The BDC Group

February 3, 2020

Via: HAND DELIVERY

Hon. Vincent Rossillo, Mayor
and Members of the Board of Trustees
Village of Dobbs Ferry Board of Trustees
112 Main Street
Dobbs Ferry, NY 10522

RE: Project Submission Recap and Cover Letter
Proposed Mixed-Use Development at 43-45 Cedar Street

Dear Mayor Rossillo and Members of the Board of Trustees,

I am the principal of Cedar Commons, LLC, the owner of 43-45 Cedar Street in Dobbs Ferry, NY, and the President of The BDC Group, the proposed developer of the property.

The property is currently developed with two structures. The first structure abutting Cedar Street is 83 ft wide and contains four retail units. The second structure at the rear of the property is 2 ½ stories in height and contains three apartment units. Based on the historic review prepared as part of the deliberations before the Planning Board, the residential structure appears to have been built first and the retail structure in front of it was built years later. An evaluation of the commercial structure reveals there is observed deterioration in the façade structure and the structural system is in poor condition. The two structures are connected by a covered breezeway. Both structures are antiquated and among many codes are not in compliance with today's fire and ADA requirements.

We propose to improve the property with a mixed-use building containing 15-two-bedroom condominium units, amenity space, code compliant parking areas, 1500 to 2000 square feet of

retail space, parking, and a pocket garden area to be used by the residents of the building and the retail stores.

The proposed project will enhance Cedar Street's streetscape by creating an elegantly designed building that respectfully reflects Dobbs Ferry's historic development. In addition, this new community will contribute to the vitality of the downtown by introducing 15 new households within easy walking distance to the goods and services in the downtown, a stated goal of the Vision Plan for the Village. Finally, the proposed improvement will also include the replacement of the antiquated and failing sanitary and storm sewer services to the South Presbyterian Church building.

Since the initial site plan application, the proposed project has been presented to the Village Board of Trustees twice. The first time it was proposed to improve the property with a similar mixed-use building, four stories in height, containing 18 one- and two-bedroom condominium units and several thousand square feet of retail and code compliant parking. At the second meeting with the Village Board of Trustees it was decided to present an alternative three-story mixed-use building with a reduced number of units to 15 (all two-bedroom units) as opposed to the original 18 units contemplated at the first meeting. At the second meeting, the Village Board of Trustees voted to refer the project to the Village Planning Board.

The team has presented to the Village Planning Board three times. At the first meeting in June of 2019 the team presented a mixed-use building containing 15 two-bedroom condominium units, approximately 2000 square feet of retail and code compliant parking which also included:

1. Compliance to all current zoning and building regulations
2. Compliance with the Village of Dobbs Ferry Vision Plan
3. Compliance with the Village of Dobbs Ferry Design Guide
4. Decrease in the current parking demand (no existing off-street parking)
5. A slight increase in the peak-hour traffic (a total of five trips)
6. As the mixed-use building contemplates all two-bedroom units it is anticipated that the project will result in having very little impact on the Village of Dobbs Ferry school system

7. Increase the tax revenue for the Village of Dobbs Ferry by 10-fold (1,000%) over the existing tax revenue from the property from ±$42k to ±$444k.
8. Infusion of $1.3MM of yearly discretionary spending in the Village of Dobbs Ferry and the immediate surrounding areas
9. Creation of three to five full time jobs
10. Capitalization of $5-$8 MM from The BDC Group

Based on the Board comments from the first meeting, the team presented three development schemes at the second Village Planning Board meeting in July of 2019. The three schemes included the following.

1. Scheme A – Our originally proposed concept of three stories (with parking at the basement level) mixed-use building containing 15-two-bedroom condominium units, amenity space, approximately 2,000 square feet of retail and code compliant parking. This scheme included the following:
    a. Conformance with all Village of Dobbs Ferry zoning and building codes
    b. Conformance with Village of Dobbs Ferry Vision Plan (the Vision Plan)
    c. Conformance with Village of Dobbs Ferry Downtown District Building Design Guidelines (the Design Guidelines)
2. Scheme B – Four Stories (with parking at the rear of the retail at the first floor) mixed-use building containing 15-two-bedroom condominium units, amenity space, approximately 1,500 square feet of retail and code compliant parking. The fourth story occupied approximately 56% of the floor plate and was set back approximately 38 feet from the front three-story façade and 15 ft from the side two- and three-story façade. This scheme included the following:
    a. Conformance with Village of Dobbs Ferry zoning and building codes except for fourth floor which will require a special permit
    b. Conformance with Village of Dobbs Ferry Vision Plan
    c. Conformance with Village of Dobbs Ferry Design Guidelines

d. Decrease timeline of construction
e. Less excavation and potential rock removal
f. Less trip generation during peak hour
g. A slight increase in tax revenue than Scheme A

