Society with its "Stucco and Stone" walking tour, as well as recommended for historic designation by Karen Kennedy, when she was heading the Historic Preservation office for Westchester County.

The historic character of the downtown has been identified in the Vision Plan, as well as in the Local Waterfront Revitalization Plan. Both Plans describe the importance of a revitalization of the downtown business district and its value as a residential area with naturally affordable apartments served by existing infrastructure and mass transit. Dobbs Ferry's downtown is effectively transit oriented development.

The Downtown District Building Design Guidelines include numerous recommendations and the proposed project is being designed to comply with and follow these recommendations.

The Old Croton Aqueduct (OCA), which has historic designation, is a half-block from the subject property. The proposed action will not have any physical affect on the Aqueduct itself and will not adversely impact any significant views from the Aqueduct.

As has been noted above, the existing five story building on the subject property has a character and age that qualifies it for historic designation. There has been some representation made by others that the subject building already has historic designation, although this has not been substantiated. Regardless, the intent of this project is to proceed with an historic restoration of the existing building following the Secretary of the Interior's Standards for Rehabilitation.

The anticipated work on the existing building will include repairs to the brick work, which will consist substantially of removing some paint that currently risks deteriorating the brick by holding moisture into the bricks and tuck pointing loose mortar. Care will be taken to protect the brick. No sandblasting, high pressure water, or chemicals harmful to the brick will be permitted. The repairs to the mortar will use material and techniques that intentionally preserve the historic character of the building.

It is anticipated that the windows in the building will be replaced. New windows will match existing in size, style, material, muntins, and detailing.

There are five arched openings on the first floor of the building with highly detailed trim and muntins of a distinctive style. Whether to restore the woodwork in these openings or to replace them is currently being discussed. There is evidence in photographs that these openings are not original to the building. There is a photograph that shows the original building, which did not have the arched openings, but instead had large expanses of open glass. The possibility of restoring the openings to their original design is being considered.

There is some brownstone on the existing building used for trim, headers, and sills. This brownstone appears to be in reasonably good condition and will be inspected and repaired as required. Protecting the existing stone and using acceptable material and methods to replace stone, if required, will be mandated.

Most of the interior character within the building has been lost or compromised over the years. There are significant beams and posts that will be protected and retained, becoming features in the finished work. The possibility of refinishing some of the wood factory flooring will be considered. This is highly desirable for the character of the building, but needs to be weighed against other needs, such as the installation of new systems to serve the renovated and adapted spaces. There are also exposed brick walls on the interior, which would be wonderful to leave exposed. This will need to be weighed against the same need for the installation of systems, such as electric, plumbing, and HVAC, as well as a desire to have a highly efficient building for heating and cooling.

The possibility of getting the building registered as an historic building will be pursued, as will be the possibility of being able to make use of historic tax credits. The Village is also considering designating historic districts and the downtown is arguably the most significant candidate. The developer will work with the committee that has been appointed to investigate creating historic districts and support this effort. The architect on the project, Arpad Baksa, is very experienced with historic preservation, with several completed projects within historic districts in New York City. The Project Design Coordinator for the project, Gotham Design & Community Development has also had great success with historic preservation including the restoration of several buildings in Dobbs Ferry and the creation of the Wicker Park Historic District in Chicago, Illinois.

## **SHADOWS**

While this is not one of the items identified in 300-46 as an issue of concern, there has been discussion at the public meetings pertaining to this application about the shadows that will be created by the proposed development project. Most specifically, there is a concern that the proposed new building behind the existing five story building will create undesirable conditions for the surrounding streets and properties.

The proposed buildings will increase the shadows in the morning on Palisade Street, at midday on neighboring properties to the north, and in the afternoon on the existing building. As illustrated by this description, the shadow will be moving with the sun and will not overburden any particular property or street.

A shadow study has been prepared and this study documents that the shadows are really not significant for eight to nine months out of the year. From the middle of November until the middle of January, the sun will be low enough in the sky during the midday to cast shadows towards the back yards of 100 and 104 Palisade Street, as well as the back yards of 77, 81, and 91 Main Street. An inspection of these properties reveals that the use of the properties on Palisade Street is for parking, which will not be adversely impacted by an increase in shadow. Similarly, the back yards at 77 and 81 Main are limited areas that do not appear to have a use that will be affected by these shadows. 91 Main has an existing building without windows on its rear property line and a shadow from 75 Main Street will not affect this property.

The proposed profile of the new building above the existing warehouse has been designed specifically to avoid any shadow created by the proposed project reaching the face of the Pompeii Church.

## **CONCERNS WITH PRECEDENTS**

A concern has been expressed at meetings that there is a threat that the proposal of this project is extending a precedent that has been set by other projects in the downtown, encouraging similar development of other properties in the downtown. The concern seems to be that this would eventually compromise the ability of the views of the River to be enjoyed, cause a loss in the character of the OCA, and create an active downtown with successful business, as well as an increase in places for people to live. This could be a concern if the approval of this project were to constitute such a precedent, if what was being proposed was indeed blocking significant views, and if there were other properties where doing a similar development would have an adverse impact encouraged by the development of 75 Main Street, or otherwise compromise the character of Dobbs Ferry downtown as a place to live, work, shop, play, and worship.

It should be noted that the proposed project is fully compliant with the current Zoning Ordinance and Village Code, with the three exceptions noted above, as well as the Downtown Design Guidelines, the Vision Plan, and the LWRP. Its use and massing is consistent with that of the neighboring buildings and much of the downtown. Subsequently, it is not creating a precedent. The new Code was adopted after careful consideration and deliberation by residents, the Land Use Committee, the Planning Board, the Architectural Review Board, the Board of Trustees, as well as by its consultants and the Village Staff. The development proposed for 75 Main Street is exactly what was anticipated by this work.

## **CONCLUSION**

The proposed project is within the historic downtown of a village with a history dating from the 1600s. Much of that history is the result of the fact that Dobbs Ferry is a river village, and, while the use of the river has changed over the more than three hundred year, the view of the river is something that is appreciated and adds character to the Village.

The goal in the design of 75 Main Street has been to respect those attributes and characteristics, while also accomplishing other goals which have been defined in both the Village's Local Waterfront Revitalization Plan and Vision Plan. Since this is a private venture, it is critical that the proposed project also make sense in terms of investment and return. Specific effort has been made to design a building that will not adversely affect the character of the downtown or otherwise impact the panoramic view of the downtown from all vantage points. This effort goes beyond avoiding adverse impacts and, in the opinion of the applicant, creates an improvement for the Village.

The project as proposed accomplishes the balance necessary to serve all of this goals. The project will benefit the property owner, the Village, and the community without any adverse impacts on the Natural and Scenic Resources, as defined by Section 300-46 in the Dobbs Ferry Village Code.

## APPENDIX A

The following is the text from the Dobbs Ferry Village Code applicable to this Report:

300-46 Natural and Scenic Resource Protection.

### A. General site design guidelines.

- (1) To the maximum extent practicable, where significant natural features or areas of historic or cultural value exist on a property or an adjacent property, an applicant shall give priority to their preservation by locating new development away from those features or areas;
- (2) Priority for protection shall be given to the features listed below. These features have not been listed in any order of significance. The relative significance of individual features shall be determined by the Planning Board.
  - (a) Slopes of greater than 25%;
  - (b) Views to the Hudson River and other significant view corridors;
  - (c) Mature trees, specimen trees, and significant stands of trees and vegetation;
  - (d) Floodplains, watercourses and natural drainage ways;
  - (e) Wetlands;
  - (f) Historic, cultural or archaeological sites, buildings, or areas recognized by the Village or another government agency as significant; and
  - (g) Other significant and/or unique features.
- (3) Land use and development shall be designed in a manner that preserves the natural topography of the site and minimizes the use of cut and fill, as determined by the Planning Board through the site review process.

[Added 6-14-2011 by L.L. No. 6-2011]

### D. View protection.

- (1) Purpose and intent. The Village of Dobbs Ferry finds that the natural landscape and visual quality of the community provides a sense of pride and individuality, setting it apart from other places. Special vistas, views and scenic areas contribute significantly to the quality of life, add to the value of property, and enhance the desirability and livability of the community. When development occurs on or in the vicinity of a well-recognized landmark or outstanding view it can have a dramatic negative effect upon the general character of the community. As part of the Vision Plan process, the Village has identified significant scenic views and view corridors from selected viewing places throughout the community. Views to the Hudson River, from both public and private property, are particularly important and demand consideration in the review of development applications. The purpose of these standards are to preserve the scenic quality of these resources and thereby promote a high quality of life, preserve property values, and promote sustainable economic development by limiting development that would reduce their visual integrity and to ensure that development does not block observation of a scenic view from delineated public viewing places.
- (2) Applicability. These view protection standards and guidelines shall apply to all development within the Village subject to site plan review or review by the Architectural and Historic Review Board.

- (3) View analysis.
  - (a) Analysis required. Each development project with the potential to impact the visibility of the Hudson River or with the potential for visibility from any established viewing platform in the opinion of the Technical Advisory Committee or any board with review authority shall be subject to a view analysis. (For purposes of this subsection, "potential" is defined as capable of being seen from a viewing platform if trees or large shrubs are removed, significantly pruned, or impacted by construction.)
  - (b) Analysis methodology. The applicant shall be required to demonstrate the visibility (or lack thereof) of the proposed development. Methods for demonstrating visibility may include scale drawings, photo simulations, scale models, or three-dimensional digital models. At the discretion of the Planning Board, the applicant may be required to install "story poles" or balloons to identify the proposed building envelope and height. When story poles or balloons are used, the applicant shall take photographs of the project from appropriate established viewing platforms that clearly show the story poles and/or house and subject property.
  - (c) Locations of viewing platforms. The locations of the public viewing platforms are established by the map included as Appendix E.[4] The Planning Board shall have the ability to amend that map from time to time as necessary to add or remove locations.
  - (d) Views from other locations. While the focus of this subsection is on impacts to views from the established viewing platforms, the Planning Board and other reviewing boards shall consider impacts to views from private property as well in determining the overall impact on views of a development application.
- (4) Standards.
  - (a) Visibility of a building or portion of a building from a viewing platform or other location shall not, in and of itself, be reason for denial of an application. However, the visual impact of buildings or portions of buildings that can be seen shall be mitigated to the maximum extent practicable by reducing the height of the building or moving the structure to another location on the site. Providing landscape screening is not an alternative to reducing building height or selecting a less visible site.
  - (b) Existing natural features shall be retained to the maximum extent practicable and integrated into the development project. Site conditions such as existing topography, drainage courses, rock outcroppings, trees, significant vegetation, wildlife corridors, and important views will be considered as part of the site analysis and will be used to evaluate the proposed site design.

**APPENDIX B**

**PHOTOGRAPHS OF THE PROPOSED PROJECT  
AND SURROUNDING AREA  
PROVIDED BY GOTHAM DESIGN & COMMUNITY DEVELOPMENT, LTD.**

## **PHOTOGRAPHS OF THE PROPOSED PROJECT AND SURROUNDING AREA**

The following photographs provide views of the subject property and building from a variety of locations, as well as photos to provide an understanding of the Dobbs Ferry downtown in the vicinity of the 75 Main Street.



### **1. Main Street Looking South**

The subject building is the red brick building in the center of the photograph at the northwest corner of Main Street and Chestnut Street.



### **2. Intersection of Main/Chestnut**

This photo is taken standing at the close side of the Aqueduct on the sidewalk where it crosses Chestnut Street. Approximately half of the space between the telephone pole and the red brick building will be affected by the proposed addition above the existing warehouse, which is the lighter brick building behind the red brick building.



### **3. 75 Main Street**

This is a photo of the front facade facing Main Street of the existing five story subject property.



#### **4. 75 Main Street**

This is the corner view of the subject building from the other side of Main Street. The existing warehouse is visible to the back of the five story building. Please note that the roof of the warehouse is at the same elevation as the sidewalk on Main Street. The proposed new building above the warehouse will have its roof even with the bottom of the top row of windows.



#### **5. Main Street Looking North**

The subject property is on the northwest corner of Chestnut and Main Street, to the left of center in the photograph. The white building in the center of the photograph is approximately the same height as the building proposed above the warehouse.



#### **6. 77 and 79 Main Street**

This is the building immediately to the north of the subject building. The proposed new building above the warehouse will not be visible from Main Street.



### **7. 75 Main Street**

This photograph is taken standing at the southwest corner of Palisade and Chestnut Streets looking back towards Main Street. The five story subject building is the redder structure. The existing warehouse is the lighter brick building. The design is to adapt the existing warehouse to be a two level parking garage and build a three story structure above.



### **8. View to Southeast on Palisade Street**

This view is looking towards 75 Main from Palisade Street. The trees and the house adjacent to the subject property on its north side effectively will screen the view of the proposed new building. As a point of reference, the peak of the roof ridge on the five story building is visible immediately above the trees left of center in the photo.



### **9. View from Neighboring Back Yards on Palisade Street**

These two photos show the views towards the subject property from 100 and 104 Palisade Street, the two multi-family homes located to the north of the subject property. Both yards are used primarily for parking. Conversations with the owners of both properties have indicated no objection to the proposed project.



### 10. Views of Pompeii Church

While the Church has an intimate scale when viewed directly from Palisade Street, the side views reveal that the building is actually relatively large, being more similar in scale to the proposed composition at 75 Main than to the residential structures on Palisade Street.



### 11. Buildings on Palisade Street

While the impression during the public meetings is of Palisade Street being a neighborhood of small single family homes, this is not accurate. Three and four story buildings with multi-families including six and more residential units are common on Palisade Street.



### 12. Views of Back Yards on Main Street

These photos are of the Doubleday's beer garden at 91 Main Street and the back of the building to the north of the beer garden. While the proposed new building at 75 will be visible from these yards, there will not be an adverse impact on the neighboring parcels.



### 13. Palisade Street South of Chestnut

The four photographs above show the five multi-family homes built on the plinth created by a stone retaining wall along Palisade Street. The composite height of the three stories above the plinth is similar to that proposed for the three story new building proposed above the existing warehouse structure at 75 Main Street.



### 14. South End of Palisade Street

This photograph shows a very common condition in Dobbs Ferry. The topography in the Village creates the opportunity for buildings to be built following the slope, providing views over the buildings below. This view actually shows three levels of buildings of three stories each stepping up from Palisade to Main Street. Also, note the five story building that sits along the street with little fan fair.



### 15. Houses on the Hill

The idea of taking advantage of the topography and positioning buildings specifically to capture the view is common in the downtown. The photograph on the left shows a house built adjacent to the Aqueduct using the grade change to be able to look over the buildings on Main Street. The photograph on the right is similar with a four story house built on top of a 15 foot change of level up from the Aqueduct.



### 16. Views of the Subject Property from the Aqueduct

In addition to the photograph shown in 2. above, which shows the view of the subject property from the Aqueduct at Chestnut Street, there are two other places on the Aqueduct from which the subject building can be seen. The photograph on the left is taken from the south of the brick house shown in 15 above north of Chestnut Street. The proposed new building at 75 Main Street will be visible behind the trees, with the roof of the third floor even with the bottom of the top row of windows. The mezzanine roof is behind the existing building. The view on the right is a photograph taken south of Chestnut. The roof of the proposed new building is even with the bottom of the windows, making it just visible above the building in the foreground.



### 21. View from Oak Street

This photograph is from Oak Street, just up the street from the Aqueduct. While the existing five story building on the subject property is visible, the proposed new building will not be visible.



### 22. View from Oak Street

This photograph is similar to the one above, but taken in summer with the leaves on of the trees.



### 23. Corner of Main and Chestnut

The proposed site improvements include extending the sidewalk out approximately 3 feet for the bus stop. Ideally, this will provide sufficient room for the planting of two additional street trees along Main Street to help soften the appearance of the subject building and improve the streetscape. Street trees are also proposed along Chestnut Street. Chestnut trees are probably too large.

**APPENDIX C**

**ILLUSTRATIONS OF PROPOSED PROJECT  
PREPARED BY ARPAD BAKSA, PC  
(REVISED JANUARY 8, 2016)**















**APPENDIX D**

**SITE PLAN SUBMISSION FOR PROPOSED PROJECT  
PREPARED BY GOTHAM DESIGN & COMMUNITY DEVELOPMENT, LTD.  
FUSION ENGINEERING, PC  
(REVISED JANUARY 8, 2016)**

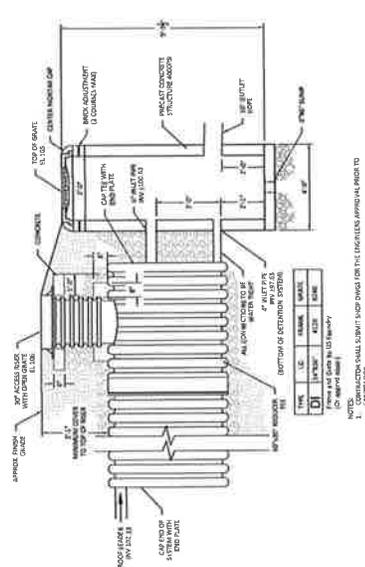
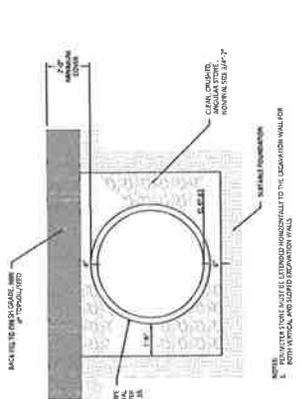
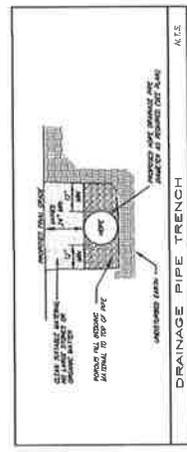
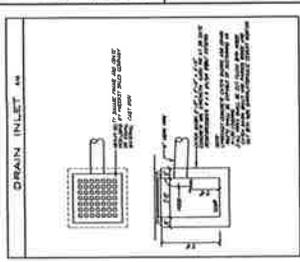








NOT TO SCALE  
 ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED  
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED  
 ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED  
 ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED



DETENTION CROSS SECTION  
 SCALE: 1/4" = 1'-0"

DETENTION SYSTEM & OS-1  
 SCALE: 1/8" = 1'-0"

1. DETENTION SYSTEM SHALL BE DESIGNED TO STORE WATER FOR THE DESIGN FLOW RATE.
2. DETENTION SYSTEM SHALL BE DESIGNED TO STORE WATER FOR THE DESIGN FLOW RATE.
3. DETENTION SYSTEM SHALL BE DESIGNED TO STORE WATER FOR THE DESIGN FLOW RATE.

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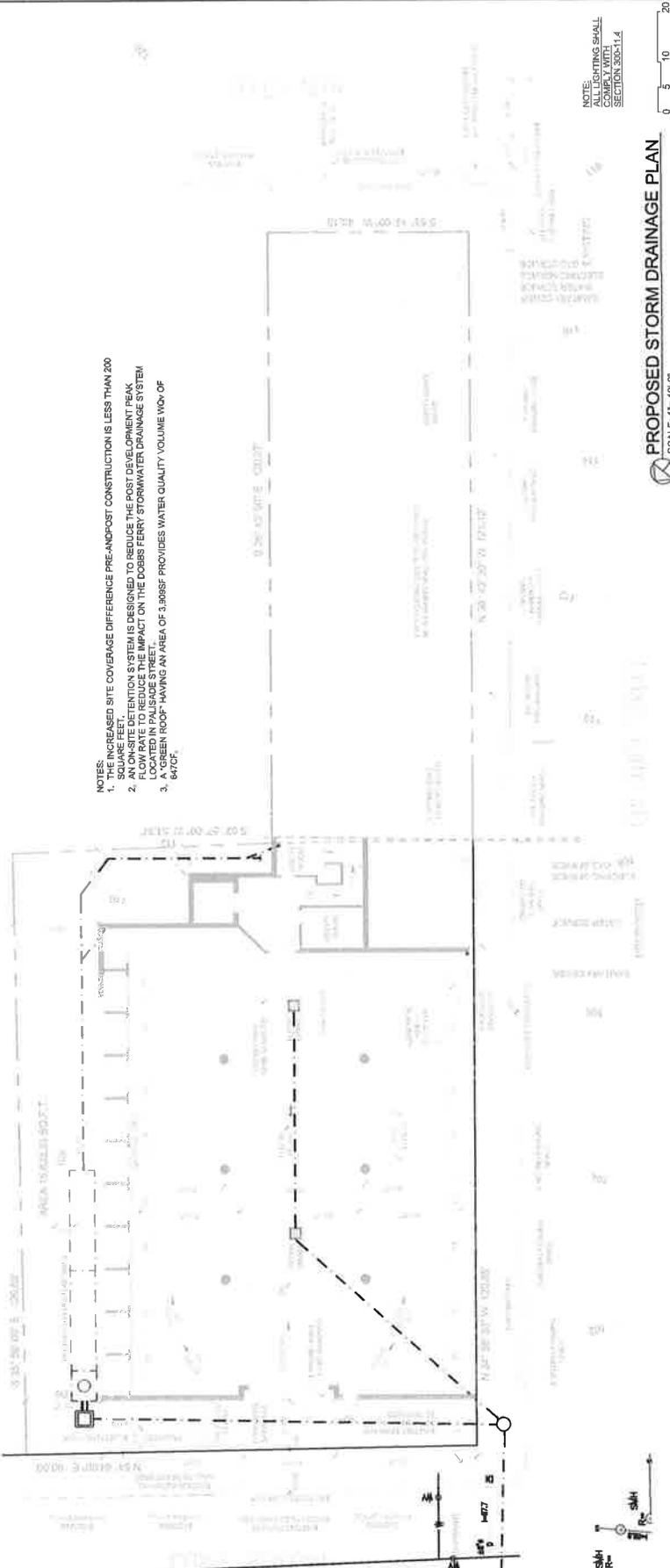
PROJECT NO. 1508  
 75 MAIN STREET  
 DOBBS FERRY, N.Y. 10522

GOTHAM DESIGN AND COMMUNITY DEVELOPMENT LTD.  
 328 Broadway, 4th Floor  
 New York, NY 10014, 10014-0002  
 Phone: (914) 863-5902  
 Fax: (914) 863-5900  
 email: gdm1508@gmail.com

10-01-15  
 PB SUBMISSION  
 11-03-15  
 PB SUBMISSION  
 12-07-15  
 PB SUBMISSION  
 01-08-16  
 BOARD OF TRUSTEES SUBMISSION

SHEET TITLE:  
 PROPOSED STORM DRAINAGE PLANS AND DETAILS  
 DATE: 10-01-15  
 DRAWN BY: GS MB  
 CHECKED BY: AS NOTED  
 DESIGNED BY: PRS

