

January 19, 2023

Chairperson and Members of the Planning Board  
Village of Dobbs Ferry  
112 Main Street  
Dobbs Ferry, NY10522

Re: Residences at 34 Clinton Avenue  
Proposed 11-Unit Multi-Family Development  
Tax ID: 3.80-46-4  
Building Permit Application #A2022-0526

Dear Chairperson and Members of the Planning Board:

As the architect for a proposed multi-family residential development at 34 Clinton Avenue, engaged by the contract vendee for the property, Landmark Building & Development LLC, I am submitting the attached revisions to our proposal for an 11-unit multi-family development, prepared by our design team, for your review. Our submission consists of the following documents, dated January 19, 2023:

Architectural Drawings

A-0	Title Sheet, Project Imagery, List of Drawings [Revised]
S-1	Zoning Data & Area Map [Revised]
S-2	Photos of Existing Conditions & Aerial Site Views
S-3A	Neighborhood Context
S-3B	Neighborhood Context
S-4A	Site Plan & Demolition Site Plan [Revised]
S-4B	Steep Slope Site Plans [Revised]
A-1	Basement Floor Plan [Revised]
A-2	First Floor Plan [Revised]
A-3	Second Floor Plan [Revised]
A-4	Third Floor Plan [Revised]
A-5	Roof Plan [Revised]
A-6	East Elevation [Revised]
A-7	North Elevation [Revised]
A-8	West Elevation [Revised]
A-9	South Elevation [Revised]
A-10	North Elevation Courtyard View & South Elevation Courtyard View [Revised]

Landscape Drawings

SP-1	Landscape Site Plan [Revised]
PL-1	Planting Plan & Rendered Site Plan [Revised]
PL-2	Rendered Views of Site

Civil Engineering Drawings

- C-1 Stormwater Management Plan [New Document]
- C-2 Stormwater Management Details [New Document]
- Stormwater Management Plan & Drainage Analysis [New Document]

Topographical Survey of 34 Clinton Avenue  
Steep Slope Survey of 34 Clinton Avenue

The revisions to the drawings and related documents are in response comments made by the Planning Board and Village Consultants at the January 5<sup>th</sup> meeting. A summarized list of these revisions is as follows:

1. Site plan has been modified to break up the areas of outdoor parking and further conceal parked vehicles with planting areas, in response to the Board's concern with parking spots previously all located in the front of the site. The revised site plan indicates a new curb cut and opening in the landscape buffer that allows a view of plant beds and entry path rather than of parked cars, as seen by the pedestrian at the sidewalk along Clinton Avenue.
2. The Village Consulting Engineer (NPV) and Board Members expressed concern with the area of permeable asphalt being counted as 100% permeable, since its permeability is contingent on consistent maintenance. Please note that our submission indicates the use of Unlocks Eco-Priorat permeable paver, which the manufacturer indicates as 100% permeable, but we have conservatively deducted only 45% of the area paved from impermeable coverage calculations. See manufacturer's information regarding the permeable pavers on the USB provided with our submission.
3. The project has been designed to abide by MDR-H guidelines to "reinforce the existing pattern of larger historic homes [...] while maintaining the exterior appearance of a single-family home."

The following design changes address concerns raised about the massing of the addition and Board Members' suggestion to pull the connector further back.

- a. The north elevation has been redesigned to create a scale and massing similar to two large single-family homes, by introducing a break in the façade and roof lines.
- b. The north and west elevations, and roof configuration, have been articulated by introducing angular bays, recessed roof decks, gable roofs, smaller gable dormers, and a tower feature at the northwest corner, as a means to incorporate design features in keeping with the eclectic design vocabulary of the existing Queen Anne House.
- c. The articulation indicated on the revised north and west elevations, use traditional Queen Anne features to create a scale and massing similar to the original house and other large historic homes on the street.

- d. The connector building between the existing building and the addition, serving as the elevator and egress stair core, has been recessed further from the front property line. The front courtyard depth has increased by 2.25 ft to be 34.5 ft overall. The massing at the third floor has been reduced by use of a smaller dormer.
4. The Village Engineer requested confirmation that the proposed landscaping buffer at full growth will meet parking screening requirements. The revised Landscape Planting Plan calls for the maintenance of the existing four-foot hedge along the front property line. The Landscape Architect is proposing a total of 15 evergreen trees with 5-6 foot and 8-9 foot ranges in height to supplement the parking area hedge screening and assure compliance of the parking screening ordinance. Note that five additional deciduous trees and 15 shrubs are also proposed to be planted along the edge of the parking area to strengthen the buffer screening and help mitigate the heat Island effect.
5. Note that the stormwater management plan and drawings developed by Hudson Engineering have been included in this submission.

Please keep in mind as you review the revised set of drawings and documents, that our design team has developed an “as-of-right” proposal, in keeping with the zoning regulations and design guidelines required for MDR-H zoning district. I look forward to presenting these drawings at the Planning Board meeting on February 2<sup>nd</sup>.

Thank you for your time and consideration to review our proposal.

Sincerely,



**Christina Griffin** AIA LEED AP CPHC  
Principal  
CGA Studio Architects