3. Scheme C – Single story retail fronting Cedar Street with a five-story structure at the rear (with parking at the rear of the retail at the first floor of the five-story structure) resulting in a mixed-use building containing 15-two-bedroom condominium units, amenity space, approximately 1,500 square feet of retail and code compliant parking. Scheme C included the following:
    a. Gross non-conformance with the Village Zoning Codes
    b. Non-conformance with the Village Vision Plan
    c. Non-conformance with the Village Design Guide

While Scheme B would appear to show the most benefit for the Village of Dobbs Ferry, the need to maintain the proposed building program and with it the introduction a fourth story becomes problematic given the previous comments from the Village Board of Trustees. Accordingly, for the third Village Planning Board meeting in August of 2019, we had elected to continue pursue approvals for Scheme A. As noted above, Scheme A is in full compliance with the Village of Dobbs Ferry's zoning code. Therefore, at the August of 2019 meeting, the Planning Board voted to recommend approval of our proposed project to the Village of Dobbs Ferry Board of Trustees.

Our team presented our proposed project to the Village of Dobbs Ferry Architectural and Historic Review Board (AHRB) in September, October and November of 2019 and in January of 2020. At the January 2020 meeting, the AHRB voted to recommend approval of the proposed project as it is currently designed to the Village Board of Trustees.

The next step toward site plan approval is to present our project to the Village of Dobbs Ferry Board of Trustees. With this submission we respectfully request to be placed

The BDC Group

on the Agenda for the Village of Dobbs Ferry Board of Trustee Meeting of February 11, 2020. Included in this submission is the following:

1. **Architectural and Civil Engineering Drawings Approved by the Village Planning Board and the AHRB.**
2. **A survey of the existing improvements.**
3. **Further three-dimensional modeling of the proposed building and the existing street scape on Cedar Street. Particular focus was given to the visual impact (lack thereof) of the proposed project on the Zion Church.**
4. **A report prepared by the project's design and planning professional discussing how the project complies with Village of Dobbs Ferry Vision Plan and the Downtown Design Guidelines**
5. **A report prepared by Diane Kaese of Kaese Architecture, a renowned architectural preservationists, describing the historic value of the existing building; the practicality of preserving and/or restoring the existing structure; and recommendations as it relates to design features and programming that would be included in the design of the proposed project.**
6. **Resume for Diane Kaese**
7. **Traffic and parking analysis prepared by our traffic professional, Provident Engineering dated May 14, 2019.**
8. **Further analysis from Provident Engineering as it relates to site lines at the Zion Church driveway in a report dated July 25, 2019.**
9. **A letter from the Westchester County Planning Board dated August 2, 2019 endorsing our project.**
10. **A Short Environmental Assessment Form dated May 15, 2019.**
11. **Site Plan Checklist.**
12. **Preliminary sequence and milestone schedule.**

The BDC Group

13. An Economic Evaluation of the proposed improvements at 43-45 Cedar Street dated May 6, 2019 prepared by David B. Smith of Planning and Development Advisors.

Based on this and previous submissions and the fact that the proposed project complies with all the Village's zoning and building codes, Vision Plan and Design Guidelines, and the project team addressing the comments from the prior meetings, we respectfully request the Village of Dobbs Ferry Board of Trustees to vote on the following actions:

1. Close the public hearing
2. Grant Site Plan Approval of the Project

Respectfully submitted,

Cosmo D. Marfione, P.E.
President

Cc: Christina Griffin, AIA LEED AP CPHC, CGA Studio
David B. Smith, Planning & Development Advisors
Carlito Holt, Provident Design Engineering
Diana Kaese, Kaese Architecture & Engineering LLP
Michael Stein, P.E., Hudson Engineering
Ed Manley, Building Inspector

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February 2, 2020

Hon. Vincent Rossillo, Mayor
and Members of the Board of Trustees
Village of Dobbs Ferry Board of Trustees
112 Main Street
Dobbs Ferry, NY 10522

RE: Proposed Mixed-Use Development at 43-45 Cedar Street, Sustainable Initiatives

Dear Mayor Rossillo and Members of the Board of Trustees:

As the principal architect of CGA Studio Architects, engaged by Cedar Commons LLC, we are pleased to submit drawings and reports describing our proposal for a new mixed-use development at 43-45 Cedar Street to the Board of Trustees. The proposed development consists of a three-story mixed-use building with 1,983 SF of retail space, 15 two-bedroom 998 - 1,674 SF condominium units, and 519 SF of common amenity space, which will replace a one-story building containing four retail units, and a two-and-a-half story building containing three residential units. The proposed development is in full compliance with zoning and building codes, and has been designed in accordance with Dobbs Ferry Vision Plan and Downtown District Building Design Guidelines.