SP-4



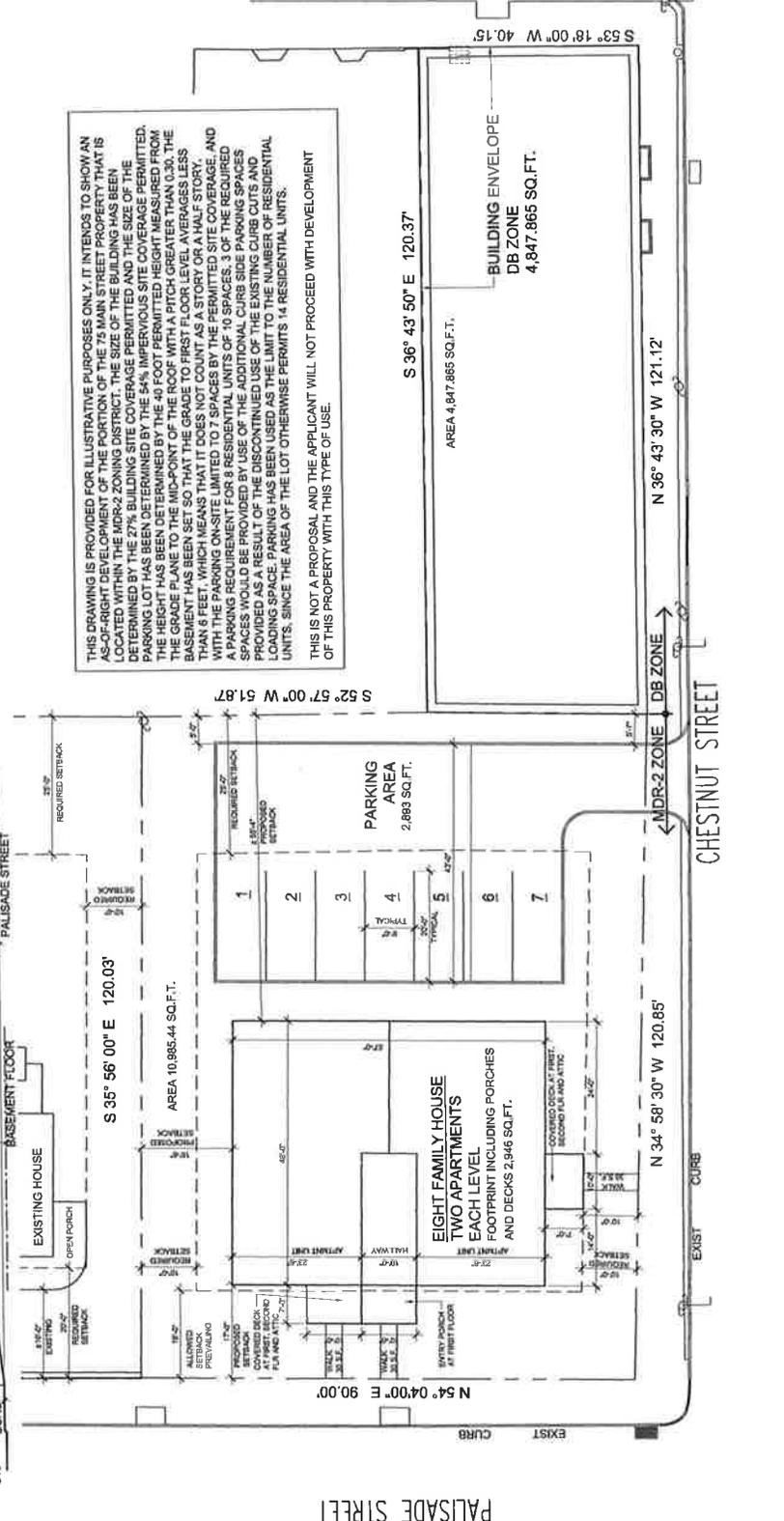
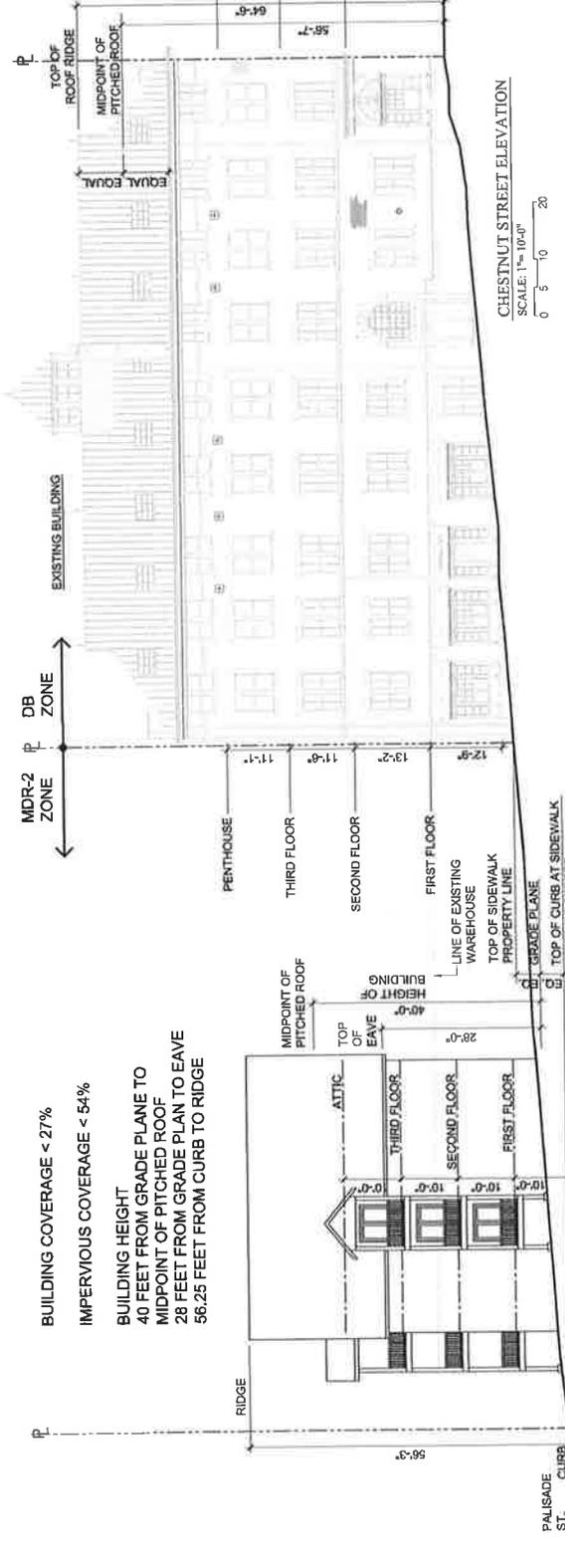
PROPOSED STORM DRAINAGE PLAN  
 SCALE: 1" = 10'-0"

NOTE:  
 ALL LIGHTING SHALL COMPLY WITH SECTION 350-1.14





<b>fusion engineering pc</b> 600 North Broadway Suite 215 White Plains, NY 10603 914.338.0009 info@fusionengr.com www.fusionengr.com	<b>APRAD BANSA</b> ARCHITECT 78 Broad Street, Suite 302 White Plains, NY 10603-4115 914.338.0411 info@apradbansa.com www.apradbansa.com	<b>GOTHAM DESIGN</b> AND COMMUNITY DEVELOPMENT LTD. 75 MAIN STREET DOBBS FERRY, N.Y. 10522 328 Broadway, N.Y. 10522 Phone: (914) 893-9393 Fax: (914) 893-9390 email: arch252@gmail.com	PROJECT TITLE: <b>75 MAIN STREET</b> PRODUCT NO.: <b>1508</b>	SHEET TITLE: <b>MDR-2 USE AS OF RIGHT</b>



THIS DRAWING IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. IT INTENDS TO SHOW AN AS-OF-RIGHT DEVELOPMENT OF THE PORTION OF THE 75 MAIN STREET PROPERTY THAT IS LOCATED WITHIN THE MDR-2 ZONING DISTRICT. THE SIZE OF THE BUILDING HAS BEEN DETERMINED BY THE 27% BUILDING SITE COVERAGE PERMITTED AND THE SIZE OF THE PARKING LOT HAS BEEN DETERMINED BY THE 54% IMPERVIOUS SITE COVERAGE PERMITTED. THE HEIGHT HAS BEEN DETERMINED BY THE 40 FOOT PERMITTED HEIGHTS PERMITTED FROM THE GRADE PLANE TO THE MID-POINT OF THE GRADE TO FIRST FLOOR LEVEL AVERAGES LESS THAN 10 FEET. MEANS THAT IT DOES NOT COUNT AS A STORY OR A HALF STORY. A PARKING ON-SITE LIMITED TO 7 SPACES BY THE PERMITTED SITE COVERAGE, AND WITH THE PARKING REQUIREMENT FOR 8 RESIDENTIAL UNITS OF 10 SPACES. 3 OF THE REQUIRED SPACES WOULD BE PROVIDED BY USE OF THE ADDITIONAL CURB SIDE PARKING SPACES PROVIDED AS A RESULT OF THE DISCONTINUED USE OF THE EXISTING CURB CUTS AND LOADING SPACE. PARKING HAS BEEN USED AS THE LIMIT TO THE NUMBER OF RESIDENTIAL UNITS. SINCE THE AREA OF THE LOT OTHERWISE PERMITS 14 RESIDENTIAL UNITS.

THIS IS NOT A PROPOSAL AND THE APPLICANT WILL NOT PROCEED WITH DEVELOPMENT OF THIS PROPERTY WITH THIS TYPE OF USE.

PALISADE STREET

MAIN STREET

SITE PLAN  
SCALE: 1/8" = 10'-0"

**fusion engineering pc**  
 400 North Broadway, Suite 215  
 White Plains, NY 10603  
 914-338-5009  
 civil engineering consulting services

**ARRAD BANSA**  
 75 Broad Street, Suite 302  
 New York, NY 10004-4115  
 F: 212-398-4813  
 arrad@arradbansa.com  
 arrad@arradbansa.com

**75 MAIN STREET**  
 75 MAIN STREET  
 DOBBS FERRY, N.Y. 10522  
 PROJECT TITLE: PROJECT NO. 1508

**GOTHAM DESIGN AND COMMUNITY DEVELOPMENT LTD.**  
 329 Broadway  
 Dobbs Ferry, NY 10522  
 Tel: (914) 896-9300  
 Fax: (914) 896-9300  
 email: arrb329@gmail.com

**1508-15**  
**PR SUBMISSION**  
**BOARD OF TRUSTEES**  
**SUBMISSION**

**FIGURE GROUND ANALYSIS**

DATE	REVISION
1/15/15	NO
DATE	REVISION
AS NOTED	PR

**SP-7**



ADDRESS	LOT AREA	BLDG AREA	COVERAGE	FRONT SETBACK	BUILDING HEIGHT
65 PALISADE ST	15,600	5,029	32.33%	0 FT	
68 PALISADE ST	12,000	2,322	19.35%	15 FT	
70 PALISADE ST	12,000	1,919	15.99%	33.5 FT	
107 PALISADE ST	12,589	1,288	10.24%	8.3 FT	
110 PALISADE ST	4,800	2,252	47.13%	0 FT	
111 PALISADE ST	6,333	2,252	35.56%	0 FT	
112 PALISADE ST	4,800	1,477	30.77%	0 FT	
116 PALISADE ST	4,800	1,059	22.0%	17.5 FT	
118 PALISADE ST	4,800	1,940	40.42%	9.25 FT	
119 PALISADE ST	5,050	1,940	38.42%	0 FT	
120 PALISADE ST	5,050	1,776	35.17%	12.3 FT	
122 PALISADE ST	5,050	1,444	28.59%	37.5 FT	
123 PALISADE ST	4,800	1,444	30.08%	11.5 FT	
124 PALISADE ST	10,650	1,677	15.74%	0 FT	
125 PALISADE ST	3,000	576	19.20%	4.5 FT	
132 PALISADE ST	10,600	2,650	25%	8.75 FT	
133 PALISADE ST	10,600	3,073	28.99%	5.2 FT	
134 PALISADE ST	4,800	3,073	63.99%	2 FT	
135 PALISADE ST	4,800	3,796	79.08%	4.5 FT	
136 PALISADE ST	4,800	2,473	51.52%	1 FT	
138 PALISADE ST	9,600	2,473	25.76%	11.75 FT	
142 PALISADE ST	5,400	2,388	44.22%	0 FT	
143 PALISADE ST	6,000	1,755	29.25%	12.3 FT	
144 PALISADE ST	6,000	2,190	36.5%	20.5 FT	
154 PALISADE ST	6,000	8,185	136.25%	4 FT	
155 PALISADE ST	24,980	10,688	42.82%	32.3 FT	

ADDRESS	LOT AREA	BLDG AREA	COVERAGE	FRONT SETBACK	BUILDING HEIGHT
2 HUDSON TERRACE	7,617	3,103	40.74%		
3 HUDSON TERRACE	5,665	1,660	29.30%		
4 HUDSON TERRACE	5,675	1,629	28.70%		
75 MAIN ST	15,600	10,865	70.29%	8.3 FT*	

\* setback on palisade street.

ADDRESS	LOT AREA	BLDG AREA	COVERAGE	FRONT SETBACK	BUILDING HEIGHT
7773 MAIN ST	4,440	1,760	39.64%	0 FT	
81 MAIN ST	3,240	2,819	87.04%	0 FT	
85 MAIN ST	3,000	0	0%	0 FT	
89 MAIN ST	3,000	0	0%	0 FT	
81 MAIN ST	2,380	2,380	100%	0 FT	
93 MAIN ST	2,200	1,950	88.64%	0 FT	
97 MAIN ST	1,340	1,340	100%	0 FT	
99 MAIN ST	2,532	1,804	71.28%	0 FT	
101 MAIN ST	2,420	2,420	100%	0 FT	

**fusion engineering pc**  
 400 north broadway, suite 215  
 white plains, ny 10663  
 914.359.5009  
 civil engineering consulting services

**ARCHITECT**  
**ARPAD BAKSA**  
 75 Broad Street, 3rd Fl. 408  
 White Plains, NY 10604-6115  
 T: 914.359-5009  
 F: 914.359-5003  
 www.fusion-engineering.com  
 arpad@fusion-engineering.com

**PROJECT TITLE:**  
**75 MAIN STREET**  
**DOBBS FERRY, N.Y. 10522**  
**PROJECT NO. 1508**

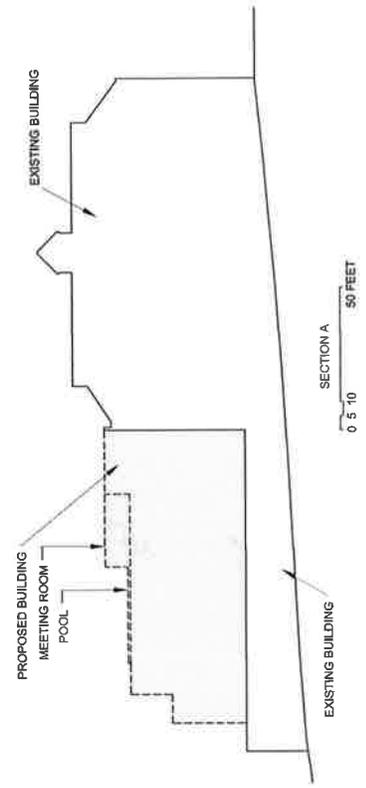
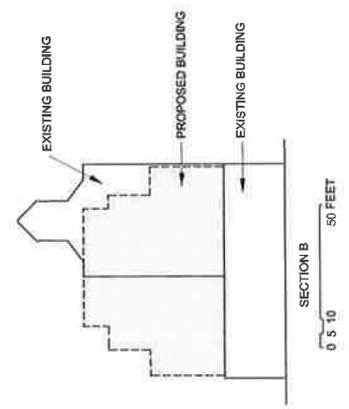
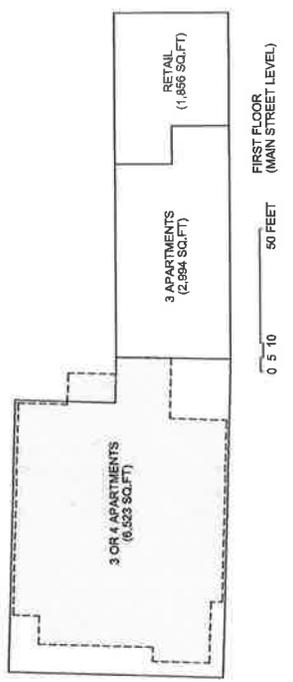
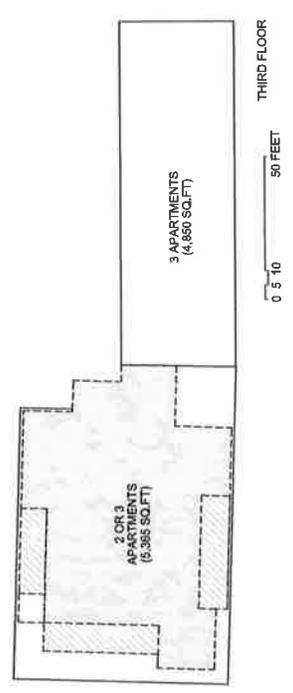
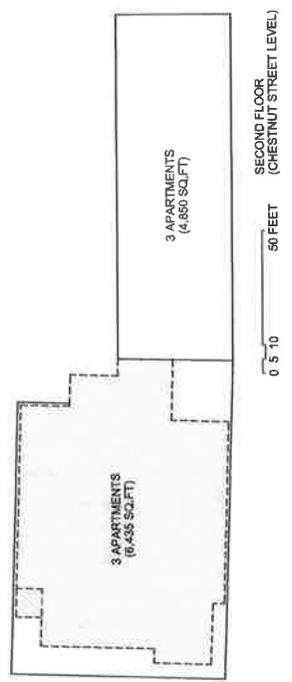
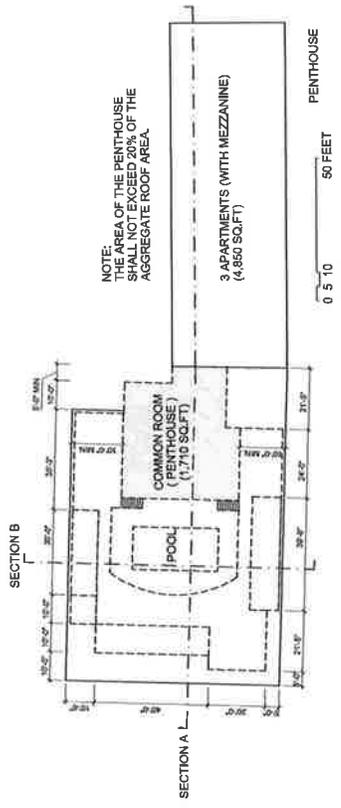
**GOTHAM DESIGN**  
 AND COMMUNITY DEVELOPMENT LTD.  
 329 Broadway, N.Y. 10022  
 Dobbs Ferry, NY 10522  
 Phone: (914) 863-5093  
 Fax: (914) 863-5090  
 email: am329@gmail.com

15/17/16  
 PR SUBMISSION  
 01-04-16  
 BOARD OF TRUSTEES  
 SUBMISSION

**SHEET TITLE:**  
**PLANS AND ELEVATIONS OUTLINE**

DATE:	12/14/16	PROJECT NO.:	1508
SCALE:	AS SHOWN	DATE PLOTTED:	12/14/16
BY:	CS MB	PROJECT:	SP-8

**SP-8**



PROPOSED ADDITION

PROPOSED TERRACE

**APPENDIX E**

**LETTER TO THE NEW YORK STATE OFFICE OF PARKS RECREATION  
AND HISTORIC PRESERVATION**

# GOTHAM

**Padriac Steinschneider**

Gotham Design Ltd.

329 Broadway

Dobbs Ferry, New York 10522

(914) 693-5093 ■ Fax: (914) 693-5390

e-mail [arch329@gmail.com](mailto:arch329@gmail.com) ■ Cell : (914) 906-4802

September 21, 2015

Christopher Flagg  
Senior Historic Sites Restoration Coordinator  
Technical Preservation Services Bureau  
Division for Historic Preservation  
Peebles Island, PO Bos 189  
Waterford, New York 12188-0189

**Re: Proposed Building: 75 Main Street**

Dear Mr. Flagg:

This letter is to follow up on previous transmissions, which we understand that you have received from the Village of Dobbs Ferry, as well as the Friends of the Old Croton Aqueduct, pertaining to the above referenced project. An application is pending before the Village Planning Board for a project that involves new construction in the Dobbs Ferry downtown, which many believe has historical significance, on a property a half block from the Old Croton Aqueduct State Historic Park (OCA). The existing building on the site of 75 Main Street dates c.1900 and has, in the opinion of the applicant, clear historical significance for its architecture, its uses over the years, and its role as part of an historic Hudson River business district, dating from the 1600s when Jan Dobbs operated the ferry from whence Dobbs Ferry gets its name.

We understand that the OCA is a National Historic Landmark and we are aware that the New York State Office of Parks, Recreation and Historic Preservation considers any construction of a new building immediately adjacent and contiguous to the OCA to be a Type I action pursuant to the State Environmental Quality Review Act (NY Environmental Conservation Law Article 8 and its implementing regulations 6 NYCRR Part 617). As you are familiar, projects listed as Type I actions require the Lead Agency to take a "hard look" at how the action may directly or indirectly impact the involved resources. A copy of the Environmental Assessment Form (EAF) Part One submitted to the Village of Dobbs Ferry and Draft Part Two prepared by the Village of Dobbs Ferry should have been forwarded to you in August 2015.

We understand that, while OPRHP is not interested in serving as lead agency for the SEQRA review, you do want to be identified as an interested agency. Submitted to you with this letter please find a Natural and Scenic Resource Protection Report prepared by Gotham Design & Community Development Ltd., dated September 28, 2015. This Report addresses the proximity to the OCA and includes the drawings that have been submitted to the Village for Site Plan Review and approval. It also documents the impacts that the proposed project will have on scenic views and on the panorama of the Dobbs Ferry downtown.

It has been reported that the existing building was restored with the use of historic tax credits, but we have not been able to substantiate this claim. We will be making a sincere effort to rehabilitate the existing building in compliance with the Standards of the Secretary of the Interior.

Letter to Charles Flagg  
Re: 75 Main Street - Dobbs Ferry, New York  
September 28, 2015  
Page two of three.

The project consists of the renovation, restoration and rehabilitation of the existing five story brick building that was originally built as a grain and feed store, converted to be a hardware store, then a shoe manufacturing factory, and then Oceana Publishing, which consisted of offices and printing facilities for books. Oceana ceased business around 2004 and the building was sold to the current owner, who obtained approvals to convert the top two floors for use as four apartments and the lower three floors for his offices and studio for film production. The work was commenced and the studio put into use, but the apartments were never completed. The owner is now in contract with the applicant to sell the building.

The proposed new use will be commercial on the Main Street level for the half of the building facing Main Street and on the Chestnut Street level. This will provide approximately 4,000 square feet of retail. Uses such as a real estate office and a coffee shop are being considered. The balance of the Main Street level and the upper three floors will provide between 12 and 14 residential units as a mix of one- and two-bedroom units ranging in size from 650 square feet to approximately 2,100 square feet in a penthouse unit with a mezzanine level. There will be three units on the first and fourth floor and either three or four units on the second and third floors.

The exterior of the existing building will be restored, with brick repaired and windows replaced in kind. The goal is that the exterior of the building will retain its historic character. The interior of the building has little remaining of historical interest, except for the posts and beams, which will be restored. The possibility of repairing and exposing some of the original brick, as well as the original wood floors will be investigated.

There is an existing one story, brick warehouse located to the west of the five story building. This building will also be renovated, but will be converted in use to be two levels of parking providing approximately 32 parking spaces. The entry to the upper level of the garage will be via Chestnut Street and the entry to the lower level of parking will be via Palisade Street.

A new three story building is proposed to be built on top of the existing warehouse. This will provide between ten and twelve apartments, with all providing at least two bedrooms. If the number of units is ten, two of the units will have three bedrooms. The units will range in size from 1,250 square feet to 1,500 square feet, unless the number of units is less than twelve, at which point one of the units on the top floor could have approximately 2,250 square feet.

A mezzanine level has been proposed above the new three story building providing amenities for the residents including a meeting room with a kitchen, an exercise area, and a swimming pool plus deck area. The roof of the mezzanine will be a green roof with a garden.