Our team of architects and consultants have been developing the design for this site since October 2017. During that process, we have explored ideas to find design solutions in keeping with the historical pattern of development in the downtown of Dobbs Ferry. We studied examples of downtown architecture in the Hudson Valley and elsewhere as sources for inspiration that have distinctive architectural character and pedestrian-focused features. We also studied the site conditions and neighboring properties to understand the architecture and history unique to the Cedar Street site.

Sustainable initiatives have been integral to the design process. The proposed development will provide the following sustainability features:

- Energy efficiency following principles of the Passive House standard, such as high-performance thermal envelope, air tightness, high efficiency windows, and minimizing of thermal bridges.
- High indoor air quality using continuous ventilation system with heat recovery.
- Green roof to manage storm water runoff and reduce heat island effect.
- Waste management during demolition to minimize waste materials sent to landfill.
- Water conservation measures such as water leak sensors and an irrigation system using harvested rainwater.
- Green materials following ideas in the LEED rating manual, such as the use of low VOC materials and finishes, and the use of recycled content materials.
- Energy efficient appliances and LED lighting throughout.
- Recycling and composting centers for use by business owners and residents.
- Daylighting using large windows to reduce the need for artificial indoor lighting.

We look forward to presenting the culmination of the design process, as shown in our drawings and reports, to the Board of Trustees at the February 11, 2020 meeting. Please feel free to send any questions or comments that you would like have addressed.

Sincerely,

Christina Griffin AIA LEED AP CPHC
Principal
CGA Studio Architects PC

July 26, 2019

Chairman Stephen Hunter and Members of the Board
Village of Dobbs Ferry Planning Board
112 Main Street
Dobbs Ferry, NY 10522

RE: Proposed Mixed-Use Development at 43-45 Cedar Street
Response to Dobbs Ferry Vision Plan and Downtown District Building Design Guidelines

Dear Chairman Hunter and Members of the Board:

As the architectural firm for the proposed mixed-use development at 43-45 Cedar Street, CGA Studio Architects is pleased to submit the attached documents indicating our response to Dobbs Ferry Vision Plan and Downtown District Building Design Guidelines, as described in the set of architectural drawings dated July 26, 2019. These documents have been prepared by our team of architects, planners, and engineering consultants, engaged by the owner, Cedar Commons LLC. Please feel free to send any questions or comments that you would like have addressed.

We look forward to presenting these materials at our next meeting with the Planning Board on the August 8, 2019.

Sincerely,

Christina Griffin AIA LEED AP CPHC
Principal
CGA Studio Architects PC

cc: Cosmo Marfione, P.E., Managing Partner of BDC Group LLC
David B. Smith, Planning & Development Advisors
Carlito Holt, Managing Partner at Provident Design Engineering
Diana Kaese, Kaese & Lynch Architecture & Engineering LLP
Ed Manley, Building Inspector

Proposed Mixed-Use Development at 43-45 Cedar Street
Response to Dobbs Ferry Vision Plan

Recommendation: Encourage a significant increase in the number of residential units in Old Town.
Response: The Proposed Action calls for the creation of 15 new residential units in the Old Town district. The new units are supported by on-site parking resources, amenity space for residents and bicycle storage. The 15 new households will provide a projected infusion of approximately $1.3 MM in discretionary spending in the greater Dobbs Ferry community.

Recommendation: Improve the pedestrian experience with enhanced sidewalks and crosswalks.
Response: The proposed project will replace in-kind the existing sidewalk in front of the new building as part of the redevelopment process. The garage entrance and site access will be enhanced with a well-defined crossing area across the garage entrance to ensure pedestrian safety. This can be further enhanced with additional safety features such as; pedestrian/vehicle presence alert; low-profile plantings at the corners of the garage to ensure pedestrians cross further from the garage to improve sight distances; and/or internal signage in the garage alerting drivers of the pedestrian crossing.

Recommendation: Encourage development appropriate for the village character and pleasing to pedestrians along Cedar Street and Main Street.
Response: The proposed project has been designed to provide a unique pedestrian experience with detailed façade design and opportunities for the retail space to workable windows to allow for indoor-outdoor experience. Further, the project includes a pocket park located at the north-west corner of the site adjacent to Cedar Street.

Recommendation: In the core of the downtown, building heights should be set at a minimum of two stories and a maximum of three stories.
Response: The proposed project has been designed as a three-story building fully compliant with zoning. At the Planning Board's request, the Applicant has evaluated other development alternatives including preserving the existing one-story commercial building fronting on Cedar Street and reconfiguring the proposed parking which led to an increase in building height in order to accommodate the proposed program. Clearly, preserving the one-story commercial component is not in keeping with the building height recommendation in the Vision Plan. It is noted, that the Vision Plan does contemplate buildings having a fourth story if it were designed so as to not block important views, or loom over the street or adjacent buildings. While the four-story alternative was designed to be visually concealed from street level, it is understood that this alternative would require a discretionary action by the Village Board and there was clear direction from certain Village Board members that a fourth-story would be problematic as part of an approval.