An elevator and stair core will be built as the connection between the existing five story building, the adapted garage, and the new three story building with mezzanine. There will be a courtyard on Chestnut Street serving the entry to the building.

Letter to Charles Flagg  
Re: 75 Main Street - Dobbs Ferry, New York  
September 28, 2015  
Page three of three.

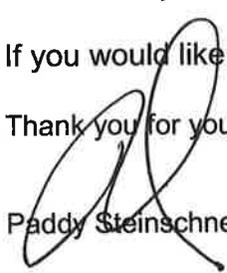
We anticipate the following being pertinent to your concerns:

1. The renovation of the existing building will comply with the Secretary of the Interior's Standards for Rehabilitation (Department of Interior regulations, 36 CFR 67).
2. The design of the new structures on the subject property will respect the historic character of the existing downtown and is intended to help mend the fabric of the neighborhood, while also strengthening the business district economically and socially.
3. The profile of the composition will extend higher into the panoramic view of the downtown from points north, west, and south, but the result will be new roofs against the backdrop of other roofs and buildings. The new building has been designed to step back from Palisade Street to avoid casting shadows or cutting sky view on Pompeii Church located across the street.
4. There will be some loss of sky from the parking lots and the beer garden on the properties to the north, but care has been taken in the design to minimize this impact.
5. The proposed project will not have any impact on the OCA and will not eliminate or otherwise compromise any substantial views of the River or Palisades from the OCA or any other viewing platform.

This matter will be continued in a Public Hearing at the October 8, 2015 meeting of the Planning Board. It is our intent to ask the Planning Board to make a decision at its November 5 meeting. In this matter, due to the fact that the property is located in the Village's DB zoning district, the final decision on Site Plan Review will be made by the Dobbs Ferry Board of Trustees.

If you would like to discuss this, I am available at your convenience.

Thank you for your time and attention,



Paddy Steinschneider

cc: Linda Cooper, Regional Director, Taconic Region, OPRHP  
Ruth Pierpoint, Deputy Commissioner for Historic Preservation, OPRHP  
Gary Ricci, Park Manager (OCA), Taconic Region, OPRHP

**APPENDIX F**

**COPIES OF EAF PART 1, DRAFT PART 2, AND DRAFT PART 3  
(REVISED JANUARY 12, 2016)**

**NOTE: MOVED TO FRONT OF EAF SUBMISSION DOCUMENT  
JANUARY 20, 2016**

**APPENDIX G**

**SECRETARY OF THE INTERIOR'S  
STANDARDS FOR REHABILITATION  
(DEPARTMENT OF INTERIOR REGULATIONS, 36 CFR 67)**

### **SECRETARY'S STANDARDS FOR REHABILITATION**

Rehabilitation projects must meet the following Standards, as interpreted by the National Park Service, to qualify as "certified rehabilitations" eligible for the 20% rehabilitation tax credit. The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.

The Standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

# Traffic and Parking Report

## 75 Main Street

**October 15, 2015**

**Submitted to:**

Dobbs Ferry Planning Board  
112 Main Street  
Dobbs Ferry, New York 10522

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# **Traffic and Parking Report**

## **75 Main Street**

### **Introduction**

The proposed project at 75 Main Street in Dobbs Ferry consists of the adaptive reuse of an existing five story building and an accessory one story warehouse in the middle of Dobbs Ferry's downtown business district. Valid questions have been asked about the potential impacts that this project could have on vehicular traffic flow, and its collateral impacts on pedestrians, cyclists, and people using mass transit, as well as on parking within the downtown.

The objective of this project is to integrate solutions for legitimate impacts resulting from the project such that the change of use and expansion of the existing property results in benefits to the community, instead of either exacerbating existing deficiencies or causing inconvenient and unsafe conditions.

### **Summary**

The existing buildings will be adapted in use to provide 4,000 square feet of retail space, and between 12 and 14 residential units, with the warehouse converted to provide two levels of parking accommodating 33 cars. A new three story structure will be built above the warehouse providing an additional 10 to 12 residential units, bringing the total to between 22 and 26.

While this development will generate traffic, the peak hour volumes are dramatically less than they are for the current use of the building, with its three levels of commercial space under four penthouse apartments. It is a fraction of the traffic that was generated when the entire building was occupied by Oceana Press, with 100 employees.

With that number of people arriving every morning in the peak hour and leaving every afternoon in the peak hour, the impact on traffic flow was far more significant, compared to what is now proposed. This comparison is even more dramatic when parking is considered. There are currently no on-site parking spaces, which means that everyone who arrived by car was finding a space at the curb on the Village streets.

With 33 parking spaces, the proposed project exceeds the Village's parking requirements, which is one space per residential unit. With a maximum of 26 units and 33 spaces, there will be 7 spaces additional, which will be used in ways to leverage their value. The most exciting idea being considered is using at least two of the spaces to provide the equivalent of Zip cars, owned by the building for use by the residents.

The street parking will benefit from the proposed project, by parking spaces being added where curb cuts and loading zones have been removed. While this is only maybe two additional spaces, it is important to understand that the concerns expressed that the project will result in the loss of curb side parking spaces is not true.

75 Main Street has been proposed to balance a number of critical requirements, and the way in which it affects traffic and parking are key, along with preserving an historic building that helps support an historic neighborhood in an historic community, creating more residential units in the downtown for feet on the streets, enhancing the tax base in an area already fully served by existing infrastructure, and providing an economically viable project. This last point cannot be ignored. Otherwise, the existing building just continues to deteriorate. To provide the other requirements that benefit the community, the program for the project with the mixed use building providing a minimum of 22 to maximum of 26 units with the commercial space, with each having the area and amenities to draw the target market is mandatory. Otherwise, the parking cannot be provided and the older building in need of extensive restoration does not get rehabilitated.

It is anticipated that the project as proposed could generate approximately 28 vehicular trips during the morning peak travel hour, which is one car every two minutes: a volume that will not be noticed against the background travel the exists now, as well as that anticipated in the future as more of the downtown is revitalized. This number, however, is based on ITE standards that may be outmoded for actual patterns resulting from a project like the subject proposal. The reality will more likely be a higher percentage of the residents making use of the MetroNorth train station, which is one block from the site.

The project proposes 33 on-site parking spaces and one additional curb side parking space, for a total of 34 spaces, which meets the gross number of spaces required in Dobbs Ferry's Zoning Ordinance, and exceeds the net number of spaces required.

While this Report focuses primarily on the concerns of auto-centric issues, the strength of the proposed project is the way in which it addresses the other modalities of transportation. This building is in the downtown portion of Dobbs Ferry's business district. Residents of 75 Main will be able to walk to shops, the supermarket, restaurants, churches and synagogues, the Embassy Center, Village parks, and the Aqueduct.

Most significant in terms of the likely impacts on traffic and parking in the downtown, 75 Main Street is also one block from the Dobbs Ferry train station. There have been many studies about transit oriented development (TOD), as well as the driving habits of the Millennials. Every indicator suggests that a major attraction to living at 75 Main Street will be the ability to reduce auto-dependency.

Similar studies have also revealed that apartments in this environment of easy walks to mass transit and daily needs are highly desirable to aging Boomers, who want to scale down and live in active places where they do not have to drive after dark.

Cycling as a means of transportation, as well as enjoyment, has also been on the increase and has been identified as highly attractive to Millennials. The proposed project includes a bicycle rack near the entrance for guests and a bicycle storage room in the parking garage for the convenience of the residents.

While there is not much needed from the project to promote walkability and the use of mass transit, the project includes the proposal to modify the sidewalk on Main Street to bump it out approximately 3 to 4 feet, which intends to reduce the distance in the cross walk and provide space for a covered bus stop. Ideally, the bump out could be mirrored on the other side of Main Street, which would enhance the bus stop on that side of the street, as well as calm traffic and making the crosswalk safer for pedestrians.

All evidence supports that the proposed 75 Main Street development will benefit existing traffic and parking patterns and will not result in any adverse impacts that require further mitigation.

### **Existing Patterns**

Dobbs Ferry's downtown exists primarily along Main Street and Cedar Street with a combined length of 3,000 feet from High Street to Broadway, with only two intersecting streets along the west side of Main Street and three intersecting streets along the east side of Main Street. The subject property is located at the northwest corner of Main Street and Chestnut Street, the southern intersecting cross street, which runs on block to the east to Broadway and one block to the west to Palisade Street. There is a traffic light at this intersection of Main and Chestnut and it should be considered a primary transportation point in the downtown, functioning in both the vehicular and pedestrian connection to the train station and providing bus stops on both sides of the Main Street.

The street network in Dobbs Ferry's downtown has been described as the equivalent of two interconnected one way streets. The combined length of Main Street and Cedar Street, steep topography on the side streets, and the fact that the distance between side streets is unusually long combine to make it very difficult to "drive around the block." If a driver headed north on Main Street continues east onto Cedar and does not find a parking space along the curb, there is no choice but to continue to Broadway and either turn around in the Stop&Shop parking lot or try to loop around by going south on Broadway and then returning to Main Street via Oak, Elm, or Chestnut Streets.

Similarly, a driver heading west on Cedar Street not finding a parking space has no choice but to continue onto Main Street and maybe loop around either by driving through the parking lot behind Village Hall or drive the 1,025 feet to Chestnut and make the right turn to Palisade Street then drive the 1,670 feet all of the way back to Cedar Street. It can be frustrating trying to get to a parking space in the downtown. For reference, there are 5,280 feet in a mile.

The Main/Cedar Street route is also primary to connecting to the train station and waterfront for at least half of the Village. While it is possible to take Broadway to Walnut Street, bypassing the downtown, or take Livingston to High Street, which is the primary route to the train station from points south of the downtown, the concentrated "train" of cars moving through the downtown as commuters return from the train station is a major factor of short periods of traffic congestion in the downtown.

There is existing curbside parking along Main and Cedar Streets, as well as along Chestnut, Elm, Oak, and Palisade Street. There are two municipal parking lots serving the downtown; the one way lot between Cedar and Oak Streets with 40 parking spaces, and the lot behind Village Hall between Oak and Elm Streets with 90 parking spaces. A municipal parking lot serving lower Main Street south of Chestnut Street was sacrificed several years ago for the new Library. A Chart attached lists the numbers of parking spaces by location in the downtown.

The 145 Palisade Street property has several parking lots, which were fully in use when the 160,000 square foot factory on that site was operational. With current uses that are less demanding of parking, the owner of the upper lots on that property has leased them to Mercy College. This provides 140 spaces, which were originally intended only for use by the students and employees of the College, with a shuttle bus transporting people parking in that lot to the campus, which is just short of 1 mile away by vehicle, and a half mile walk. Recent concerns expressed by residents in the Palisade Street neighborhood have encouraged the Village and the College to consider the possibility of making a number of spaces in these lots available to local residents at least for some time period during the night when there is less need for the spaces by the College.

Truck delivery to the downtown business district deserves special mention in understanding the existing patterns. With the exception of Stop&Shop, the Diner, Walgreens, 145 Palisade, 59 Main, and 75 Main, none of the businesses, restaurants and stores in the business district have loading spaces for deliveries. While in many ways this is a good thing, since the presence of loading docks and similar are detrimental to the character of the street and downtown, it does mean that when trucks are making deliveries, traffic is compromised. With a little bit of planning to avoid deliveries during the busiest traffic periods and some courtesies by both delivery trucks and other drivers, this has been manageable. Unfortunately, there are times when the trucks are poorly positioned in the street or arriving at the wrong time, which can cause havoc.

Dobbs Ferry is a village with a longer history prior to the invention of the automobile than since. It was developed the way most small communities came about prior to the car, as a walkable place where people could get most of their needs within a short distance of their home. The challenges that we are dealing with now are the result of an auto-centric system being imposed on a street fabric that was not focused on cars.

Despite the current assumption that the automobile is the best way to meet daily needs, much of Dobbs Ferry's quality of life derives from the fact that it is not characterized by strip malls and arterial or collector streets. There is evidence that the obsession with the automobile is changing, but there is natural resistance and it should be assumed that, for at least the next 10 to 20 years or so, being able to drive through the downtown and find a parking space will continue to be primary needs.

That said, there is current effort within the Village to enhance all modalities of transportation. Dobbs Ferry has adopted a "Complete Streets" policy, which requires that walking, biking, and mass transit be considered integral to any proposed road work.

The description above focuses on the automobile: and whether that vehicle is powered by carbon fuels or alternative fuels makes little difference to the concern that increased volumes of traffic could exacerbate the current congestion caused by the peak loads related to train schedules, as well as school traffic, and the temporary loss of a lane due to truck deliveries. However, being consistent with the commitment to Complete Streets, it is appropriate to note that pedestrian, cycling, and mass transit are of equal importance to the automobile, when considering the existing traffic patterns in the downtown.

The downtown is well served by sidewalks and it was not that long ago that the Village demonstrated its commitment to the pedestrian by installing sidewalks on Oak and Elm Streets between Main Street and Broadway. Dobbs Ferry is unique in that a major section of the Old Croton Aqueduct (OCA), a trail/park that stretches from the Croton Reservoir to Manhattan, parallels Dobbs Ferry's Main Street less than a block away. This is a remarkable amenity that provides a convenient trail not only within the Village, but also connecting to the neighboring villages to the north and south.

For walking to be a fully functional way to get around, however, it needs to meet several criteria. It has to be safe. It has to be convenient. And it has to be fun. While the Dobbs downtown may be better than many other places in delivering a walkable environment, there are a number of improvements that could be made. Providing more vitality and fewer "blank" storefronts have been cited as needed to improve walkability in the Dobbs Ferry downtown.

The same can be said for cyclist. The biggest challenge to bike riding in Dobbs Ferry, which also affects its walkability, is the topography. It is a common joke in Dobbs when describing access to the train station that it is a pleasant walk to the train, but a bit of a challenge to make it back home, since that can mean an almost entirely uphill trek.

Provisions for cyclists are just starting to be appreciated as a way to significantly increase the use of that form of transportation. Similar to the requirements for a walkable environment, making cycling safer and more convenient are key to getting people out of their cars and onto bikes.

In terms of mass transit, Dobbs Ferry is relatively well served. The MetroNorth train station provides easy and convenient travel to New York City, as well as points north. There are several Westchester bus lines that serve the Village, including one that is designed primarily to serve the local community and provide transport to the train station.

Augmenting the County's system, the Village operates a commuter bus, as well as a senior citizen bus. Recently approved development projects are also committed to providing "trolley" service, connecting Rivertowns Square through the downtown to the train station, for example. A number of the local institutions, including Mercy College, Children's Village, and the Masters School, also provide shuttle buses between the train station and their campuses.

### **Previous Use of 75 Main Street**

75 Main Street was built as a feed and grain building, several years before the first person living in Dobbs Ferry owned an automobile. In 1912, the building was converted to be a shoe factory. Towards the end of the 1940s, the building was again converted, this time as a printing and book publishing facility for Oceana Press, a use that continued until around 2005.

The building was then sold and the new owner obtain approvals to convert the top two floors to become four penthouse apartments and the lower three floors to be used for film production, which has continued until now, although construction on the residential units was not completed.

These previous uses generated much higher vehicular traffic volumes and provided no on-site parking. While not documented officially, an application for renovations to the building during its use as the publishing house stated that there were 40 car trips to the site on a work day during the peak morning hour. Those cars took spaces along the curbs, as well as in the municipal lots. There is no on-site parking for the current use of the property.

## Required Parking

Until a new Code was adopted in 2010, the parking requirement for the previous uses was two parking spaces per residential unit and one space per 250 square feet of floor area for commercial use. Assuming a net floor area of approximately 4,500 square feet per floor for four floors, discounting the lowest level in the five story building as a basement not requiring parking, the 18,000 square feet in the building required 72 parking spaces. The parking requirement for warehouse was one space per 1,000 square feet. This brought the total to approximately 80 parking spaces.

The approved conversion of 75 Main to create the four residential units, eliminating 9,000 square feet of commercial space, reduced the calculated required parking to 44 spaces.

In 2010, the Village of Dobbs Ferry adopted a new Zoning Ordinance, which significantly changed parking requirements. According to the Parking Chart (Appendix C), a mixed use building now requires one parking space per residential unit. While neighbors opposing the project have claimed that there is a need for two spaces per unit, the reduction in the required parking adopted by the Board of Trustees was based in part on empirical data that was collected for the existing residents in the downtown, which revealed that the average number of automobiles owned per apartment was 0.98.

The Parking Chart indicates that one space per 500 square feet of net floor area is required for commercial uses. However, while the parking for the existing commercial use would have been “grandfathered” anyway, since it is a continuation of the use when the building was built more than 100 years ago, the new Ordinance actually codifies that parking is not required for this use in the building.

Section 300-48.B.(2)(a)[2] specifically states that, *“in the case of nonresidential buildings or nonresidential uses that have been in lawful existence for 50 or more years, the parking standards of this chapter apply when the building or use is expanded or enlarged by 25% or more.”*

The Section 300-48.B.(2)(a)[3] then adds clarification, *“If the expansion of a nonresidential building or use triggers requirements for additional parking, such additional off-street parking spaces are required only to serve the enlarged or expanded area, not the entire building or use.”*

According to the Ordinance, the change of use from the commercial to residential use does not actually translate to parking spaces being required.

Section 300-48.B.(3)(b) states, *“If the use of the building in which the change of use occurs has been in existence for 50 or more years, additional parking spaces must be provided only when the number of parking spaces required for the new use exceed by 25% or more the number of spaces that would have been required for the use that most recently occupied the building based on the minimum parking standards of this chapter. In such cases, additional parking spaces must be provided only in the amount by which the number of parking spaces required for the new nonresidential use exceeds 125% of the number of spaces that would have been required for the use that most recently occupied the building, in accordance with Table C-1, Minimum Parking Required.”* Since the parking requirement for residential use is less than that required for commercial use, no parking for the residential units proposed in the existing building is technically required to meet the Code.

Ignoring that no parking is required for the proposed project as cited above due to its age, the number of required parking spaces that would otherwise be required is reduced by Section 300-48.H., which provides adjustments for alternative parking standards, including on-street parking, as well as “shared” and “combined” parking, when a property has more than one use.

Section 300-48.H(1) states, *“At the discretion of the Planning Board, the minimum required [sic] parking spaces required by Table C-1 may be reduced by one space for every 25 feet of linear building frontage abutting a public right-of-way (not including alleys) with legal on-street parking. A fractional space of 0.6 or greater shall equal a single public parking space.”*

Section 300-48.H.(3)(b) states, *“Calculation of shared parking reduction. The aggregate amount of parking required by Table C-1<sup>[4]</sup> for all uses sharing a parking facility may be reduced according to the standards below.”* Paragraph [2] then continues, *“If a residential use shares parking with a general sales and service use, the parking requirement for the residential use may be reduced by 30%, provided that the reduction shall not exceed the minimum parking requirement for the general sales and service use.”*

Since parking is being provided in excess of the requirements for the proposed residential units, this information is provided simply to demonstrate the approach that has been taken by the developer, so that the proposal can be properly understood and appreciated.

### **Proposed Use of 75 Main Street**

The proposal for the existing 22,500 square foot five story building, including the basement, is for it to be fully restored architecturally. Approximately 4,000 square feet of floor area on the Main Street level and the Chestnut Street (basement) level will remain commercial in use.

The balance of the building will be adapted for use as between 12 and 14 residential units with three units on the Main Street level and three units on the top floor, and either three or four units on each of the two floors in between.

The existing warehouse structure will be adapted to provide two levels of parking with 33 spaces. The upper level will be accessed from Chestnut Street and the lower level will be access from Palisade Street. Approximately 20 feet of the existing warehouse adjacent to the existing five story building will be removed and replaced by a core, which will include the entry courtyard, stairs, and elevator serving the building.

A new three story structure is proposed to be built above the adapted warehouse. This will provide between 10 and 12 residential units, with four on the first two floors and between 2 and 4 units on the top floor.

Common space is proposed on the roof of the proposed new building, which will include a common room with kitchen, an exercise area, a swimming pool, an open deck area, and an accessible green roof planted as a garden.

There are currently 10 curbside parking spaces. While there will be a new curb cut to accommodate the entry to the garage on Palisade Street, an existing curb cut is being eliminated, as well as a standing zone for trucks along the curb on Chestnut Street. This results in an increase in the number of curb side parking to 11 spaces, plus a curb side loading space, in addition to providing the two curb cuts accessing the proposed parking garage.

If the fact that the commercial space is “grandfathered” were ignored, the proposed project would require a total of 26 parking spaces for the 26 residential units and 8 parking spaces for the commercial space, resulting in a total of 34 parking spaces. The fact that there are 33 spaces proposed in the parking garage plus one additional curb space provided should be perceived as fulfilling the parking need. In terms of the actual requirement per the Ordinance, the shared use provision reduces the actual number of spaces required to a net of 26 parking spaces. The project is providing eight spaces more than required, without any consideration that up to 10 of the existing curb side spaces could be included in the count.

### **Anticipated Impacts and Mitigating Methods Proposed**

The proposed project aligns with the Village of Dobbs Ferry’s Vision Plan. Most specifically, it creates residential units that will put more feet on the streets with disposable income; provides affordable residential units; takes advantage of the existing mass transit system adding ridership to MetroNorth and the Westchester bus lines; restores an important building that adds character to the historic downtown; and enhances the real estate tax base, providing additional income to support the existing public infrastructure.

No potential adverse impacts on either traffic or parking have been identified as resulting from the proposed development. To the contrary, its compliance with the intent of the Vision Plan demonstrates that it will provide a number of beneficial impacts. In effect, the proposed project itself is the mitigating measure for a series of community needs and issues.

### **Future Trends**

While not required by the Village Code, anticipating for future needs is simply good planning and how the proposed project relates to those projections should be considered. The developer believes that this project fits seamlessly with the positive direction that the Dobbs Ferry downtown is headed. The developer believes that adding residential units for tenants with disposable income will continue to improve the success of storefront businesses and restaurants and that these attractions will continue to make the Dobbs Ferry downtown a more attractive place to live.

Opponents of the project have cited the current efforts to stimulate development in the downtown being a bad thing. The suggestion seems to be that, by making better use of the existing infrastructure of the downtown, the Village will create untenable conditions. Traffic congestion and more competition for limited parking spaces are both cited as examples. In fact, there have been suggestions that Dobbs Ferry's future would improve if more restrictions could be imposed, reducing density and commercial activity in the business district. One opponent of 75 Main Street has even recommended laws be imposed to require restaurants and bars to close by 9:00 PM.

There are a number of other issues that have been addressed elsewhere, but for the purposes of this Report the importance of designing and planning for the market of the future is key and will be briefly addressed pertinent to the projects relationship with transportation.

The commercial models most popular between the late 1940s, initiated by the advent of the Great Sprawl Experiment, and continuing until the Great Recession of 2007 did great harm to the small village business districts. The auto-centric patterns of shopping centers and strip malls, with their fields of convenient parking became the standard, siphoning shoppers away from the downtown main streets. The land use patterns typified by shopping centers, office parks, and similar mono use zoning has significantly increased the number of miles that people drive. This has been recognized as harmful to the environment and is a part of the Great Sprawl Experiment that came close to bankrupting the triple bottom line of the economy, the environment, and the culture.

While a commitment to reducing vehicle miles traveled (VMTs) has grown in interests of sustainability and improved resilience, the most significant reshuffling of the market place is the result of the advent of on-line shopping.

There is no doubt that these patterns will continue to change, as Amazon battles it out with Wal-Mart. Often depicted as the “devil”, Wal-Marts has built a powerful company best known for its big box stores. The percentage of National sales that fall into the Wal-Mart tills is impressive.

With on-line shopping, however, Wal-Mart has watched its market share start to shrink. Some opposing the project have suggested that the revitalization of Dobbs Ferry’s downtown business district is a futile effort, specifically because of this trend towards on-line shopping. This is a common misperception and the reality is the exact opposite.

Shopping mall developers rely upon consultants who conduct market research polls trying to figure out how to increase the dollar sales per square foot spent in their stores. This is an amazing and sophisticated industry. However, when asked where they most like to shop, the American public has consistently answered, “On Main Street.” It should not be surprising that for the past 20 years, the design of shopping centers has been modeled on main street, reversing previous strategies of locating fields of parking in front of the stores by providing the equivalent of curb side parking, with the balance of parking concealed behind the stores.

Unfortunately, this change in design standards does little to reduce VMTs, since it simply means people doing the same driving to a potentially nicer place to shop. The reduction in VMTs, which intrinsically means a reduction in traffic, comes when people are able to shop closer to where they live. The ideal is a walkable place that is compact and complete, enabling people to walk from their home to shop, play, worship, and even work.

Aging Boomers and emerging Millennials make up more than half of the U.S. population. Both groups have demonstrated that their preference for where to live is in walkable places with recreation, trails, and shopping nearby. This is a perfect description of Dobbs Ferry’s downtown. Real estate trends reveal that apartments in downtowns with character and convenience, where the residents are able to walk to fulfill most of their needs, are the fastest growing market. This is integral to the market projections that indicate the need for 40% more apartments by the year 2030, but a 27% reduction in the need for single-family homes.

While there is no doubt that many would love to find that apartment in one of the hot neighborhoods in New York City, those neighborhoods tend to be much more expensive than the Dobbs Ferry market. Dobbs Ferry has been included in New York Times articles that depict the Rivertowns as the “new Brooklyn”, citing better value as a key. Realtors report that there is a clear and present market of tenants who are coming to the Rivertowns, after they realize that the cost difference and relative convenience of getting to Manhattan by train combine to make Dobbs Ferry highly desirable.

For this market to be most successful, however, they also report that it is important for the downtown to be perceived as having a vibrant lifestyle.

Dobbs Ferry's Vision Plan has this correct, emphasizing the need for more residential units in the downtown and recognizing the importance of the central business district for the overall positive character of the Village. The number of quality restaurants in Dobbs Ferry has grown impressively over the past 10 years. The Rivertowns Square project, while on the other side of the Village, augments the downtown by providing shopping and entertainment opportunities that are otherwise hard to find in the older, historic communities.

The skepticism about the positive direction of the business in the downtown expressed by several of the people opposing the 75 Main Street proposal seems based on a misunderstanding of shopping trends. While it is true that internet sales have had a major impact on shopping patterns, this has tended to affect the big box stores, not the small stores focused on convenience sales or specialty markets. In fact, since it is the big box anchors that are critical to bringing the shoppers for the other stores in the shopping centers and malls, the retreat of the anchors has caused many of those smaller stores to look towards main street as the alternative.

Perhaps the most significant indicator of this trend of shopping returning to the conventional downtown main streets is the decision by Wal-Marts and others who used to rely upon their big box model, but are now developing store models that can fit into the context of the main streets. They would not be doing this if they did not believe that is where the market is going to be.

The 75 Main Street proposal fits with this trend and provides those apartments for people looking to live a different lifestyle based on walkability, with easy access to MetroNorth. And that will result in a reduction in VMTs, a reduction in vehicular traffic congestion, and reduced demands on parking within the downtown.

# **PARKING CHART**

## **Dobbs Ferry Downtown Spaces by Location**

### **Existing Conditions**

Municipal Lot Oak to Elm	90	90 metered
Municipal Lot Cedar to Oak	40	40 metered
145 Lot (Designated for Mercy College)	140	Permit
Cedar Street – Broadway to Palisade	110	63 metered
Main Street – Cedar to Chestnut	66	66 metered
Main Street – Chestnut to Walnut	70	70 metered
Palisade Street – Cedar to Chestnut	55	
Palisade Street – Chestnut to Station Plaza	62	62 metered
Oak Street – Broadway to Main	27	6 metered
Elm Street – Broadway to Main	34	10 metered
Chestnut Street – Broadway to Main	23	
Chestnut Street – Main to Palisade	15	15 metered
Walnut Street – Broadway to Main	14	

### **Change Post-Development**

Palisade – Cedar to Chestnut	54	(Loss of 1)
Chestnut – Main to Palisade	17	(Gain of 2)
New On-Site Spaces at 75 Main	33	

The proposed project results in an increase of 33 private parking spaces to serve the subject property and a net increase of 1 curb side space to serve the public.

(All counts above taken by Charles Sutter)



**TECHNICAL MEMORANDUM**  
**Traffic and Parking Analysis**

**75 Main Street Redevelopment**  
**Village of Dobbs Ferry, Westchester County, New York**

*Prepared for*

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**White Plains, NY 10601**

*Prepared by*

**TRC Engineers, Inc.**  
**Hawthorne, New York**

**November 3, 2015**  
**TRC Project 246068**

A handwritten signature in black ink, appearing to read "Charles S. Holt", is written over a horizontal line.

**Charles S. Holt, P.E., PTOE**  
**New York P.E. #086668**  
**Project Manager**

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**SECTION 1 – INTRODUCTION**

TRC Engineers, Inc. (TRC) has prepared this Technical Memorandum on behalf of Oceania, LLC and BRB Contracting, LLC (the Applicant) to summarize the evaluation of traffic and parking conditions for the proposed redevelopment of at 75 Main Street in the Village of Dobbs Ferry, New York. The existing site currently contains approximately 18,000 square feet (sf) of commercial space, as well as 7,250 sf of warehouse space. The proposed plan would convert the existing space to 4,000 sf of retail space and up to 26 residential units. Additionally, the proposed project would construct 28 off-street parking spaces and provide an additional 2 on-street parking spaces.

The purpose of this Technical Memorandum is to provide an evaluation of the potential traffic and parking impacts, as they relate to current use versus the proposed redevelopment. This Study summarizes the future traffic and parking conditions for the proposed project.

**SECTION 2 – TRAFFIC**

TRC conducted a Trip Generation analysis for the proposed redevelopment. This analysis calculated Trip Generations Rates for the proposed redevelopment, utilizing the rates published by the Institute of Transportations Engineers (ITE) publication entitled “Trip Generation”, 9<sup>th</sup> Edition for Land Use Codes 221 (Low/Mid-Rise Apartment) and 820 (Shopping Center). This is the foremost authoritative source for estimating traffic generation of proposed developments. Additionally, Trip Generation Rates for the currently permitted use were calculated utilizing Land Use Code 820 (Shopping Center). Trip Generation Rates were calculated for the critical Peak AM, Peak PM and Peak Saturday Roadway Hours. These time periods are when the greatest traffic impact could be anticipated with the combination of the proposed redevelopment trips and the existing background traffic on the roadway network.

The following Table summarizes the Trip Generation Comparison between the currently permitted use and the proposed redevelopment:

<b>TABLE 2.1</b>									
<b>TRIP GENERATION COMPARISON TABLE</b>									
<b>75 MAIN STREET REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY</b>									
<b>Condition</b>	<b>Peak AM Hour</b>			<b>Peak PM Hour</b>			<b>Peak Saturday Hour</b>		
	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
<b>Proposed Redevelopment <sup>(1)</sup></b>	5	11	16	17	13	30	18	16	34
<b>Currently Permitted Use <sup>(2)</sup></b>	10	7	17	32	35	67	45	42	87
<b>DIFFERENCE</b>	<b>-5</b>	<b>4</b>	<b>-1</b>	<b>-15</b>	<b>-22</b>	<b>-37</b>	<b>-27</b>	<b>-26</b>	<b>-53</b>

Notes:

1. Trip Generation Rates per ITE publication “Trip Generation”, 9<sup>th</sup> Edition for 26 units of Land Use 221 (Low/Mid-Rise Apartment) and 4,000 sf of Land Use 820 (Shopping Center).
2. Trip Generation Rates per ITE publication “Trip Generation”, 9<sup>th</sup> Edition for 18,000 sf of Land Use 820 (Shopping Center).

As can be seen in the Table above, the proposed redevelopment will only generate as many as 34 total trips during any of the Peak Roadway Hours. This is approximately one trip every two minutes. This is a nominal increase in traffic volumes and would not have any significant impact

upon the current roadway operating conditions.

Additionally, the proposed redevelopment would generate less traffic than the currently permitted use, during all Peak Roadway Hours. Depending upon the Peak Hour, the reduction from the currently permitted use would be as much as 60%. Meaning, the proposed redevelopment actually has a positive effect on the roadway operating conditions when compared to what could be generated by this site with no additional permitting or improvements. Furthermore, the provision of off-street parking spaces will further enhance safety and efficiency in this area by moving on-street parking maneuvers off-street, which is the condition that would exist with the currently permitted use.

It should also be noted that the Trip Generation Rates for the proposed residential use did not take any credit for the location of the nearby Metro-North train station. This will likely lessen the amount of vehicular trips generated, since some residents will walk to the train station.

Based on the foregoing, the proposed redevelopment will have no noticeable impact to traffic operating conditions in the area and will in fact improve safety and efficiency when compared to the currently permitted use.

**SECTION 3 – PARKING**

TRC conducted a Parking Generation analysis for the proposed redevelopment. This analysis calculated Parking Generations Rates for the proposed redevelopment, utilizing the rates published by the Institute of Transportation Engineers (ITE) publication entitled “Parking Generation”, 4<sup>th</sup> Edition for Land Use Codes 221 (Low/Mid-Rise Apartment) and 820 (Shopping Center). This is the foremost authoritative source for estimating parking generation of proposed developments. Additionally, Parking Generation Rates for the currently permitted use were calculated utilizing Land Use Code 820 (Shopping Center). Parking Generation Rates were calculated for the typical Weekday (Non-Friday), Friday and Saturday conditions.

The following Table summarizes the Parking Generation Comparison between the currently permitted use and the proposed redevelopment:

<b>TABLE 3.1 PARK PARKING DEMAND COMPARISON TABLE 75 MAIN STREET REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY</b>			
	<b>Weekday (Non-Friday)</b>	<b>Friday</b>	<b>Saturday</b>
Proposed Redevelopment Peak Parking Demand <sup>(1)</sup>	41	43	38
Proposed Off-street Parking Spaces	28	28	28
<i>Proposed On-street Parking Demand</i>	<i>13</i>	<i>15</i>	<i>10</i>
Currently Permitted Use Peak Parking Demand <sup>(2)</sup>	46	53	52
Current Off-street Parking Spaces	0	0	0
<i>Current On-street Parking Demand</i>	<i>46</i>	<i>53</i>	<i>52</i>
<b>DIFFERENCE IN ON-STREET PEAK PARKING DEMAND</b>	<b>-33</b>	<b>-38</b>	<b>-42</b>

Notes:

1. Parking Generation Rates per ITE publication “Parking Generation”, 4<sup>th</sup> Edition for 26 units of Land Use 221 (Low/Mid-Rise Apartment) and 4,000 sf of Land Use 820 (Shopping Center).
2. Parking Generation Rates per ITE publication “Parking Generation”, 4<sup>th</sup> Edition for 18,000 sf of Land Use 820 (Shopping Center).

As can be seen in the Table above, the on-street parking demand for the proposed redevelopment would only be as high as 15 parking spaces. This is significantly less the on-street parking demand of the currently permitted use, which would be as high as 53 parking spaces. Additionally, the proposed on-street parking demand would primarily be from the retail use, as the residential use will have assigned off-street parking. The retail use will turnover on a regular basis, as patrons enter and exit the use(s). Meaning, spaces will become available to other patrons in the area on a more regular basis, as opposed to a residential or office use that is more long-term parking. Finally, the Parking Generation Rates do not account for the amount of patronage that would occur by local residents who would walk to the retail use(s) and/or patrons who would combine their trip/parking demand with visiting other retail facilities in the area.

Based on the foregoing, the proposed redevelopment will not have a significant impact upon on-street parking in the area. Additionally, the on-street parking demand will be significantly less than the currently permitted use, based upon the mix of uses proposed and the provision of 28 off-street parking spaces (no off-street parking currently provided).

**SECTION 4 – CONCLUSIONS**

Based on the foregoing, it is the opinion of TRC Engineers, Inc. that the proposed redevelopment will not have any significant impact on traffic operating conditions in the area. In fact, the proposed redevelopment will improve upon efficiency and safety when compared to the currently permitted use. Furthermore, the proposed redevelopment will not have a significant impact upon on-street parking in the area. When compared to the currently permitted use, the on-street parking demand will be lessened by as much as 80%.

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## MEMORANDUM

**To:** George E. Pommer, P.E.

**From:** Philip J. Grealy, Ph.D., P.E.  
Richard G. D'Andrea, P.E., PTOE

**Date:** December 1, 2015

**Re:** 75 Main Street Redevelopment  
Traffic and Parking Analysis Review  
Village of Dobbs Ferry, Westchester County, New York  
MC Project No. 15002565A

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We have conducted a preliminary review of the Technical Memorandum – Traffic and Parking Analysis for the proposed 75 Main Street Redevelopment project dated November 2, 2015 prepared by TRC Engineers, Inc as well as the Site Plans prepared by Gotham Design dated October 10, 2015. The site currently consists of approximately 18,000 sq.ft. of commercial space and 7,250 sq.ft. of warehouse space. The proposed redevelopment would convert the existing space to 4,000 sq.ft. of commercial space and up to 26 residential units (note the site plan shows 24 residential units) and would include the construction of 28 off-street parking spaces. The Technical Memorandum takes the approach of comparing the traffic and parking generation of the existing uses on the site if fully occupied to the generation of the proposed uses. While this is a reasonable approach, we provide the following comments related to the traffic generation and parking comparisons as well as access to the proposed site.

### 1. Traffic Generation

- The Applicant appropriately utilizes data provided by the Institute of Transportation Engineers (ITE) in their publication entitled Trip Generation, 9<sup>th</sup> Edition dated 2012 to estimate the trip generation of the existing and proposed uses.
- The Applicant utilizes ITE Land Use 820 – Shopping Center to estimate the trips generated by the currently permitted use of the 18,000 sq.ft since the structure is a multistory building it is unlikely that the whole structure will function as retail space in terms of use and traffic generation. The accuracy of this should be determined. It would appear that it would be more appropriate to base the trip generation on retail for the first floor (street level) of the building and office or some lesser generator for the remaining space.
- The trip generation for the currently permitted use does not include any trips for the 7,250 sq.ft. of warehouse space, which should be taken into account in any comparison.



- The trip generation for the proposed use was appropriately estimated utilizing ITE Land Use 221 – Low Rise Apartment for the residential portion and Land Use 820 – Shopping Center for the retail portion.

Based on the above, the comparison of peak hour trips for the permitted use versus the proposed use would still likely show a reduction in trips, but the comparison would be less drastic. The Applicant should update this so the Board has a more reasonable trip comparison.

## 2. Parking Generation

- The Applicant appropriately provided estimates of the parking generation for the proposed use and the currently permitted use based on ITE data provided in their publication entitled Parking Generation, 4<sup>th</sup> Edition dated 2010.
- The Applicant should also indicate what parking is required based on the Village Code for both the currently permitted use and the proposed use.
- Similar to the traffic generation, it would appear that it would be more appropriate to base the parking generation for the permitted use on retail for the first floor (street level) of the building and office for the remaining space.
- Again the Applicant did not include any parking generation for the 7,250 sq.ft. of warehouse space therefore the comparison to proposed conditions is likely somewhat conservative.
- The redevelopment is proposed to provide 28 off-street parking spaces. Based on the ITE parking generation data the residential use will have an average peak parking demand of 31 parking spaces indicating that some parking for the residential units will have to be accommodated by on-street parking. In addition the retail portion will have an average peak parking demand of approximately 12 parking spaces for which no onsite parking will be provided. The Applicant should indicate, via actual surveys of existing parking conditions, the availability of parking in the area of the site to accommodate these vehicles to support the Applicants claim that the proposed development will not significantly impact on-street parking in the area and so that the Board has the required information to make a determination.

## 3. Site Access

- The site will be accessed via an existing curb cut to Chestnut Street and a proposed curb cut to Palisades Street each providing access to separate levels of residential parking.
- The Chestnut Street access will utilize an existing curb cut while a second existing curb cut closer to Main Street will be eliminated. The Applicant has proposed to add the additional on-street parking spaces along the site frontage on Chestnut Street. It appears that a parking space on each side of the driveway should be eliminated in order to provide proper sight distance for vehicles exiting the driveway.



- One on-street parking space is proposed to be eliminated on Palisades Street to accommodate the proposed curb cut leaving one parking space on each side of the access. Each of these on-street spaces should also be eliminated to provide proper sight distance for vehicles exiting the driveway.

We will provide further comments once the Applicant has provided the appropriate information based on our above comments. However, while there will be some increase in traffic and parking maneuvers above existing conditions as a result of the proposed development, it is likely that this will still be less than a full re-occupancy of the buildings under the current permit use. Also, it is not anticipated that the proposed development will significantly impact traffic conditions in the vicinity of the site assuming that the sight distance criteria are satisfied.

If you have any questions regarding the above information please do not hesitate to contact our office.



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December 17, 2015

Village of Dobbs Ferry Planning Board  
Village of Dobbs Ferry  
112 Main Street  
Dobbs Ferry, NY 10522

RE: 75 Main Street Redevelopment  
Traffic and Parking Analysis Response Letter  
Village of Dobbs Ferry, Westchester County, NY

Dear Planning Board Members:

TRC Engineers, Inc. (TRC) has prepared this letter in response to the December 1, 2015 Memorandum prepared by Maser Consulting P.C. (Maser) in association with the above-referenced Application. The following are responses to the comments in the order in which they appear in the December 1, 2015 Memorandum:

1. Traffic Generation

- Comment noted.
- TRC has updated the Trip Generation for the existing use to reflect a 4,500 square foot (sf) Shopping Center, 13,500 sf Office and 7,250 sf Warehouse. The following is an updated version of Table 2.1 from the November 2, 2015 Traffic and Parking Analysis Technical Memorandum:

<b>TABLE 2.1 – REVISED 12/17/2015</b>									
<b>TRIP GENERATION COMPARISON TABLE</b>									
<b>75 MAIN STREET REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY</b>									
<b>Condition</b>	<b>Peak AM Hour</b>			<b>Peak PM Hour</b>			<b>Peak Saturday Hour</b>		
	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
Proposed Redevelopment <sup>(1)</sup>	5	11	16	17	13	30	18	16	34
Currently Permitted Use <sup>(2)</sup>	10 (23)	7 (5)	17 (28)	32 (12)	35 (27)	67 (39)	45 (15)	42 (13)	87 (28)
<b>DIFFERENCE</b>	<b>-5</b> <b>(-18)</b>	<b>4</b> <b>(6)</b>	<b>-1</b> <b>(-12)</b>	<b>-15</b> <b>(5)</b>	<b>-22</b> <b>(-14)</b>	<b>-37</b> <b>(-9)</b>	<b>-27</b> <b>(3)</b>	<b>-26</b> <b>(3)</b>	<b>-53</b> <b>(6)</b>

Notes:

1. Trip Generation Rates per ITE publication “Trip Generation”, 9<sup>th</sup> Edition for 26 units of Land Use 221 (Low/Mid-Rise Apartment) and 4,000 sf of Land Use 820 (Shopping Center).
2. Trip Generation Rates per ITE publication “Trip Generation”, 9<sup>th</sup> Edition for 18,000 sf of Land Use 820 (Shopping Center). Parenthetical values based upon 4,500 sf Shopping Center (820), 13,500 sf Office (710) and 7,250 sf Warehouse (150).

As can be seen in the Table above, the updated Trip Generation for the currently permitted use would still yield a net overall decrease in vehicular trips during the Peak AM and Peak PM Hours with a nominal six (6) vehicles increase during the Peak Saturday Hour. Based on the foregoing, the findings outlined in the November 2, 2015 Report are still valid from a traffic impact standpoint.

- See prior response.
- Comment noted.

2. Parking Generation

- Comment noted.
- Based upon the requirements set forth in the Village Code, off-street parking is only required for the residential use. This requires parking at a ratio of 1 parking space per residential unit, which yields a required off-street parking provision of 24 spaces.
- TRC has updated the Parking Generation for the existing use to reflect a 4,500 square foot (sf) Shopping Center, 13,500 sf Office and 7,250 sf Warehouse. The following is an updated version of Table 3.1 from the November 2, 2015 Traffic and Parking Analysis Technical Memorandum:



<b>TABLE 3.1 – REVISED 12/17/2015</b>			
<b>PARK PARKING DEMAND COMPARISON TABLE</b>			
<b>75 MAIN STREET REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY</b>			
	<b>Weekday (Non-Friday)</b>	<b>Friday</b>	<b>Saturday</b>
Proposed Redevelopment Peak Parking Demand <sup>(1)</sup>	41	43	38
Proposed Off-street Parking Spaces	28	28	28
<i>Proposed On-street Parking Demand</i>	<i>13</i>	<i>15</i>	<i>10</i>
Currently Permitted Use Peak Parking Demand <sup>(2)</sup>	46 (49)	53 (50)	52 (22)
Current Off-street Parking Spaces	0	0	0
<i>Current On-street Parking Demand</i>	<i>46 (49)</i>	<i>53 (50)</i>	<i>52 (22)</i>
<b>DIFFERENCE IN ON-STREET PEAK PARKING DEMAND</b>	<b>-36</b>	<b>-35</b>	<b>-12</b>

Notes:

1. Parking Generation Rates per ITE publication “Parking Generation”, 4<sup>th</sup> Edition for 26 units of Land Use 221 (Low/Mid-Rise Apartment) and 4,000 sf of Land Use 820 (Shopping Center).
2. Parking Generation Rates per ITE publication “Parking Generation”, 4<sup>th</sup> Edition for 18,000 sf of Land Use 820 (Shopping Center). Parenthetical values based upon 4,500 sf Shopping Center (820), 13,500 sf Office (701) and 7,250 sf Warehouse (150).

As can be seen in the Table above, the updated Parking Generation for the currently permitted use would still yield a net overall decrease in On-street Parking Demand during all time periods. Based on the foregoing, the findings outlined in the November 2, 2015 Report are still valid from a parking impact standpoint.

- See prior response.
- Based on the fact that the proposed Redevelopment will actually have a net decrease on On-street Parking Demand, when compared against the currently permitted use, the need for parking surveys is not warranted by this proposed Redevelopment.

3. Site Access

- Comment noted.
- It should be noted that traffic in the vicinity of the proposed Redevelopment is generally at low speeds due to the proximity of adjacent intersections, as well as geometric conditions that exist in the field. Furthermore, the on-street parking in the area serves as a form of traffic calming by lessening the effective width of the travel lanes. Chestnut Street has a cross slope that rises as you move away from



the proposed Redevelopment. This raises the height of vehicles travelling on Chestnut Street making them more visible to vehicles turning from the proposed Site Driveway. Based upon field visits, sight lines are generally clear when looking to adjacent intersections from the proposed Site Driveway. Photos from the field are included in Attachment A. Elimination of any additional on-street parking spaces on Chestnut Street would not provide a significant benefit to enhancing sight distances at this location. Absent the foregoing, the Applicant is willing to work with the Planning Board to further investigate sight distances in the field post-construction and will agree to eliminate any on-street parking at the discretion of the Planning Board, based upon this post-construction investigation.

- As noted previously, traffic in the vicinity of the proposed Redevelopment is generally at low speeds due to the proximity of adjacent intersections, as well as geometric conditions that exist in the field. Furthermore, the on-street parking in the area serves as a form of traffic calming by lessening the effective width of the travel lanes. The Applicant has eliminated the on-street parking space to the southwest of the proposed driveway on Palisades Street. This results in no on-street parking between the proposed site driveway and Chestnut Street, leaving a clear sight line to this intersection and beyond (see photos in Attachment A). Left-turning vehicles from the site driveway can inch out into the near lane to achieve a better sight line for oncoming traffic in the far lane, thus providing adequate sight distance by performing their maneuver in two stages (see photos in Attachment A). Based on the foregoing, elimination of any additional on-street parking spaces would not provide a significant benefit to enhancing sight distances at this location. As noted previously, the Applicant is willing to work with the Planning Board to further investigate sight distances in the field post-construction and will agree to eliminate any on-street parking at the discretion of the Planning Board, based upon this post-construction investigation.

We trust that the foregoing adequately addresses the items contained in the December 2, 2015 Memorandum. Should you wish to discuss any aspect of this letter, please feel free to contact me at 914.592.4040 Extension 14854 or via email at [cholt@trcsolutions.com](mailto:cholt@trcsolutions.com).

Very truly yours,

**TRC Engineers, Inc.**



Charles S. Holt, P.E., PTOE  
Project Manager

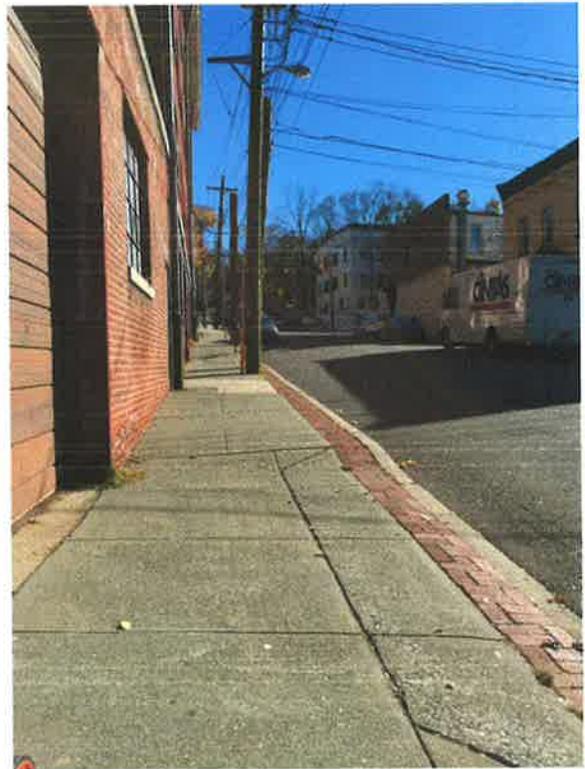


ATTACHMENT A

FIELD PHOTOS



CHESTNUT ST. LOOKING TOWARDS PALISADES ST.



CHESTNUT ST. LOOKING TOWARDS MAIN ST.



PALISADES ST. LOOKING TOWARDS RIVERSIDE PL.



PALISADES ST. LOOKING TOWARDS CHESTNUT ST.

# Planning & Development Advisors



Creating value by unlocking opportunities

November 3, 2015

To: Hon. Stephen Hunter, Chairman  
and Planning Board Members

From: David B. Smith

Re: Economic Evaluation 75 Main Street

## Introduction

The following is a technical report on anticipated economic benefits from the redevelopment of the currently under-utilized 75 Main Street property in the Village of Dobbs Ferry. The Project Site is an approximately 0.36 acre parcel with an existing 36,000± square foot building formerly used as a publishing house. The 75 Main Street site is set amidst an historic downtown Dobbs Ferry setting. The development is expected to attract single and young married professionals, as well as empty nesters and “baby boomers” who are downsizing from larger single family homes and want to remain in the area to be near family and friends. The target market is attracted to social environments and downtowns that tend to patronize local business and restaurants. As noted, the project is located within the heart of the Dobbs Ferry downtown commercial corridor and approximately 0.2 miles from the Dobbs Ferry Metro-North train station. The proximity of these amenities means that this type of development is in keeping with Smart Growth and Transit Oriented Development goals and policies, including:

- Fostering development in downtown and villages;
- Directing development towards communities with the existing infrastructure to support it;
- Fostering distinctive, attractive communities with a strong sense of place;
- Create walkable neighborhoods; and,
- Take advantage of existing transportation infrastructure.

The downtown Main Street Dobbs Ferry Shopping District, along with other services and amenities, is located within a convenient walking distance from the Site, a radius of less than one-quarter mile. These uses include: services, such as barber, hair and nail salons, shoe repair, eye care, florists, and dry cleaners; retail uses such as hardware, general retail, consignment stores, clothing, jewelry; multiple restaurants and other food establishments such as bakeries, cheese and ice cream shops; banks and professional offices; and, religious institutions, Village Hall, Embassy Community Center and Dobbs Ferry Library. Each of the anticipated 24 households will spend a portion of its disposable income on goods and services within Dobbs Ferry. This would provide a direct benefit to the

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downtown Dobbs Ferry business community. An analysis of the extent of the anticipated economic benefit is provided below. The analysis provides the Village of Dobbs Ferry with an initial evaluation of the projected real estate tax revenue for all taxing jurisdictions, as well as the economic ripple effect on the local economy related to construction activity and the introduction of 24 new households to downtown Dobbs Ferry.

### **Proposed Program**

The proposed action calls for redevelopment of the entire property by converting the interior space in the existing building for 14 residential units and construction of 10 residential units in an addition to the existing building. Retail spaces will front on Main Street and Chestnut Street. The following table provides a breakdown of the proposed program. The entire project is supported by 32 parking spaces. Table 1 below provides a general breakdown of the size, see also attached exhibits.

**Table 1  
Unit Breakdown**

<b>Unit Type</b>	<b>No. of Units</b>	<b>Square footage (range)</b>
1 BR	9	650-850
2 BR	13	1205-1544
3 BR	2	2,273-2,446
Retail	3	1,081-1,791

Source: Gotham Design and Community Development LTD.

### **Assessment Methodology**

For analysis purposes both the Village of Dobbs Ferry Final Assessment Roll (the Village Roll) and the Town of Greenburgh Assessors Office records were utilized as part of the assessment methodology. The Village Roll was used to: initially identify those properties in the Village that are assessed as multi-family units; provide an assessment used by the Village to generate Village real estate taxes; and, identify the amount of Village real estate taxes paid for that individual taxable property. The Town of Greenburgh Assessors Office provides assessment services for the incorporated Villages within the Town. Those records were consulted because: there were instances where the assessed value for a surveyed property was different from the Village Roll; the Town's data included taxes generated by the surveyed property for all other taxing jurisdictions; and, the Town's data included the number of multi-family units by property so that average assessments and taxes per unit figure could be generated. The analysis presented herein utilized a survey of existing multi-family units within the Village and includes both newer and older construction and renovation of existing structures for residential use with a mix of owner and renter configurations. The estimates presented herein provide an order of magnitude of anticipated benefits resulting from the redevelopment program with the understanding that the final assessment will be prepared once the buildings are constructed and occupied.

**Current Real Estate Property Tax**

The currently under-utilized site has a current assessment of \$82,500 for Village taxes and a Town of Greenburgh assessment of \$74,000. Table 2 provides a breakdown as to current real estate taxes paid to all taxing jurisdictions.

**Table 2**  
**Current Real Estate Tax Revenue**  
**75 Main Street**

<b>Taxing District</b>	<b>Assessed Value (AV)</b>	<b>Tax Rate/\$1000 AV</b>	<b>Amount</b>
Village	82,500	240.92	\$19,814.03
DFUFSD	\$74,000	788.016	\$59,813.33
Town	\$74,000	15.8145	\$1,170.27
County	\$74,000	105.8319	\$7,831.56
No. Yonkers Dist.	\$74,000	16.1852	\$1,285.25
County Refuse	\$74,000	9.9201	\$734.09
<b>Total</b>		<b>\$1176.6903</b>	<b>\$90,648.53</b>

Source: Village of Dobbs Ferry; Town of Greenburgh Assessors Office

**Projected Real Estate Taxes**

Real estate taxes anticipated as part of the redevelopment of the Project Site were calculated using a desk top survey of selected multi-family properties as identified in the Village of Dobbs Ferry Tax Roll and cross referencing those records against information provided on the Town of Greenburgh Tax Assessors web-site, refer to Appendix. The survey did not include all multi-family units, but highlighted those on the upper end of the spectrum. The information provided as part of the Town of Greenburgh’s records did not specifically identify bedroom count, so the figures summarized in the Appendix are on a per unit basis. It is noted that owner occupied multi-family units were typically assessed higher. For tax generation purposes it was assumed that for the proposed project, the one bedroom would have an assessed value of \$4,900, a two bedroom mid-range in the survey at \$6,500 and the larger three bedroom units would be at the upper end of the survey scale at slightly more than \$9,100 per unit.

**Table 3  
Projected Project  
Assessment**

	<b>Est. Assessment per Unit</b>	<b>No. of Units</b>	<b>Total Est. Assessed Value</b>
Residential 1 BR	\$4,900	9	\$44,100
Residential 2 BR	\$6,500	13	\$84,500
Residential 3 BR	\$9,133	2	\$18,266
Retail	\$7,491 <sup>1</sup>		\$7,491
Land	\$18,000 <sup>2</sup>		\$18,000
<b>Total</b>			<b>\$172,357</b>

1. Based on \$224,950 total construction value x 0.0333 equalization rate for commercial properties
2. Existing assessed value for parking remained constant
3. Figures compiled by Planning & Development Advisors based on Village of Dobbs Ferry and Town of Greenburgh records

Table 4 applies the estimated assessed value for the proposed Project to the tax rates for all taxing jurisdictions.

**Table 4  
Projected Real Estate Taxes  
Total Project**

<b>Taxing Jurisdiction</b>	<b>Tax rate/\$1,000 AV</b>	<b>Est. Assessed Value</b>	<b>Projected taxes</b>
Village	\$240.92	\$172,957	\$41,669
DFUFSD	\$788.0186	\$172,957	\$136,293
Town	\$15.8145	\$172,957	\$2,735
County	\$105.8319	\$172,957	\$18,304
No. Yonkers Dist.	\$16.1852	\$172,957	\$2,799
County Refuse	\$9.9201	\$172,957	\$1,716
<b>Total taxes</b>	<b>\$1176.6903</b>		<b>\$203,517</b>

Source: compiled by Planning & Development Advisors

Based on the projections in Table 4, the proposed Project would yield an overall increase in tax revenue of approximately \$112,869 to all jurisdiction. Table 5 below provides a comparison of project tax revenue to existing.

**Table 5  
Comparison of Existing and Projected  
Tax Revenue**

<b>Taxing District</b>	<b>Existing Revenue</b>	<b>Projected Revenue</b>	<b>Difference</b>
Village	\$19,814	\$41,669	\$21,855
DFUFSD	\$59,813	\$136,293	\$76,480
Town	\$1,170	\$2,735	\$1,565
County	\$7,831	\$18,304	\$10,473
No. Yonkers dist.	\$1,285	\$2,799	\$1,514
County Refuse	\$734	\$1,716	\$982
<b>Total</b>	<b>\$90,648</b>	<b>\$203,517</b>	<b>\$112,869</b>

Source: Figures compiled by Planning & Development Advisors

Table 6 breaks down the total taxes so that just the residential portion of the Project is evaluated. As noted below the average taxes per unit paid to all jurisdictions is projected to be slightly more than \$7,200 per unit.

**Table 6  
Projected Taxes  
Residential Only**

<b>Taxing Jurisdiction</b>	<b>Tax rate/\$1,000 AV</b>	<b>Est. Assessed Value</b>	<b>Projected taxes</b>
Village	240.92	\$146,866	\$35,383
DFUFSD	788.0186	\$146,866	\$115,733
Town	15.8145	\$146,866	\$2,323
County	105.8319	\$146,866	\$15,543
Saw Mill Valley	16.1852	\$146,866	\$2,377
County Refuse	9.9201	\$146,866	\$1,457
<b>Total taxes residential</b>	<b>1176.6903</b>		<b>\$172,816</b>
<b>Est. taxes per residential unit (24 Units)</b>			<b>\$7,200.66</b>

Source: Compiled by Planning & Development Advisors

### **Construction Related Impacts**

For projection purposes, the Project Architect has estimated that the cost of construction for the residential portion of the redevelopment would be \$100 per square foot for construction in the existing building and \$200 per square foot for construction associated with the new building. The construction of the proposed parking is estimated by the Applicant to be approximately \$1.0 million. Total estimated project development costs are provided in the Table 7 below and are estimated to total slightly more than \$6.8 million dollars.

**Table 7**  
**Estimated Project Construction Costs**

	<b>Square footage</b>	<b>Cost (est)</b>	<b>Total</b>
<b>Existing Building</b>			
Residential	13625	\$100	\$1,362,500
Retail	4,499	\$50	\$224,950
<b>New Building</b>			
Residential	15,417	\$200	3,083,400
Parking			1,000,000
Amenities (pool, roof deck, community room)			\$700,000
Exterior Restoration			\$500,000
<b>Total</b>			<b>\$6,870,850</b>

Source: Gotham Design and Community Development LTD.

### **Job Generation**

Based on the developer's experience in the development and construction field, the proposed project is expected to generate 50 full-time construction jobs over an approximately 12-month construction period. According to the New York State Department of Labor statistics, construction laborers in the metropolitan area of New York State earned an annual mean wage of \$63,920 as of the first quarter of 2015<sup>1</sup>. In addition, the development is expected to generate twelve new full-time jobs associated with the new development, from management to staff, with an annual mean wage of \$44,470.

Table 8 shows that the development would generate approximately \$3.1 million in wages for temporary employment and approximately \$533,000 annually in full-time wages for permanent employment for the life of the development. This income presents a direct economic benefit to the Village of Dobbs Ferry.

<sup>1</sup> NYS DOL web-site <http://labor.ny.gov/stats/lswage2.asp#47-0000>

**Table 8**  
**Job Generation**

<b>Job Type</b>	<b>Number of Jobs (est.)</b>	<b>Annual Mean Wage</b>	<b>Cumulative Annual Mean Wage</b>
Temporary Jobs	50	\$63,920 <sup>1</sup>	\$3,196,000
Permanent Jobs	12 <sup>2</sup>	\$44,470 <sup>1</sup>	\$533,640

1. NYSDOL website, Occupational Wages
2. Urban Land Institute

### **Resident Spending**

The proposed residential development will contribute to the local economy through the purchasing power of its residents. This analysis assesses the anticipated economic impact of resident spending by calculating the expected purchasing power of the proposed 24 new households associated with the proposed development.

As shown in Table 9, households in the New York-Northern New Jersey area can be expected to spend approximately 35 percent of pretax household income on goods and services, according to the 2012-2013 Consumer Expenditure Survey published by the U.S. Bureau of Labor Statistics. The same survey shows that households in the New York-Northern New Jersey area spend approximately 30 percent of pre-tax household income on housing.

**Table 9**  
**Typical Breakdown of Spending of Pretax Income**

<b>Category</b>	<b>New York-Northern New Jersey</b>	
	<b>Value</b>	<b>Percent</b>
Income before taxes	\$80,862	
% spent on housing	\$24,187	30%
% spent on goods and services	\$28,368	35%
% on other (incl. Transportation)	\$8,235	10%

Source: U.S. Bureau of Labor Statistics, 2012-2013 Consumer Expenditure Survey for the New York-Northern New Jersey Area.

Expected rents are presented in Table 10. Based on projected rents of \$1,895 for a one-bedroom unit and \$4,200 for a two-bedroom unit, a prospective household would have an income of between \$75,000 and \$168,000. Table 10 below summarizes expected monthly rent for each unit type, the total number of units, expected cumulative and average incomes.

**Table 10**  
**Expected Pretax Income of the Development Households**

<b>Unit Type</b>	<b>No. Units</b>	<b>Expected Monthly Rent</b>	<b>Rent as % of Pretax Income<sup>1</sup></b>	<b>Expected Pretax Income per Household</b>	<b>Total Expected Pretax Income Project</b>
1-BR	9	\$1,895	30%	\$75,800	\$682,200
2-BR	13	\$4,200	30%	\$168,000	\$2,184,000
3-BR	2	\$6,115	30%	\$244,600	\$489,200
<b>Total</b>	<b>24</b>				<b>\$3,355,400</b>
		<b>Expected Average Income Per Household:</b>		<b>\$139,808</b>	

<sup>1</sup> Note: Assuming rent is 30 percent of income. Source: U.S. Bureau of Labor Statistics, 2012-2013 Consumer Expenditure Survey for the New York-Northern New Jersey Area.

Table 11 takes the information presented in Table 9 relative to household spending and applies it to the expected pre-tax income presented in Table 10 to arrive at anticipated purchasing power generated by the proposed Project.

**Table 11**  
**Expected Purchasing Power**

<b>Expected Pretax Income of the Development</b>	<b>% Spent on goods and services</b>	<b>Expected Purchasing Power</b>
\$3,355,400	35%	\$1,174,390

<sup>1</sup> Note: Assuming purchasing power is 35 percent of income. Source: U.S. Bureau of Labor Statistics, 2010-2011 Consumer Expenditure Survey for the New York-Northern New Jersey Area.

Based on information from the U.S. Bureau of Labor Statistics' Consumer Expenditure Survey, households in areas such as Dobbs Ferry can typically be expected to spend approximately 35 percent of their incomes on goods and services that might be purchased locally, such as food, apparel, entertainment, personal care products and services. Therefore, it can be estimated that the residents of the 24 units, would inject roughly \$1.1 million into the local and regional economy each year, as shown in Table 11.

It is not expected that the entirety of these households' expenditures will be made at the shops in the Dobbs Ferry commercial district, or even within the Village of Dobbs Ferry. However, the project site is located right in the midst of the commercial district—well within walking distance. Secondly, the Main Street commercial corridor consists of neighborhood-scale shops such as restaurants, retail, and personal service providers that would serve a household's daily needs. Thirdly, the site is a transit-oriented development (TOD) located less than 0.25 miles from the Dobbs Ferry Train Station. As a general planning guideline, residents of a TOD would be less likely to rely on automobiles for daily activities than a conventional suburban household, and, as a

result, could reasonably be expected to make more purchases within the walkable local area. Lastly, the majority of the unit types of 1-bedroom, and 2-bedroom apartments tend to target smaller households such as young professionals and empty nesters. As discussed in earlier sections, such households are more likely to spend on dining out, entertainment, and other activities available on Main Street.

### **Summary**

The proposed project takes a currently under-utilized and under-performing property and through significant investment of more than \$6.8 million creates value that is translated into the following:

- Projected increase in real estate tax revenue by \$112,869 for all jurisdictions over existing conditions;
- Creation of approximately 50 construction related jobs and 12 full time jobs upon project completion;
- Injection of a projected \$1.1 million of discretionary spending into the greater Dobbs Ferry economy annually.

**Selected Multi-Family Residential Survey  
Village of Dobbs Ferry**

Address	No. of Units	Owner/renter	Assessed Value -			Village tax rate	All other tax rates combined		Village taxes	All other taxes combined		Total taxes per property	Avg. taxes per unit
			Village	Town	Assessed Value -		Village tax rate	All other tax rates combined		All other taxes combined			
100 Cedar Street*	1	Owner	\$5,215	\$5,215		240.92	935.7703	\$1,256	\$4,880	\$6,136	\$6,136	\$6,136	
2 Hudson Terrace -C	1	Owner	\$9,590	\$5,950		240.92	935.7703	\$2,310	\$5,568	\$7,878	\$7,878	\$7,878	
2 Hudson Terrace -D	1	Owner	\$10,650	\$5,950		240.92	935.7703	\$2,566	\$5,568	\$8,134	\$8,134	\$8,134	
2 Hudson Terrace -B	1	Owner	\$10,390	\$5,950		240.92	935.7703	\$2,503	\$5,568	\$8,071	\$8,071	\$8,071	
2 Hudson Terrace -A	1	Owner	\$11,120	\$6,000		240.92	935.7703	\$2,679	\$5,615	\$8,294	\$8,294	\$8,294	
38 Oliphant Avenue	7	Owner	\$54,330	\$54,330		240.92	935.7703	\$13,089	\$50,840	\$63,930	\$63,930	\$9,133	
total	12		\$101,295	\$83,395		240.92	935.7703	\$24,404	\$78,039	\$102,443	\$102,443	\$8,537	
111 Palisade Street	8	renter	\$23,650	\$23,650		240.92	935.7703	\$5,698	\$22,131	\$27,829	\$27,829	\$3,479	
32 Main	11	renter	\$36,850	\$36,850		240.92	935.7703	\$8,878	\$34,483	\$43,361	\$43,361	\$3,942	
123 Palisade Street	6	renter	\$21,350	\$21,350		240.92	935.7703	\$5,144	\$19,979	\$25,122	\$25,122	\$4,187	
2 Main	8	renter	\$33,000	\$30,950		240.92	935.7703	\$7,950	\$28,962	\$36,912	\$36,912	\$4,614	
27 Main	8	renter	\$33,900	\$33,900		240.92	935.7703	\$8,167	\$31,723	\$39,890	\$39,890	\$4,986	
269 Broadway	63	renter	\$258,000	\$273,000	\$4,095	240.92	935.7703	\$62,157	\$255,465	\$317,623	\$317,623	\$5,042	
119 Palisade	6	renter	\$22,750	\$28,050		240.92	935.7703	\$5,481	\$26,248	\$31,729	\$31,729	\$5,288	
490 Broadway	4	renter	\$21,400	\$22,600	\$5,350	240.92	935.7703	\$5,156	\$21,148	\$26,304	\$26,304	\$6,576	
62 Main	5	renter	\$31,500	\$31,500	\$6,300	240.92	935.7703	\$7,589	\$29,477	\$37,066	\$37,066	\$7,413	
total	119		\$482,400	\$501,850		240.92	935.7703	\$116,220	\$469,616	\$585,836	\$585,836	\$4,923	

\* Cedar Street is a multi-family condominium, for survey purposes just the highest assessed value unit was included

# Planning & Development Advisors



Creating value by unlocking opportunities

November 12, 2015

To: Hon. Stephen Hunter, Chairman and Planning Board Members

From: David B. Smith

Re: Economic Evaluation 75 Main Street – Supplement

Cc: Bart Blatt  
Paddy Steinschneider

## Overview

The following is provided to supplement the November 3, 2015 Technical Memorandum provided to your Honorable Board from this office regarding a preliminary evaluation of the socio-economic impact of the redevelopment of 75 Main Street. At the public hearing, there was some discussion about whether the proposed residential community would be for sale or rental. Our initial analysis assumed that the proposed project would be a rental community. This has two implications:

- Based on the multi-family survey conducted by this office, owner occupied multi-family units were typically assessed at a higher rate compared to multi-family rental units. In the event that the proposed project is marketed as a for sale community, the figures presented previously should be considered conservative in nature and need to be adjusted to reflect a higher project assessment which in turn would generate total projected taxes in excess of the \$203,517 total presented in the November, 3 2015 Technical Memorandum (refer to Table 4).
- The composition of the residential units as either rental or ownership factors into the generation of public school age children based on industry standard surveying. Based on the survey results, multi-family residential rental units generally generate more public school age children than multi-family owner occupied units. An analysis to this effect is provided herewith.

## School Impacts

There are several references for analyzing the potential impact of public school age children on the local school district, these include a survey of more than 2,100 residential units from selected transit oriented developments in New Jersey<sup>1</sup> and a survey of 32 Transit Oriented Development (TOD) projects in five states<sup>2</sup>. Both of these studies indicate that there are far fewer public school age children from TOD projects than more conventional suburban type development. Table 1 below provides projected public school age children on a per unit basis based on TOD survey data.

**Table 1**  
**Public School Children From**  
**Transit Oriented Development Projects**

Source	Multiplier	# of Units	Projected Public School Age Children
Bloustein	0.02	24	0.48
Urbanomics	0.03	24	0.72

Source: Bloustein School of Planning and Public Policy, *Who Lives in New Jersey Housing? A Quick Guide to New Jersey Residential Demographic Multiplier*, David Listokin, et al, November 2006, p. 16; and *What About our Schools*, Urbanomics, July 2008

In addition, Rutgers University, Center for Urban Policy Research<sup>3</sup> (the Rutgers Study) provides industry standard residential demographic multipliers for residential development. It is noted that the Rutgers Study is more general in nature and does not focus on a particular development program like TOD, regardless, it is provided herewith for comparative purposes. The Rutgers Study provides generation rates for public school age children by housing type, housing size and housing price for both rental and ownership configurations. Table 2, *Public School Age Child Projections*, provides an indication of the potential impact to the Dobbs Ferry Union Free School District (DFUFSD).

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<sup>1</sup> Bloustein School of Planning and Public Policy, *Who Lives in New Jersey Housing? A Quick Guide to New Jersey Residential Demographic Multiplier*, David Listokin, et al, November 2006, p. 16

<sup>2</sup> *What About our Schools*, Urbanomics, July 2008

<sup>3</sup> Rutgers University, Center for Urban Policy Research, *Residential Demographic Multipliers* June 2006

**Table 2  
Public School Age Projections – Multi-Family Rental**

<b>Unit Type</b>	<b># of Units</b>	<b>Generation Rate Per Unit</b>	<b>Projected Public School Age Children</b>
1 BR	9	0.07	0.63
2 BR	13	0.16	2.08
3 BR	2	0.63	1.26
<b>Total</b>	<b>24</b>		<b>3.97</b>

Source: Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers June 2006

The projections in Table 2 indicate that slightly less than four public school age children should be expected based on the Rutgers Study projections for multi-family residential. Table 3, provides a comparison of the number of project public school age children expected from an owner occupied unit.

**Table 3  
Public School Age Projections – Owner Occupied**

<b>Unit Type</b>	<b># of Units</b>	<b>Generation Rate Per Unit</b>	<b>Public School Age Children</b>
1 BR	9	0.10	0.9
2 BR	13	0.05	0.65
3 BR	2	0.49	0.98
	<b>24</b>		<b>2.53</b>

Source: Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers June 2006

Table 3, Public School Age Projections – Owner Occupied, provides a breakdown of projected public school age children for and owner occupied multi-family unit. The projections indicate slightly more than two public school age children from the proposed project.

Based on the information provided by the DFUFSD, the District has a 2015-2016 enrollment of 1,472 students, see attached. The projected public school age children anticipated to be generated by the proposed project represents an approximately 0.06% to 0.27 % increase in total school enrollment (for analysis purposes we have assumed 1 public school age child using the TOD multipliers and 4 public school age children using standard Rutgers Study rates for multi-family rental units).

Information provided by the DFUFSD<sup>4</sup>, indicates that the portion of the District budget raised through local tax levy is \$36,028,198. Using the current enrollment of 1,472 students, this translates to a per student cost of approximately \$24,476. Given economics of scale, the addition of 1 to 4 public school age children wouldn't necessarily translate into a straight calculation of cost as noted above, but to be conservative a project cost to the DFUFDS is presented in Table 4 below.

**Table 4  
Projected School District Cost**

<b>Source</b>	<b># of Projected Public School Age Children</b>	<b>Projected Cost</b>	<b>Total (est.)</b>
TOD	1	\$24,476	\$24,476
Multi-family Rental	4	\$24,476	\$97,904

Compiled by Planning & Development Advisors

Projected real estate taxes were presented in our November 3, Technical Memorandum and is reproduced below. Noted previously, the figures presented in Table 5 below were based on the proposed project being a multi-family rental project which typically has a lower assessed value compared to owner occupied units. Thus the results are conservative in nature.

**Table 5  
Projected Real Estate Taxes  
Total Project**

<b>Taxing Jurisdiction</b>	<b>Tax rate/\$1,000 AV</b>	<b>Est. Assessed Value</b>	<b>Projected taxes</b>
Village	\$240.92	\$172,957	\$41,669
DFUFSD	\$788.0186	\$172,957	\$136,293
Town	\$15.8145	\$172,957	\$2,735
County	\$105.8319	\$172,957	\$18,304
No. Yonkers Dist.	\$16.1852	\$172,957	\$2,799
County Refuse	\$9.9201	\$172,957	\$1,716
<b>Total taxes</b>	<b>\$1,176.6903</b>		<b>\$203,517</b>

Source: Compiled by Planning & Development Advisors

<sup>4</sup> Email correspondence with Mia Alfano, 11/6/2015 and 11/9/2015

The projected tax revenue to the DFUFSD is estimated to be \$136,293. Based on results presented in Table 4, Project School District Costs above, there would be a projected range of surplus revenue to the School District of \$111,817 to \$38,389.

It is noted that a quick on-line survey<sup>5</sup> revealed that there are more than 30 single family homes for sale within the area served by the DFUFSD. For the price point contemplated for rents associated with the proposed project, a prospective renter could conceivably afford the mortgage for a single family residence. Presumably, a family with a public school age child would prefer the features of a single family residence (yard, additional interior space) compared to a multi-family unit.

**Qualitative Evaluation - Municipal Services**

The proposed project calls for the redevelopment of an existing property that had at one time been used as a very active publishing house. The proposed project is located in an existing downtown setting that does not require the construction or dedication of new roads or utilities to serve the project site. The proposed project will be fully sprinklered with a standpipe system for fire protection and safety. Accordingly, there is no projected need for new apparatus to serve the proposed project. In addition, the proposed project is anticipated to have an estimated population of 46 to 52 new residents depending on owner/renter configuration, refer to Tables 6 and 7 below. This becomes a potential new pool for the Dobbs Ferry Fire Department members.

**Table 5  
Projected Population – All Persons  
Owner Occupied Units**

<b>Unit Type</b>	<b># of Units</b>	<b>Generation Rate Per Unit</b>	<b>Public School Age Children</b>
1 BR	9	1.77	15.93
2 BR	13	1.88	24.44
3 BR	2	3.00	6.00
	24		46.37

Source: Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers June 2006

<sup>5</sup> <http://www.zillow.com/dobbs-ferry-ny/>

**Table 6**  
**Projected Population – All Persons**  
**Renter Occupied Units**

<b>Unit Type</b>	<b># of Units</b>	<b>Generation Rate Per Unit</b>	<b>Public School Age Children</b>
1 BR	9	1.67	15.03
2 BR	13	2.31	30.03
3 BR	2	3.81	7.62
	24		52.68

Source: Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers June 2006

As outlined in Table 5, Projected Real Estate Taxes Total Project, the proposed project is estimated to generate more than \$46,000 in municipal revenue for Village, sewer and refuse services. While there may be some minor incremental cost to the Village as a result of the proposed project, it is anticipated that the \$41,669 in Village tax revenue would exceed any incremental cost. As noted previously with the evaluation of School District impacts, the fiscal tax projections were based on the proposed project being marketed as a rental community. In the event the project is marketed as owner occupied units, it is anticipated that there would be a higher assessed project value and hence additional revenue accruing to all taxing jurisdictions.

In addition, as highlighted in our November 3, 2015 submission, the 24 new households are projected to infuse approximately \$1.1 million of discretionary spending into the greater Dobbs Ferry community, a portion of which will be spent along the Dobbs Ferry Main Street commercial corridor.

**Projected Fees**

As indicated in the November 3, 2015 Technical Memorandum (refer to Table 7) there is a projected construction cost of approximately \$6.8 million. Based on preliminary review of the Village Code and input from the project design team, it is estimated that Building Department fees expected to be generated by the proposed project would be approximately \$84,000.

**DISTRICT**  
**Scheduling Year: 2015 - 2016**

**Enrollment By Grade(Gender)**

<b>Grade</b>	<b>Male Tally</b>	<b>Female Tally</b>	<b>Total</b>
K	61	54	<b>115</b>
1	60	56	<b>116</b>
2	52	53	<b>105</b>
3	61	71	<b>132</b>
4	57	47	<b>104</b>
5	56	59	<b>115</b>
6	69	50	<b>119</b>
7	51	55	<b>106</b>
8	59	53	<b>112</b>
9	72	56	<b>128</b>
10	48	62	<b>110</b>
11	58	45	<b>103</b>
12	60	47	<b>107</b>
<b>DISTRICT</b>	<b>764</b>	<b>708</b>	<b>1472</b>

# Proposed 2015-2016 Budget

Proposed budget 2/05/2015	\$	41,933,227
Projected \$ Budget Increase:		915,925
Projected % Budget Increase:		2.2%
Projected Tax Levy		36,028,198
Projected \$ Tax Levy Increase:		778,855
Projected % Tax Levy Increase:		2.2%
Projected Tax Rate per 1,000 of Assessed Value (updated)		807.66
Projected \$ Tax Rate per 1,000 Increase:		19.64
Projected % Tax Rate Increase:		2.5%
Projected tax increase on a home with an assessed value of \$20,000 (fmv of approximately \$600,600)	\$	393

***Engineers Report***

***for***

***75 Main Street***

Village of Dobbs Ferry  
Westchester County, New York

*Prepared by Fusion Engineering PC*

Calculations and Report by:	<u>Azim Aliriza, EIT</u>
Reviewed/submitted by:	<u>Paul Berté, PE</u>
Submittal Date:	<u>December 2, 2015</u>

NYS Professional Engineer Lic # 071859

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### APPENDIX A Stormwater Calculations

#### A. Stormwater Management Methodology

##### Stormwater Runoff Rate

The on-site stormwater management design was analyzed using HydroCAD stormwater modeling software V10.00, which models Type III 24 hour stormwater flows using those methods contained in "Urban Hydrology for Small Watersheds Technical Release No. 55," prepared by the United States Department of Agriculture Soil Conservation Service. The stormwater management plan has been implemented to provide quality of runoff and flow control by means of the storage provided within the 24" HDPE storage pipes. The design was based on detention values for the 100, 25, 10, and 2-year storm events, to mitigate the post-development runoff flow to a rate that is less than the pre-development condition.

The following table (Table 1) is a summary of the results of the hydrograph routings for the Pre-Development and Post Development stormwater flows:

**Table 1: Summary of Stormwater Runoff Rates**

Storm Event	Rainfall Depth	Pre Development Rate (cfs)	Post Development Rate (cfs)
2 year	3.4"	0.97	0.46
10 year	5.1"	1.46	0.62
25 year	6.4"	1.79	0.72
100 year	9.0"	2.27	0.86
WQ90%	1.5"	0.25	0.09

## **B. Introduction**

This report has been prepared in accordance with Chapter 262 of the Village of Dobbs Ferry Code to support the application for building permit for the redevelopment of 75 Main Street to 31 residential unit facility with ancillary improvements. The proposed application proposes a net reduction in impervious area ( $\pm 3909$  sf) with the proposed construction of a green roof. The property has street frontage on Main Street to the east, Chestnut Street to the south, Palisade to the west. With this application, the peak rate of stormwater runoff will be reduced by greater than 50% in the proposed condition.

## **C. Site Description**

### Existing Improvement

Improvements include a 4 story commercial building with an attached single story structure.

### Existing Tress

Existing trees are located along the northerly property line and shall remain.

### Flood Plain

Upon review of the FEMA floodplain the site is not located in a floodplain zone.

### Site Drainage Characteristics

The existing drainage patterns will not be altered as a result of this application. The property generally drains to the west toward Palisade Street. Presently the site has approximately 85% impervious cover.

## **D. Project Description**

### Proposed Improvements

The proposed application includes the renovation of the existing 4 story structure and the construction of a new 4 story structure along Palisade Street for a total of 31 residential units. 31 off-street parking spaces are proposed on 2 levels.

### Drainage Design

Although the impervious areas will be reduced and therefore the amount of stormwater runoff will be reduced as a result of this application, this proposal includes a drainage design in accordance with chapter 9 of the 2015 Stormwater Management Design Manual for redevelopment activity. The required water quality volume for this development is calculated to 1173cf. The proposed green roof will provide 641cf which is double the minimum requirement of 25% required by the design manual.

In addition to providing water quality improvements, the proposal consists of providing 1544cf of stormwater detention to further reduce the peak rate of runoff in the proposed condition. By utilizing a 4" orifice, a 50% reduction of the peak runoff rate is achieved for all storm events, including the 100 year event.

## **E. Stormwater Management Methodology**

### Stormwater Runoff Rate

The on-site stormwater management design was analyzed using HydroCAD stormwater modeling software V10.00, which models Type III 24 hour stormwater flows using those methods contained in "Urban Hydrology for Small Watersheds Technical Release No. 55," prepared by the United States Department of Agriculture Soil Conservation Service. The stormwater management plan has been implemented to provide quality of runoff and flow control by means of the storage provided within the 24" HDPE storage pipes. The design was based on detention values for the 100, 25, 10, and 2-year storm events, to mitigate the post-development runoff flow to a rate that is less than the pre-development condition.

The following table (Table 1) is a summary of the results of the hydrograph routings for the Pre-Development and Post Development stormwater flows:

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10 year	5.1"	1.46	0.62
25 year	6.4"	1.79	0.72
100 year	9.0"	2.27	0.86
WQ90%	1.5"	0.25	0.09

The underground detention system will be installed under the lower level parking facility and shall consist of 80 linear feet of 60" pipe. Throughout the construction process, strict adherence to the **Drainage and Erosion Control Plan** and details will be maintained to minimize sediment and pollutants from discharging off site.

**F. Construction Phasing Plan and Stormwater Management Facilities Maintenance Program**

Maintenance of Temporary and Permanent Structures and Practices

Temporary and permanent erosion controls measures will be maintained and inspected in accordance with the **Site Plans** prepared by Gotham Design and Community Development, LTD made part of this report. All proposed soil erosion and sediment control practices are designed in accordance with the following publications:

- o New York State Standards and Specifications for Erosion and Sediment Control, August 2005, latest edition.
- o New York State Guidelines for Urban Erosion and Sediment Control, latest edition,
- o New York State General Permit for Stormwater Discharges,
- o "Reducing the Impacts of Stormwater Runoff from New Development", as published by the New York State Department of Environmental Conservation (NYSDEC), second edition, April 1993.

The proposed soil erosion and sediment control devices include: protective earthmoving procedures and grading practices, soil stabilization, inlet protection, stabilized construction entrance and silt fencing. The approach of the plan is to control off-site sedimentation, and re-establish vegetation as soon as practicable.

Additionally, contractor shall adhere to the recommended material stockpile location and construction entrance shown on the plans attached herewith. The plan will be implemented prior to commencement of earthmoving activities.

Construction shall be implemented in the following order:

1. Erosion and sediment control (ESC) measures and Pollution Prevention (PP) implementation,
  - a) Install haybale barrier downhill from the limit of disturbance
  - b) Install controlled construction access
  - c) Install Tree Protection
  - d) Install temporary sanitary facilities (portable toilets) in a location that is at least 20' from any drainage facility or flow path. Recommend staking the facility to prevent accidental tipping by construction activity or wind.
  - e) Install waste container – maintain rigorous site cleaning schedule to prevent debris from blowing off site. Construction waste shall be stored in a dumpster and carried off-site on a

- regular basis
- f) Allocate concrete washout areas and minimize exposure to stormwater runoff.
2. Clearing and grubbing.
- a) ~~Remove trees.~~
- b) Strip top soil and stockpile. Initiate cover practices and sediment controls at the base of the stockpile. Stockpile can be temporarily stabilized with tarp or mulch and/or temporary seeding.
- c) Disturbed areas where construction will cease for more than 14 days will be stabilized with erosion controls, such hydro-seeding, hydro-mulch, or hay
3. Excavate foundation
- a) Install dewatering practice if necessary.
4. Vertical construction (install foundation and construct wood frame structure)
5. Install subsurface storage system and site drainage to capture roof leader runoff. Protect inlets with sediment control inlet protection.
6. Final stabilization of disturbed areas
- a) Install minimum 4" topsoil and final stabilize with lawn or mulch in landscape areas.
- b) Remove all ESC and PP measures upon approval of design engineer and/or ESC inspector.

Awarded contractor shall be responsible for the proper implementation of the ESC and PP practices. The following maintenance program is proposed in order to maintain the proper function of all drainage and erosion and sediment control facilities:

- Inspect sediment control devices and construction access point routinely and if necessary remove accumulated sedimentation and debris; at no point should the filter bed be allowed to continue operations beyond 50% of its capacity being compromised by debris.
- All disturbed area will be stabilized and the sediment build-up in the filter removed. After the construction is completed, any areas disturbed shall be stabilized immediately after the required work is completed.
- Restore and re-seed any eroded areas as soon as possible
- The Stormwater Management Facilities Maintenance Program will be managed by the home owner and shall include removal of sediment from the on-site catch basins and underground storage facilities.

## G. Narrative Report

The primary goal of the soil erosion and sediment control measures is to reduce soil erosion from areas stripped of vegetation during and after construction, and to prevent discharge of silt offsite. Erosion control barriers shall be placed around exposed areas during construction. The barriers shall consist of silt fence. Alternate practice may be implemented by the contractor after approval from the Design Engineer and the Village Engineer.

Any areas stripped of vegetation during construction will be left bare for the shortest time possible. Any topsoil removed during construction will be temporarily stockpiled for future use in grading and landscaping. Stockpile locations have been provided on the Erosion and Sediment Control Plan and shall be contained within a silt fence/hay bale barrier.

Temporary vegetation will be established to protect exposed soil areas during construction. If growing conditions are not suitable for the temporary vegetation, mulch will be used. Materials that may be used for mulching include; straw, hay, salt hay, wood fiber, synthetic soil stabilizers, mulch netting, and sod. A permanent vegetative cover will be established upon completion of construction of those areas that have been brought to finish grade and to remain undisturbed.

A temporary stabilized construction entrance comprised of a stone anti-track pad shall be installed as necessary to minimize dirt tracking onto North Brook Lane. The purpose of a stabilized entrance is to remove as much soil from the construction vehicle tires prior to exiting the site and traveling on the existing roadways. During construction, inlet protection (as applicable) will be installed at each storm sewer inlet to minimize the conveyance of silt and sediment through the storm sewer system.

For dewatering activities during excavation of the footings, a dewatering pump shall be located in a perforated tub surrounded by filter fabric and stone (or approved alternative). Clean discharge should be directed to onsite drainage appurtenances to minimize erosion of soils. Discharge with suspended sediment shall be connected to a sediment bag on undisturbed ground in a location where the discharge will not cause erosion or flow over exposed soils.

Portable toilets shall be provided and located at least 20 feet from a drainage facility and shall be staked down to minimize overtopping from wind.

If the contractor encounters ground water during the excavation of the filtering system, he shall notify the design engineer immediately. The contractor shall store all excavated material at the designated location show on the Grading and Erosion Control Plan with the appropriate erosion control measures corresponding to the stockpile detail.

#### **H. Material Handling and Waste Management**

Contractor shall be responsible for all waste materials being collected and disposed of into one (1) metal trash dumpster. Dumpster shall have a secure watertight lid, be placed away from stormwater conveyances and drains, and meet all local and state solid-waste management regulations. Only trash and construction debris from the site will be deposited in the dumpster.

Contractor shall not store erodible or hazardous materials on any roadway. Oil and machinery fuels shall be kept to a necessary minimum and stored in structurally sound and sealed shipping containers or stored in the contractor's vehicles. Hazardous-material storage should be segregated from other non-waste materials. All hazardous materials will be disposed of in accordance with federal, state, and municipal regulations.

Contractor shall be responsible for maintaining the cleanliness of the streets (driveways/parking and adjacent areas) and storm drain inlet protection (as applicable) Best Management Practices (BMPs) throughout the construction project.

Contractor shall provide adequate designated concrete washout areas throughout the construction project and will be responsible for proper disposal of the concrete, mortar or grout collected there.

One (1) temporary sanitary facility (portable toilet) shall be provided at the site in the combined staging area. The toilet shall be away from a concentrated flow path and traffic flow and shall have collection pans underneath as secondary containment. The unit shall be staked down to prevent wind overtopping the unit.

Wood pallets, cardboard boxes, and other recyclable construction scraps will be disposed of in a designated dumpster for recycling. Construction equipment and maintenance materials shall be stored at the combined staging area.

All spills shall be cleaned up immediately upon discovery. Spent absorbent materials and rags will be hauled off-site immediately after the spill is cleaned up for disposal. Spill large enough to discharge to surface water will be reported to the National Response Center at 1-800-424-8802. Material safety data sheets, a material inventory, and emergency contact information will be maintained on site.

**I. Final Stabilization**

Permanent seeding shall be applied immediately after the final design grades are achieved as applicable throughout the site but no later than fourteen (14) days after construction activities have ceased. After stabilization, accumulated sediment shall be removed from site for disposal along with construction debris, trash and temporary BMPs e.g. silt fences, straw bales, material storage areas, sanitary toilets, etc.

*Seedbed preparation/grass application*

A minimum depth of 2 to 6 inches shall be applied on areas where disturbance results in subsoil being the final grade surface. The seedbed shall be free of large clods, rocks, woody debris and other intrusive materials; fertilizer shall be applied accordingly.

**J. Conclusion:**

The implementation of this stormwater management plan will capture and treat a minimum of 25% of the water quality volume by inclusion of an underground infiltration system. Post development stormwater flows will be less than predevelopment rates and not adversely affect the adjacent properties.

Respectfully Submitted,

**Fusion Engineering PC**

Paul Berté, PE  
N.Y.S. Lic. No. 071859

***APPENDIX A***  
***Water Quality Calculations***

**Project**     75 Main Street  
                   Dobbs Ferry, NY 10522  
**Date**        2-Dec-15

**WATER QUALITY COMPUTATIONS, WQv**

A = Total Site Area = 0.363 ac = 15,833 s.f.

Ai = Impervious Area at Post Development Condition = 0.219 ac = 9,543 s.f.

I = percent Impervious Area =  $\left( \frac{A_i}{A} \right) \times 100 =$

I = percent Impervious Area =  $\left( \frac{0.219 \text{ ac}}{0.363 \text{ ac}} \right) \times 100 = 60 \%$

Rv = Volumetric Runoff Coeff. =  $(0.05 + (0.009 \times 60.27)) =$

Rv = Volumetric Runoff Coeff. =  $(0.05 + (0.009 \times 60.27)) = 0.592$

P = Precipitation Depth = **1.5 in.**

WQv = Water Quality Volume =  $\left( \frac{P}{12} \right) \times Rv \times A =$

WQv (required) =  $\left( \frac{1.5 \text{ in.}}{12} \right) \times 0.592 \times 0.363 \text{ ac} = 0.027 \text{ ac.ft} = 1,173 \text{ cf}$

**WQv** = 0.027 ac.ft = 1,173 cf

**25% WQv (required per re-development)** = 0.007 ac.ft = **0,293 cf**

**WQv (Green Roof)** =  $(V_{SM}) + (V_{DL}) + (D_p \times A_{GR}) =$

$(391 \text{ cf}) + (94 \text{ cf}) + (.04 \text{ ft} \times 3909 \text{ sf}) = 0.015 \text{ ac.ft} = 0,641 \text{ cf}$

**WQv (60" Pipe)** = 0.035 ac.ft = **1,544 cf**

**Total WQv (Provided)** = **0.050 ac.ft** = **2,185 cf**



EXISTING  
CONDITIONS



UNTREATED AREA



CATCHMENT AREA



SC-740



PROPOSED



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**Area Listing (all nodes)**

Area (acres)	CN	Description (subcatchment-numbers)
0.198	61	>75% Grass cover, Good, HSG B (EX-1, Pr-1, Pr-2)
0.128	98	Front Sidewalk (Pr-1)
0.309	98	Impervious (EX-1)
0.092	98	Roof (Pr-2)
<b>0.727</b>	<b>88</b>	<b>TOTAL AREA</b>

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**Soil Listing (all nodes)**

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.198	HSG B	EX-1, Pr-1, Pr-2
0.000	HSG C	
0.000	HSG D	
0.529	Other	EX-1, Pr-1, Pr-2
<b>0.727</b>		<b>TOTAL AREA</b>

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**Ground Covers (all nodes)**

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.198	0.000	0.000	0.000	0.198	>75% Grass cover, Good	EX-1, Pr-1, Pr-2
0.000	0.000	0.000	0.000	0.128	0.128	Front Sidewalk	Pr-1
0.000	0.000	0.000	0.000	0.309	0.309	Impervious	EX-1
0.000	0.000	0.000	0.000	0.092	0.092	Roof	Pr-2
<b>0.000</b>	<b>0.198</b>	<b>0.000</b>	<b>0.000</b>	<b>0.529</b>	<b>0.727</b>	<b>TOTAL AREA</b>	

**Proposed 15.11.4**

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Type III 24-hr 2-Year Rainfall=3.50"

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

**SubcatchmentEX-1: EXISTING**

Runoff Area=15,833 sf 84.96% Impervious Runoff Depth=2.68"  
Tc=10.0 min CN=92 Runoff=0.97 cfs 0.081 af

**SubcatchmentPr-1: UNTREATED AREA**

Runoff Area=7,918 sf 70.36% Impervious Runoff Depth=2.19"  
Tc=10.0 min CN=87 Runoff=0.41 cfs 0.033 af

**SubcatchmentPr-2: CATCHMENT AREA**

Runoff Area=7,915 sf 50.61% Impervious Runoff Depth=1.62"  
Tc=10.0 min CN=80 Runoff=0.30 cfs 0.024 af

**Pond P-1: SC-740**

Peak Elev=160.70' Storage=186 cf Inflow=0.70 cfs 0.058 af  
Outflow=0.46 cfs 0.033 af

**Link DP-1: PROPOSED**

Inflow=0.46 cfs 0.033 af  
Primary=0.46 cfs 0.033 af

**Total Runoff Area = 0.727 ac Runoff Volume = 0.139 af Average Runoff Depth = 2.29"**  
**27.28% Pervious = 0.198 ac 72.72% Impervious = 0.529 ac**

**Proposed 15.11.4**

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Type III 24-hr 2-Year Rainfall=3.50"

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**Summary for Subcatchment EX-1: EXISTING CONDITIONS**

Runoff = 0.97 cfs @ 12.14 hrs, Volume= 0.081 af, Depth= 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
2,381	61	>75% Grass cover, Good, HSG B
* 13,452	98	Impervious
15,833	92	Weighted Average
2,381	61	15.04% Pervious Area
13,452	98	84.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-1: UNTREATED AREA**

Runoff = 0.41 cfs @ 12.14 hrs, Volume= 0.033 af, Depth= 2.19"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
2,347	61	>75% Grass cover, Good, HSG B
* 5,571	98	Front Sidewalk
7,918	87	Weighted Average
2,347	61	29.64% Pervious Area
5,571	98	70.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-2: CATCHMENT AREA**

Runoff = 0.30 cfs @ 12.14 hrs, Volume= 0.024 af, Depth= 1.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
* 4,006	98	Roof
3,909	61	>75% Grass cover, Good, HSG B
7,915	80	Weighted Average
3,909	61	49.39% Pervious Area
4,006	98	50.61% Impervious Area

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Type III 24-hr 2-Year Rainfall=3.50"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Pond P-1: SC-740**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 1.90" for 2-Year event  
 Inflow = 0.70 cfs @ 12.14 hrs, Volume= 0.058 af  
 Outflow = 0.46 cfs @ 12.28 hrs, Volume= 0.033 af, Atten= 35%, Lag= 8.3 min  
 Primary = 0.46 cfs @ 12.28 hrs, Volume= 0.033 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs / 2  
 Peak Elev= 160.70' @ 12.28 hrs Surf.Area= 692 sf Storage= 186 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)  
 Center-of-Mass det. time= (not calculated: outflow precedes inflow)

Volume	Invert	Avail.Storage	Storage Description
#1A	159.00'	0 cf	<b>16.08'W x 43.00'L x 6.58'H Field A</b> 4,554 cf Overall - 1,834 cf Embedded = 2,720 cf x 0.0% Voids
#2A	159.50'	1,544 cf	<b>ADS N-12 60 x 4 Inside #1</b> Inside= 59.5"W x 59.5"H => 19.30 sf x 20.00'L = 386.0 cf Outside= 67.0"W x 67.0"H => 22.91 sf x 20.00'L = 458.2 cf 2 Rows of 2 Chambers
		1,544 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	159.50'	<b>4.0" Horiz. Orifice/Grate</b> C= 0.600 in 6.0" Grate (44% open area) Limited to weir flow at low heads

Primary OutFlow Max=0.46 cfs @ 12.28 hrs HW=160.70' (Free Discharge)  
 ↑1=Orifice/Grate (Orifice Controls 0.46 cfs @ 5.27 fps)

**Summary for Link DP-1: PROPOSED**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 1.09" for 2-Year event  
 Inflow = 0.46 cfs @ 12.28 hrs, Volume= 0.033 af  
 Primary = 0.46 cfs @ 12.28 hrs, Volume= 0.033 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

**Proposed 15.11.4**

Type III 24-hr 10-Year Rainfall=5.00"

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

**Subcatchment EX-1: EXISTING**

Runoff Area=15,833 sf 84.96% Impervious Runoff Depth=4.14"  
Tc=10.0 min CN=92 Runoff=1.46 cfs 0.125 af

**Subcatchment Pr-1: UNTREATED AREA**

Runoff Area=7,918 sf 70.36% Impervious Runoff Depth=3.57"  
Tc=10.0 min CN=87 Runoff=0.65 cfs 0.054 af

**Subcatchment Pr-2: CATCHMENT AREA**

Runoff Area=7,915 sf 50.61% Impervious Runoff Depth=2.87"  
Tc=10.0 min CN=80 Runoff=0.53 cfs 0.043 af

**Pond P-1: SC-740**

Peak Elev=161.69' Storage=534 cf Inflow=1.19 cfs 0.098 af  
Outflow=0.62 cfs 0.117 af

**Link DP-1: PROPOSED**

Inflow=0.62 cfs 0.117 af  
Primary=0.62 cfs 0.117 af

**Total Runoff Area = 0.727 ac Runoff Volume = 0.223 af Average Runoff Depth = 3.68"**  
**27.28% Pervious = 0.198 ac 72.72% Impervious = 0.529 ac**

**Proposed 15.11.4**

Type III 24-hr 10-Year Rainfall=5.00"

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**Summary for Subcatchment EX-1: EXISTING CONDITIONS**

Runoff = 1.46 cfs @ 12.14 hrs, Volume= 0.125 af, Depth= 4.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 10-Year Rainfall=5.00"

Area (sf)	CN	Description
2,381	61	>75% Grass cover, Good, HSG B
* 13,452	98	Impervious
15,833	92	Weighted Average
2,381	61	15.04% Pervious Area
13,452	98	84.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-1: UNTREATED AREA**

Runoff = 0.65 cfs @ 12.14 hrs, Volume= 0.054 af, Depth= 3.57"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 10-Year Rainfall=5.00"

Area (sf)	CN	Description
2,347	61	>75% Grass cover, Good, HSG B
* 5,571	98	Front Sidewalk
7,918	87	Weighted Average
2,347	61	29.64% Pervious Area
5,571	98	70.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-2: CATCHMENT AREA**

Runoff = 0.53 cfs @ 12.14 hrs, Volume= 0.043 af, Depth= 2.87"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 10-Year Rainfall=5.00"

Area (sf)	CN	Description
* 4,006	98	Roof
3,909	61	>75% Grass cover, Good, HSG B
7,915	80	Weighted Average
3,909	61	49.39% Pervious Area
4,006	98	50.61% Impervious Area

**Proposed 15.11.4**

Type III 24-hr 10-Year Rainfall=5.00"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					<b>Direct Entry,</b>

**Summary for Pond P-1: SC-740**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 3.22" for 10-Year event  
 Inflow = 1.19 cfs @ 12.14 hrs, Volume= 0.098 af  
 Outflow = 0.62 cfs @ 12.34 hrs, Volume= 0.117 af, Atten= 48%, Lag= 12.4 min  
 Primary = 0.62 cfs @ 12.34 hrs, Volume= 0.117 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs / 2  
 Peak Elev= 161.69' @ 12.34 hrs Surf.Area= 692 sf Storage= 534 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)  
 Center-of-Mass det. time= 50.4 min ( 864.7 - 814.4 )

Volume	Invert	Avail.Storage	Storage Description
#1A	159.00'	0 cf	<b>16.08'W x 43.00'L x 6.58'H Field A</b> 4,554 cf Overall - 1,834 cf Embedded = 2,720 cf x 0.0% Voids
#2A	159.50'	1,544 cf	<b>ADS N-12 60 x 4 Inside #1</b> Inside= 59.5"W x 59.5"H => 19.30 sf x 20.00'L = 386.0 cf Outside= 67.0"W x 67.0"H => 22.91 sf x 20.00'L = 458.2 cf 2 Rows of 2 Chambers
		1,544 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	159.50'	<b>4.0" Horiz. Orifice/Grate</b> C= 0.600 in 6.0" Grate (44% open area) Limited to weir flow at low heads

Primary OutFlow Max=0.62 cfs @ 12.34 hrs HW=161.69' (Free Discharge)  
 ↑1=Orifice/Grate (Orifice Controls 0.62 cfs @ 7.12 fps)

**Summary for Link DP-1: PROPOSED**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 3.87" for 10-Year event  
 Inflow = 0.62 cfs @ 12.34 hrs, Volume= 0.117 af  
 Primary = 0.62 cfs @ 12.34 hrs, Volume= 0.117 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

**Proposed 15.11.4**

Type III 24-hr 25-Year Rainfall=6.00"

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

<b>SubcatchmentEX-1: EXISTING</b>	Runoff Area=15,833 sf 84.96% Impervious Runoff Depth=5.12" Tc=10.0 min CN=92 Runoff=1.79 cfs 0.155 af
<b>SubcatchmentPr-1: UNTREATED AREA</b>	Runoff Area=7,918 sf 70.36% Impervious Runoff Depth=4.52" Tc=10.0 min CN=87 Runoff=0.82 cfs 0.068 af
<b>SubcatchmentPr-2: CATCHMENT AREA</b>	Runoff Area=7,915 sf 50.61% Impervious Runoff Depth=3.75" Tc=10.0 min CN=80 Runoff=0.70 cfs 0.057 af
<b>Pond P-1: SC-740</b>	Peak Elev=162.42' Storage=822 cf Inflow=1.52 cfs 0.125 af Outflow=0.72 cfs 0.159 af
<b>Link DP-1: PROPOSED</b>	Inflow=0.72 cfs 0.159 af Primary=0.72 cfs 0.159 af

**Total Runoff Area = 0.727 ac Runoff Volume = 0.280 af Average Runoff Depth = 4.63"**  
**27.28% Pervious = 0.198 ac 72.72% Impervious = 0.529 ac**

**Proposed 15.11.4**

Type III 24-hr 25-Year Rainfall=6.00"

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**Summary for Subcatchment EX-1: EXISTING CONDITIONS**

Runoff = 1.79 cfs @ 12.13 hrs, Volume= 0.155 af, Depth= 5.12"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 25-Year Rainfall=6.00"

	Area (sf)	CN	Description
	2,381	61	>75% Grass cover, Good, HSG B
*	13,452	98	Impervious
	15,833	92	Weighted Average
	2,381	61	15.04% Pervious Area
	13,452	98	84.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-1: UNTREATED AREA**

Runoff = 0.82 cfs @ 12.14 hrs, Volume= 0.068 af, Depth= 4.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 25-Year Rainfall=6.00"

	Area (sf)	CN	Description
	2,347	61	>75% Grass cover, Good, HSG B
*	5,571	98	Front Sidewalk
	7,918	87	Weighted Average
	2,347	61	29.64% Pervious Area
	5,571	98	70.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-2: CATCHMENT AREA**

Runoff = 0.70 cfs @ 12.14 hrs, Volume= 0.057 af, Depth= 3.75"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 25-Year Rainfall=6.00"

	Area (sf)	CN	Description
*	4,006	98	Roof
	3,909	61	>75% Grass cover, Good, HSG B
	7,915	80	Weighted Average
	3,909	61	49.39% Pervious Area
	4,006	98	50.61% Impervious Area

**Proposed 15.11.4**

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Type III 24-hr 25-Year Rainfall=6.00"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					<b>Direct Entry,</b>

**Summary for Pond P-1: SC-740**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 4.14" for 25-Year event  
 Inflow = 1.52 cfs @ 12.14 hrs, Volume= 0.125 af  
 Outflow = 0.72 cfs @ 12.38 hrs, Volume= 0.159 af, Atten= 53%, Lag= 14.3 min  
 Primary = 0.72 cfs @ 12.38 hrs, Volume= 0.159 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs / 2  
 Peak Elev= 162.42' @ 12.38 hrs Surf.Area= 692 sf Storage= 822 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)  
 Center-of-Mass det. time= 55.1 min ( 862.6 - 807.5 )

Volume	Invert	Avail.Storage	Storage Description
#1A	159.00'	0 cf	<b>16.08'W x 43.00'L x 6.58'H Field A</b> 4,554 cf Overall - 1,834 cf Embedded = 2,720 cf x 0.0% Voids
#2A	159.50'	1,544 cf	<b>ADS N-12 60 x 4 Inside #1</b> Inside= 59.5"W x 59.5"H => 19.30 sf x 20.00'L = 386.0 cf Outside= 67.0"W x 67.0"H => 22.91 sf x 20.00'L = 458.2 cf 2 Rows of 2 Chambers
		1,544 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	159.50'	<b>4.0" Horiz. Orifice/Grate</b> C= 0.600 in 6.0" Grate (44% open area) Limited to weir flow at low heads

Primary OutFlow Max=0.72 cfs @ 12.38 hrs HW=162.42' (Free Discharge)  
 ↑1=Orifice/Grate (Orifice Controls 0.72 cfs @ 8.22 fps)

**Summary for Link DP-1: PROPOSED**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 5.24" for 25-Year event  
 Inflow = 0.72 cfs @ 12.38 hrs, Volume= 0.159 af  
 Primary = 0.72 cfs @ 12.38 hrs, Volume= 0.159 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

**Proposed 15.11.4**

Type III 24-hr 100-Year Rainfall=7.50"

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

**Subcatchment EX-1: EXISTING**

Runoff Area=15,833 sf 84.96% Impervious Runoff Depth=6.60"  
Tc=10.0 min CN=92 Runoff=2.27 cfs 0.200 af

**Subcatchment Pr-1: UNTREATED AREA**

Runoff Area=7,918 sf 70.36% Impervious Runoff Depth=5.97"  
Tc=10.0 min CN=87 Runoff=1.07 cfs 0.090 af

**Subcatchment Pr-2: CATCHMENT AREA**

Runoff Area=7,915 sf 50.61% Impervious Runoff Depth=5.13"  
Tc=10.0 min CN=80 Runoff=0.94 cfs 0.078 af

**Pond P-1: SC-740**

Peak Elev=163.69' Storage=1,297 cf Inflow=2.01 cfs 0.168 af  
Outflow=0.86 cfs 0.182 af

**Link DP-1: PROPOSED**

Inflow=0.86 cfs 0.182 af  
Primary=0.86 cfs 0.182 af

**Total Runoff Area = 0.727 ac Runoff Volume = 0.368 af Average Runoff Depth = 6.07"**  
**27.28% Pervious = 0.198 ac 72.72% Impervious = 0.529 ac**

**Proposed 15.11.4**

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Type III 24-hr 100-Year Rainfall=7.50"

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**Summary for Subcatchment EX-1: EXISTING CONDITIONS**

Runoff = 2.27 cfs @ 12.13 hrs, Volume= 0.200 af, Depth= 6.60"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 100-Year Rainfall=7.50"

Area (sf)	CN	Description
2,381	61	>75% Grass cover, Good, HSG B
* 13,452	98	Impervious
15,833	92	Weighted Average
2,381	61	15.04% Pervious Area
13,452	98	84.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-1: UNTREATED AREA**

Runoff = 1.07 cfs @ 12.14 hrs, Volume= 0.090 af, Depth= 5.97"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 100-Year Rainfall=7.50"

Area (sf)	CN	Description
2,347	61	>75% Grass cover, Good, HSG B
* 5,571	98	Front Sidewalk
7,918	87	Weighted Average
2,347	61	29.64% Pervious Area
5,571	98	70.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-2: CATCHMENT AREA**

Runoff = 0.94 cfs @ 12.14 hrs, Volume= 0.078 af, Depth= 5.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr 100-Year Rainfall=7.50"

Area (sf)	CN	Description
* 4,006	98	Roof
3,909	61	>75% Grass cover, Good, HSG B
7,915	80	Weighted Average
3,909	61	49.39% Pervious Area
4,006	98	50.61% Impervious Area

**Proposed 15.11.4**

Type III 24-hr 100-Year Rainfall=7.50"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					<b>Direct Entry,</b>

**Summary for Pond P-1: SC-740**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 5.55" for 100-Year event  
 Inflow = 2.01 cfs @ 12.14 hrs, Volume= 0.168 af  
 Outflow = 0.86 cfs @ 12.41 hrs, Volume= 0.182 af, Atten= 57%, Lag= 16.2 min  
 Primary = 0.86 cfs @ 12.41 hrs, Volume= 0.182 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs / 2  
 Peak Elev= 163.69' @ 12.41 hrs Surf.Area= 692 sf Storage= 1,297 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)  
 Center-of-Mass det. time= 33.4 min ( 832.8 - 799.5 )

Volume	Invert	Avail.Storage	Storage Description
#1A	159.00'	0 cf	<b>16.08'W x 43.00'L x 6.58'H Field A</b> 4,554 cf Overall - 1,834 cf Embedded = 2,720 cf x 0.0% Voids
#2A	159.50'	1,544 cf	<b>ADS N-12 60 x 4 Inside #1</b> Inside= 59.5"W x 59.5"H => 19.30 sf x 20.00'L = 386.0 cf Outside= 67.0"W x 67.0"H => 22.91 sf x 20.00'L = 458.2 cf 2 Rows of 2 Chambers
		1,544 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	159.50'	<b>4.0" Horiz. Orifice/Grate</b> C= 0.600 in 6.0" Grate (44% open area) Limited to weir flow at low heads

**Primary OutFlow** Max=0.86 cfs @ 12.41 hrs HW=163.69' (Free Discharge)  
 ↑1=Orifice/Grate (Orifice Controls 0.86 cfs @ 9.86 fps)

**Summary for Link DP-1: PROPOSED**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 6.00" for 100-Year event  
 Inflow = 0.86 cfs @ 12.41 hrs, Volume= 0.182 af  
 Primary = 0.86 cfs @ 12.41 hrs, Volume= 0.182 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

**Proposed 15.11.4**

Type III 24-hr WQ 90% Rainfall=1.30"

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

**Subcatchment EX-1: EXISTING**

Runoff Area=15,833 sf 84.96% Impervious Runoff Depth=0.66"  
Tc=10.0 min CN=92 Runoff=0.25 cfs 0.020 af

**Subcatchment Pr-1: UNTREATED AREA**

Runoff Area=7,918 sf 70.36% Impervious Runoff Depth=0.40"  
Tc=10.0 min CN=87 Runoff=0.07 cfs 0.006 af

**Subcatchment Pr-2: CATCHMENT AREA**

Runoff Area=7,915 sf 50.61% Impervious Runoff Depth=0.19"  
Tc=10.0 min CN=80 Runoff=0.02 cfs 0.003 af

**Pond P-1: SC-740**

Peak Elev=159.59' Storage=0 cf Inflow=0.09 cfs 0.009 af  
Outflow=0.09 cfs 0.009 af

**Link DP-1: PROPOSED**

Inflow=0.09 cfs 0.009 af  
Primary=0.09 cfs 0.009 af

**Total Runoff Area = 0.727 ac Runoff Volume = 0.029 af Average Runoff Depth = 0.48"**  
**27.28% Pervious = 0.198 ac 72.72% Impervious = 0.529 ac**

**Proposed 15.11.4**

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Type III 24-hr WQ 90% Rainfall=1.30"

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**Summary for Subcatchment EX-1: EXISTING CONDITIONS**

Runoff = 0.25 cfs @ 12.14 hrs, Volume= 0.020 af, Depth= 0.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr WQ 90% Rainfall=1.30"

Area (sf)	CN	Description
2,381	61	>75% Grass cover, Good, HSG B
* 13,452	98	Impervious
15,833	92	Weighted Average
2,381	61	15.04% Pervious Area
13,452	98	84.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-1: UNTREATED AREA**

Runoff = 0.07 cfs @ 12.15 hrs, Volume= 0.006 af, Depth= 0.40"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr WQ 90% Rainfall=1.30"

Area (sf)	CN	Description
2,347	61	>75% Grass cover, Good, HSG B
* 5,571	98	Front Sidewalk
7,918	87	Weighted Average
2,347	61	29.64% Pervious Area
5,571	98	70.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Summary for Subcatchment Pr-2: CATCHMENT AREA**

Runoff = 0.02 cfs @ 12.19 hrs, Volume= 0.003 af, Depth= 0.19"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs  
Type III 24-hr WQ 90% Rainfall=1.30"

Area (sf)	CN	Description
* 4,006	98	Roof
3,909	61	>75% Grass cover, Good, HSG B
7,915	80	Weighted Average
3,909	61	49.39% Pervious Area
4,006	98	50.61% Impervious Area

**Proposed 15.11.4**

Type III 24-hr WQ 90% Rainfall=1.30"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					<b>Direct Entry,</b>

**Summary for Pond P-1: SC-740**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 0.30" for WQ 90% event  
 Inflow = 0.09 cfs @ 12.16 hrs, Volume= 0.009 af  
 Outflow = 0.09 cfs @ 12.16 hrs, Volume= 0.009 af, Atten= 0%, Lag= 0.0 min  
 Primary = 0.09 cfs @ 12.16 hrs, Volume= 0.009 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs / 2  
 Peak Elev= 159.59' @ 12.16 hrs Surf.Area= 692 sf Storage= 0 cf

Plug-Flow detention time= 0.0 min calculated for 0.009 af (100% of inflow)  
 Center-of-Mass det. time= (not calculated: outflow precedes inflow)

Volume	Invert	Avail.Storage	Storage Description
#1A	159.00'	0 cf	<b>16.08'W x 43.00'L x 6.58'H Field A</b> 4,554 cf Overall - 1,834 cf Embedded = 2,720 cf x 0.0% Voids
#2A	159.50'	1,544 cf	<b>ADS N-12 60 x 4 Inside #1</b> Inside= 59.5"W x 59.5"H => 19.30 sf x 20.00'L = 386.0 cf Outside= 67.0"W x 67.0"H => 22.91 sf x 20.00'L = 458.2 cf 2 Rows of 2 Chambers
		1,544 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	159.50'	<b>4.0" Horiz. Orifice/Grate</b> C= 0.600 in 6.0" Grate (44% open area) Limited to weir flow at low heads

Primary OutFlow Max=0.09 cfs @ 12.16 hrs HW=159.59' (Free Discharge)  
 ↑1=Orifice/Grate (Weir Controls 0.09 cfs @ 0.98 fps)

**Summary for Link DP-1: PROPOSED**

Inflow Area = 0.363 ac, 60.49% Impervious, Inflow Depth = 0.30" for WQ 90% event  
 Inflow = 0.09 cfs @ 12.16 hrs, Volume= 0.009 af  
 Primary = 0.09 cfs @ 12.16 hrs, Volume= 0.009 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs



75 MAIN STREET  
DOBBS FERRY, NY 10522

**SECTION 00 0110**  
**TABLE OF CONTENTS**

**Preservation Brief**

**Historical Photograph**

**Specification Section 04 0120 Masonry Restoration**

**Specification Section 08 5200 Wood Windows**

**END OF TABLE OF CONTENTS**

# ARPAD BAKSA

ARCHITECT, P. C.  
Architecture, Preservation and Interiors since 1984

75 Broad Street, Suite 0406  
New York, NY 10004 - 2415  
T 212-768-4191  
F 212-768-4473  
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DATE: 4 November 2015

RE: 75 Main Street  
Dobbs Ferry, NY 10522

75 Main street is located at the Northwest corner of Main and Chestnut. The building and its façade will be restored as follows:

## **First Floor:**

The buildings infill is non-historic and will be removed and replaced with the original glazing configuration. The northern most bay on Main Street will be the new entrance to the commercial space at street level. To accommodate Wheelchair access, the two steps at the façade will be removed and the interior floor aligned with the street level. A new lift will be installed in the interior of the vestibule providing access to the commercial space at the first floor and the cellar spaces.

## **Second to Fifth floors:**

The façades will be cleaned and the windows replaced.

## **Window replacement:**

The existing windows are single paned wood windows. The Windows will be removed and replaced with new double paned energy efficient wood windows. The process will be that the existing window profiles will be measured with special focus on the brick moldings. The window profiles and the brick molding will be duplicated and the new windows installed.

## **Brick cleaning and restoration:**

A small section 2 foot by 2 foot will be chemically cleaned to assess the proper cleaning solution(s) for the façade cleaning. Cleaning will be in line with the Historic Preservation Briefs for façade cleaning. Mortar will be analyzed and a recipe identified for the mortar mix for the repointing. In addition the brick will be identified, and matched to duplicate the existing brick in size color and finish. The Façade will be cleaned first, followed by pointing and replacement of existing spalled and broken bricks.

**Wood elements- eaves etc.**

All wood elements will be scraped primed and repainted.

**Painted elements:**

The existing paint will be analyzed for color and duplicated.

**Fire escape:**

The Western façade has a non-historic fire escape. The fire escape will be removed. The opening will be sealed up and the original windows restored. The infill will be with historic brick that will duplicate the existing brick.

**Conclusion:**

At the conclusion of the work the building will be returned to its original splendor.

Thank you.

AB:xg

1820\_LTR 02\_preservation

**SECTION 08 5200**

**WOOD WINDOWS**

**Part 1 - General**

**1.01 GENERAL:** Provide wood windows in accordance with the requirements of the Contract Documents.

**1.02 DESCRIPTION**

A. Work includes, but is not limited to:

1. New windows.
2. Replacement windows.

B. Related work:

1. Section 04 2010 – Unit Masonry
2. Section 04 0120 – Masonry Restoration
3. Section 05 5000 – Miscellaneous Metal Fabrications
4. Section 06 4010 – Architectural Woodwork
5. Section 07 2400 – Exterior Insulation and Finish Systems
6. Section 07 9210 – Sealants
7. Section 09 2110 – Gypsum Wallboard
8. Section 09 9110 – Painting/Paint Manufacturers

**1.03 QUALITY ASSURANCE**

A. ANSI/NWMA - American National Standard Institute National Woodworkers Manufacturers Association: "Specifications for Wood Windows I.S. 2-80."

1. ASTM - American Society of Testing and Materials

Wood windows shall meet testing requirements for:

- a. ASTM D-3110 "Adhesives Used in Non-Structural Glued Lumber Products"
  - b. ASTM E-330 "Standard Test Method for Structural Performance of Exterior Windows, Curtain Walls, and Doors by Uniform Static Air Pressure Differences"
  - c. ASTM F-283 "Standard Test Method for Rate of Air Leakage through Exterior Windows, Curtain Walls, and Doors"
  - d. ANSI/NWMA Units comply with requirements of ANSI\ I.S. 2-80  
NWMA I.S. 2-80 Industry Standard for wood windows.
  - e. ASTM E-331 "Standard Test Method for Water Penetration of Exterior Windows, Curtain Walls, and Doors by Uniform Static Air Pressure Differences"
  - f. ASTM E-774 "Specifications for Sealed Insulated Glass Units"
  - g. ANSI A 201.1 "Specifications for Aluminum Sliding Screen Doors"
2. Federal Specification DD-G-451 D: "Glazing Thickness"

3. ASTM E6-P3 "Proposed Specification for Sealed Insulated Glass"
  4. SMR (Screen Manufacturers Association) 1004 "Specifications for Aluminum Tubular Frame Screens for Windows"
  5. Manufacturers instructions.
- B. Windows to be: Double hung window double glazed, as manufactured by Pella Windows and Doors.

#### **1.04 SUBMITTALS**

- A. Shop drawings of layouts, construction details and attachment.
- B. Samples: Glass, extrusions, finishes, sealant, hardware.

#### **1.05 DELIVERY, STORAGE, HANDLING**

- A. Protect from damage and deterioration.
- B. Store glass vertically, with both faces and all edges protected.

#### **1.06 JOB CONDITIONS**

- A. Verify dimensions in field.
- B. Coordinate and sequence erection with other trades.

#### **1.07 MOCK-UP**

- A. Prior to acceptance of windows, the contractor will provide one window of each type, i.e. one over one, casement, etc., installed in its final location. The installation will be complete in every aspect, trim, caulk, etc. Upon final acceptance the window will be part of the final installation.

#### **1.08 PERFORMANCE**

- A. Excerpt of test results of window frame with O.S.M. of 48 x 81
- B. Air Infiltration ASTM E283 @ 1.56 psf 25 mph = .31 cfm
- C. Water Infiltration ASTM E\_331 @ 6.24 psf 50 mph = pass
- D. Structural Test ASTM E\_330
  1. Positive Pressure @ 40 psf = pass
  2. Negative Pressure @ 20 psf = pass

### **PART 2 - PRODUCTS**

#### **2.01 COMPONENTS**

- A. Frame: Fingerjoint-edged glued Western Ponderosa pine in compliance with ASTM D3110. Kiln-dried to a moisture content of 6\_12% at time of fabrication. Dri-Vac water-repellant preservative treated in accordance with NWMA I.S. 4. Frame thickness is 1\_1/16". Frame width as shown on drawings.

- B. Sash: Clear Western Ponderosa pine kiln-dried to a moisture content of 6-12% at time of fabrication. Dri-Vac water repellent preservative treated in accordance with NWMA I.S. 4. Sash thickness is 1\_23/32". Corners are slotted and tenoned and assembled with sash pins. Interior to be unfinished, exterior metal clad. Metal finishes from standard colors.
- C. Exterior Wood Trim: Brick mould casing 1-1/4" x 2".
- D. Hardware:
1. Vinyl extrusion by Plastic Profiles Inc. with foam backing for a free float even distribution between vinyl extrusion and sash. Check rail lock high pressure zinc diecast. Heavy gauge steel keeper and lock base by Truth Tool Co.
  2. Lock employs cam-lock mechanism.
  3. Sash lift of high pressure zinc die-cast material.
  4. Lock and lift finish is baked enamel, phosphate coated and electrostatically painted.
  5. Color of exposed hardware but not limited to lock and lift to be bronze.
- E. Glazing: All glass is to be select quality complying with federal specification DD451D type 1-q3 and is glazed by means of a removable wood stop.
1. Type I - 3/4" insulated glass - insulating glass manufactured and tested to pass IGCC CBA, ASTM E-774-83.
  2. Type II - 1/8" double strength glass
  3. Type III \_ Type I Authentic divided lite double glazing (single glaze with Energy Panel).
  4. Type IV - Triple glazing (IG with alpine comb. unit). Maximum rough opening size 46-3/8" x 81-3/4".
  5. Type V - Insulated 100 (Low emissivity glass) solar bronze, solar gray, solar cool.
  6. Type VI - Single glaze 200 with "EP" (Low emissivity glass).
- F. Glazing Seal: Silicone
- G. Caulking: Caulk at all exterior joints and edges.
- H. Weatherstripping: Continuous leaf-type PVC weatherstrip at header part stop which seals against top sash. Dual durameter double leaf PVC at check rail, and bulb type dual durameter profile plastic rubber weatherstripping at bottom rail.
- I. Screen:
1. Full exterior screen with 18 x 16 mesh fiberglass set in 3/8" x 15/16" heavy wall PVC screen framing.
  2. Color to match frame.
- J. Grids:
1. Removable rectangular wood grids. Grids to be manufactured from clear Western

- Ponderosa pine 3/4" x 15/32".
- 2. Color to match finish window.

K. Exterior Finish

- 1. To be metal clad wood
- 2. White acrylic latex prime coat
- 3. Finished factory color as set forth by Architect.

L. Interior Finish

- 1. Treated bare wood
- 2. White acrylic latex prime coat
- 3. Finished factory color as set forth by Architect.

M. Jamb Extensions: Jamb extensions to vary for wall thicknesses.

N. Painting: Paint exterior and interior of windows. Color to be selected by Architect. The interior and exterior will have 2 different colors.

O. Flashing: Neoprene all sides.

**2.02 ENERGY DATA (minimum)**

	"U" Value	"R" Value
Single glass	.94	1.06
1/2" air space	.44	2.27
Insulated 100 (Low E)	.29	3.44
1/2" air space		

**PART 3 - EXECUTION**

**3.01 INSTALLATION**

A. Existing Windows

- 1. Remove existing windows. Set new windows in existing openings making sure new installation is snug and watertight.

B. New Windows

- 1. Remove existing brick to create new window opening.
- 2. Install new steel lintel. See Section 05 5000.
- 3. Set new windows in openings making sure new installation is snug and watertight.

C. Caulk around edges of existing and new windows.

D. Extend existing flashing to provide watertight, moisture resistant assembly.

**3.02 CLEANING**

A. Clean windows and adjust for smooth operation, subject to Architect's review.

**END OF SECTION**

**SECTION 04 0120**  
**MASONRY RESTORATION**

**PART 1 - GENERAL**

**1.01 General:** Provide masonry restoration work in accordance with requirements of the Contract Documents.

**1.02 Description**

- A. Work includes, but is not limited to:
1. Removal and replacement of defective lintels.
  2. Repairs to other lintels.
  3. Removal and replacement of defective window sills.
  4. Repairs to other window sills.
  5. Probes, and repairs to structural cracks.
  6. Probes to investigate steel structure.
  7. Removal and replacement of badly spalled bricks.
  8. Repairs to spalled concrete.
  9. Repointing of masonry.
- B. Requirements of Regulatory Agencies: Where hourly fire ratings are shown for walls use masonry units in those walls complying with the applicable building code.

**1.03 Standards**

- A. Except as modified by governing codes and by the Contract Documents, comply with the applicable provisions and recommendations of the following:
1. Section "Cast-In-Place Concrete".
  2. ACI 533 "Design of Precast Concrete Wall Panels".
  3. BIA Technical Notes on Brick Construction.
    - a. No. 8 "Portland Cement-Lime Mortars for Brick Masonry".
    - b. No. 36 "Brick Masonry Details, Sills and Soffits".
    - c. No. 36A "Brick Masonry Details, Caps and Copings, Corbels and Racking".
    - d. No. 40 "Prefabricated Brick Masonry Introduction".
    - e. No. 40A "Prefabricated Brick Masonry Recommended Specification".
  4. International Masonry industry All-Weather Council "Recommended Practice for Cold Weather Masonry Construction".
  5. AWS DS1.1 "Structural Welding Code".
  6. ASTM-C145-75 Specification for Solid Load-Bearing Concrete Masonry Units

ASTM-C216-81 Specification for Facing Brick

ASTM-C270-82 Specification for Mortar for Unit Masonry

- B. Restoration Specialist Qualifications: Engage an experienced masonry restoration and cleaning firm to perform work of this Section. Firm shall have completed work on three projects within the past five years similar in material, design, and extent to that indicated for this Project, listed as a local New York City Landmark or on the State or national Registers of Historic Places, with a record of successful in-service performance.
1. All clay masonry cleaning work and repair work and stone restoration work, cast stone, and Portland cement plaster work to be performed by a single qualified restoration specialist.
  2. Field Supervision: Restoration specialist firms shall maintain experienced full-time fluent English-speaking supervisors on Project site during times that clay masonry restoration and cleaning are in progress. Supervisors shall not be changed during Project except for causes beyond the control of restoration specialist firm.
  3. Restoration Worker Qualifications: Persons who are experienced and specialize in restoration work of types they will be performing. When masonry units are being patched, assign at least one worker among those performing patching work who is trained and certified by manufacturer of patching compound to apply its products.
- C. Precast concrete for all work associated with unit masonry on concrete back-up shall comply with the referenced standards including, but not limited to the following:
1. Submittals
  2. Materials and mixes
  3. Quality control
- D. NYC Landmarks Preservation Commission standards.
- E. Preservation Briefs No.'s 1,2,6,7,10,11,14,16,17,25 & 27

#### **1.04 Submittals**

- A. Samples: Submit samples of each type of masonry unit for acceptance of color, size and texture. Furnish sufficient samples to establish the full range of color and textures for all materials exposed in finish work. Compliance with other requirements is the responsibility of the contractor. Submit manufacturer's literature for all other materials specified in this section.
- B. Product Literature: Submit manufacturer's printed literature indicating product information correlated to specified requirements.
- C. Manufacturer's Data: Submit manufacturer's specifications, with certified copies of laboratory test reports and other data as may be required to show compliance with the Contract Documents for each type of masonry unit specified herein.
- D. Test Reports: After review of face brick samples by the Architect, submit reports of testing.
- E. Mill Certificates: Submit steel producer's certificates of mill analysis, tensile and bend

tests for reinforcement steel.

F. Shop Drawings:

1. Submit shop drawings for fabrication, bending and placement of reinforcement bars. Comply with ACI 315. Submit bar schedules and bending diagrams.
2. Submit erection and detail drawings of all preassembled masonry elements and all unit masonry on concrete back-up.

**1.05 Delivery, Storage, Handling**

- A. Deliver mortar materials in manufacturer's original unopened containers and store in enclosed space, temperature 40 degrees to 85 degrees Fahrenheit.
- B. Distribute materials on floor slabs to prevent over-loading.

**1.06 Job Conditions**

- A. Protect materials and work in progress from conditions that might interfere with setting and curing of mortar.
- B. Maintain temperature above 40 degrees Fahrenheit in work areas, and for 72 hours after installation.

**1.07 Testing and Quality Control**

- A. Contractor's Testing: In an independent certified testing laboratory(s), acceptable to the Architect, test unit masonry materials and components as specified herein. Furnish sufficient quantities of specimens to comply with referenced testing standards, unless otherwise specified. Test unit masonry materials and furnish test reports for materials specified. Perform one complete test series for each test area specified by the Architect for face brick units or fraction thereof, unless otherwise noted.
  1. Face Brick Testing: After the review of samples, test face brick in accordance with ASTM C216 and ASTM C67. Test specimens from face brick units taken from actual production batches by the selected manufacturer and from the test areas. Test face brick as follows:
    - a. Compressive strength
    - b. Modulus of rupture
    - c. Initial rate of absorption (suction)
    - d. Absorption Testing
      1. 24 hr. cold submersion
      2. 5 hr. boiling
      3. Calculation of saturation coefficient
    - e. Measurement of Face Brick
      1. Measurement of size
      2. Measurement of warpage
      3. Measurement of length change
  2. Aggregate Testing:

- a. Test mortar aggregate in accordance with ASTM C144.
  - b. Test grout aggregate in accordance with ASTM C404.
3. Mortar Testing: Test mortar samples in accordance with ASTM C109.
- a. Compressive strength: Test nine cube specimens per occurrence as follows:
    - 1) Test hardened mortar cubes taken from field mixed mortar and test areas.
    - 2) Test hardened mortar cubes in laboratory from materials furnished from site. Mix mortar in accordance with ASTM C270. Mortar mix shall be as specified in Paragraph "Mixes".
    - 3) Take samples of brick and mortar, and submit to laboratory approved by Architect, for analysis to determine characteristics to be matched in replacing brick and mortar.
    - 4) Chloride Ion and Sulfate Testing: Test each mortar and grout mix to verify that the total chloride (CL) ion content and total sulfate, (SO 4) content of each mix is within the specified limits. Perform chloride tests in accordance with "Standard Method of Sampling and Testing for Total Chloride Ion in Concrete" as contained in Report No. FHWA-RD-77-85 published by U.S. Department of Transportation, Federal Highway Administration. Perform sulfate (SO 4) tests in accordance with ASTM C114.
    - 5) Facade Mock-Up Testing: Provide unit masonry for testing mock-up area.
    - 6) Owner's Testing Program: Testing will be performed, at any time during the progress of the work, by an independent testing agency retained by the Owner. Furnish materials and access to the work as required by the Owner's Testing Agency.
- B. Pre-Installation Meeting: A meeting will convene to be held after the award, but prior to the start of the work.
1. The following topics shall be reviewed:
    - a. Method and sequence of masonry construction.
    - b. Special masonry details and conditions.
    - c. Standard of workmanship.
    - d. Testing and quality control requirements.
    - e. Structural concepts for engineered masonry.
    - f. Job organization.
    - g. Other pertinent topics related to the work.
  2. The following parties shall attend:
    - a. The Contractor
    - b. The Architect
    - c. The General Contractor's Job Superintendent
    - d. The Masonry Subcontractor's Job Superintendent
    - e. The Masonry Subcontractor's Foreman

- f. Two masons, minimum.
- g. Authorized representatives of the brick supplier
- h. Authorized representatives of the mortar materials suppliers
- i. Authorized representatives of the grout material suppliers

## **PART 2 - PRODUCTS**

### **2.01 Materials**

- A. Concrete block where required for backup repair: ASTM C145 Grade N-II normal weight aggregate, medium face texture.
- B. Brick: ASTM C216 Type SW, selected for color and texture to duplicate existing.
- C. Mortar: ASTM C270 Type O for brick and concrete block, of color and composition determined by tests. Mortar shall be mixed and delivered by Spec Mix Inc.
- D. Patching anchors: Stainless steel as manufactured by Helifix.
- E. Paint: Equal to Rustoleum.
- F. Flashing: EPDM - 40 Mil, manufactured by Hyload.
- G. Precast sills: Reinforced with #3 rebars, concrete, color and texture to match existing sills.
- H. Caulking: Urethane equal to Mameco #116, bond-breaker tape and compatible inert polyethylene backer rods of sizes to suit joint widths.
- I. Grout: Non-shrink.
- J. Water: Clear and free of deleterious material which would impair the work.
- K. Anchors and Ties: Seismiclip Interlock System, heavily galvanized steel of Eraydo Zinc alloy as manufactured by Hohman & Barnard Inc.
- L. Masonry Sealer: Equal to Thoroseal Mix with Acryl 60 (Alternate No. 1).

## **PART 3 - EXECUTION**

### **3.01 Inspection**

- A. Inspect areas to receive work and determine that conditions are satisfactory and within acceptable tolerances.
- B. Temporary Shoring: Provide temporary shoring as required to support masonry elements; to conform to masonry shapes, lines, dimensions and structural integrity.

### **3.02 Removal and replacement of lintels bowed more than 1/2" in a span of 4'-0" in a horizontal plane, or of cross-section less than 1/4"; or cracked or spalled:**

- A. Remove a minimum of two courses of brick for full length of lintel, including min. 6" bearing at each end, and remove defective steel.
- B. Apply 2 coats paint to new lintel 3/8" min. thick of height and depth to match old lintel, and flash in place with upper edge of flashing turned into a reglet or counterflashed.

- C. Set matching new bricks on lintel with grouted bed and joints, and min. 3 weeps per lintel.

**3.03 Repairs to lintels:**

- A. Clean out space between bricks and steel lintel, and springs lintel to remove rust.
- B. Protect adjoining masonry, and spray paint both faces of lintel.
- C. When dry, grout between lintel and bricks, with weeps as above.

**3.04 Removal and replacement of window sills where more than one-third of the stone has deteriorated:**

- A. Remove defective sills.
- B. Replace with precast sills set in mortar over fabric flashing.

**3.05 Repairs to window sills:**

- A. Chip away loose material, and brush clean.
- B. With epoxy adhesive set #3 rebar anchors in holes drilled into solid stone, with 16 ga. stainless steel wire ties around hooked ends of anchors 2" in from face of sill. Use 2 rebars for up to one-half sill missing, and 3 rebars if more.
- C. Build up around anchors with patching material, and trowel to match stone finish, and color.

**3.06 Caulking:**

- A. At head, jambs, and sill of each door and window not replaced (under another contract) remove existing caulking, and clean slot.
- B. Fill deep voids with backer rod, or install bond breaker tape to prevent three-way adhesion, and apply triangular bead of caulking min. 1/4" wide in accordance with manufacturer's guidelines, tooled so that slot is filled and waterproof.

**3.07 Structural crack repair:**

- A. Cut out two probes 1'-0" x 2'-0" to determine cause of cracking.
- B. At other cracks, cut out to min. depth of 3/4" x 1/2" wide.
- C. Fill and caulk as above.
- D. Additional work arising from analysis of probes shall be undertaken on basis of time and material costs.

**3.08 Probes for steel investigation:**

- A. Cut out six probes 1'-0" x 2'-0" where directed by Structural Engineer, so that size and condition of structural steel can be determined.
- B. Take measurements and prepare drawings of steel, for submission.

**3.09 Repointing where joints are eroded more than 1/4" back from masonry face, or where cracks between mortar and stone or brick will admit a 26 ga. feeler to a depth of 1/2":**

- A. Cut out joints to min. depth of 3/4", and remove dust by blast or vacuum.
- B. Repoint and hydrate joints at least twice daily for two days while curing.

**3.10 Brick replacement:**

- A. Cut out and remove bricks with badly spalled face.
- B. Replace with bricks selected for matching strength and appearance, set in mortar, and point joints to match other work.

**3.11 Cants**

- A. Provide mortar cants in elevator shafts and stair halls where concrete and/or steel beams abut and project from masonry walls.

**3.12 Pointing and Cleaning**

- A. Execute work in as clean a manner as possible, removing excess materials and mortar droppings daily. Remove mortar droppings on connecting or adjoining work before it has attained final set.
- B. At completion of work, point holes in joints of exposed masonry surfaces by completely filling with mortar as specified in Section 04 0510, Tuck Pointing. After pointing has hardened clean the masonry surfaces.
- C. Wet brick surfaces exposed in the finished work and then chemically clean as specified in Section 04 0105, Masonry Cleaning. Apply with stiff fiber brushes leaving the masonry clean, free of mortar daubs and with tight mortar joints throughout. The solution shall be controlled so as not to unduly come in contact with adjacent surfaces. Immediately after cleaning, the masonry surfaces shall be thoroughly rinsed down with clean water.
- D. Concrete masonry units which are to remain exposed in the finished work shall be cleaned down by the use of wire brushes or other method which will produce a satisfactory surface.
- E. Remove and replace defective materials; correct defective workmanship; leave all masonry clean.

**END OF SECTION**