Recommendation: Building street walls should front the street, with a maximum setback in addition to a minimum. "Zero lot line" - i.e., full build-out at the ground floor - should be allowed.
Response: The proposed project has been designed to front on Cedar Street with a zero lot line configuration on both the street front and eastern property line. A 15 foot setback has been provided along the rear yard and easterly property line.

Recommendation: Frequent entries and plenty of display windows (e.g., 60 percent open transparency on the ground floor) should be required.
Response: The proposed project includes four retail bays along Cedar Street with operable doors/windows that allow an indoor/outdoor experience at street level. The current plan includes approximately 80 percent open transparency.

Recommendation: Architectural detailing: Promote design consistent with the historic yet eclectic style of the Downtown. Complementary to historic buildings in downtown....Any flat roofs framed with cornices or decorative parapets.

Response: The project design team has prepared photo-documentation of historical and present day images of Dobb Ferry's downtown, and precedent imagery of other comparable downtown settings, that has provided inspiration for the proposed design. Design precedents incorporated as part of the proposed project include following features:

- Traditional downtown building design with a storefront base, residential façade at the middle, and decorative parapet at the top
- Distinctive and varied rooflines, such as using tiered decorative brick at the lower roof at the northeast section of the building and a cornice detail at the higher roof at the northwest set section of the building
- Traditional storefront treatment of street façade with multiple storefronts and transom windows
- Sign bands integrated into the design of the facade to allow for a variety of displays and signage
- Multiple door openings along the storefront façade to allow flow of indoor to outdoor activity
- Windows at second and third floor facades have a residential scale and are multi-paned casements
- Distinctive and varied rooflines, such as using tiered decorative brick at the lower roof at the northeast section of the building and a cornice detail at the higher roof at the northwest set section of the building
- Use of various types and patterns of brick as the exterior material
- Use of stone details at sills and headers
- Streetscape amenities, such as seating areas, tables with umbrellas, awnings, and planters

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Proposed Mixed-Use Development at 43-45 Cedar Street
Response to the Dobbs Ferry Downtown District Building Design Guidelines

Guideline No. 1 : All buildings having frontage on Ashford Avenue, Broadway, Cedar Street or Man Street shall contain retail, public, or governmental uses at the street level.... or shall have decorative facades fronting such streets. Such decorative facades shall include display windows, awnings, and other decorative features giving the appearance of storefronts facing the streets.
Response: The proposed development will have retail uses at the street level, which will have decorative facades, storefronts, and display windows facing the street. The proposed operable windows and doors along the storefront façade helps to activate and engage the retail presence along the street.

Guideline No. 2: All newly constructed or renovated buildings within the Gateway section of the Downtown District or having a frontage on Cedar Street or Main Street shall be placed at a setback from the street right of way line so as to establish and maintain a continuous streetscape with the adjacent buildings.
Response: Although this guideline only pertains to the Gateway section of the Downtown District, the proposed development will have a street façade that aligns with the façade of the adjacent building to maintain a continuous streetscape.

Guideline No. 3: All newly constructed or renovated buildings within the Gateway section of the Downtown District shall contain a minimum of two stories to complement the scale and massing of the adjacent downtown buildings. Retail uses shall be limited to the street level.
Response: Although this guideline only pertains to the Gateway section of the Downtown District, the proposed development will have two and three story facades, to complement the scale and massing of the surrounding downtown buildings. Retail uses will be limited to the street level.

Guideline No. 4: Along the street frontage in the Gateway section, retail stores at a scale consistent with that of Main Street are encouraged. Where larger-scale retail stores with building widths or frontages exceeded 25 feet are planned, architectural massing and detailing shall be used to create the appearance of multiple storefronts at the appropriate scale.
Response: The proposed development will have retail stores that are at a scale consistent with that of Main Street with a proposed retail component consisting of approximately 1,900 square feet. The building is broken into two sections that have different heights, color, and detail to provide massing and scale to complement existing buildings in the downtown, refer to Sheet A-5 and A-6 in the set of drawings dated 7/26/19. The proposed façade at the street level has multiple storefronts with display windows and transom glass, and decorative brick detail, in keeping with the character of traditional storefronts in the downtown.

Guideline No. 5: Decorative or functional display windows shall constitute at least 75% of the building width along such streets. All such windows shall be at least six feet in height, with the window bottom to be no more than three feet above grade. Such display windows shall be of clear glazing and provide window displays to stimulate the interest and exposure of retail goods and services to the pedestrian and viewer on the street.
Response: The proposed development will have display windows that constitute at approximately 80% of the of the storefront facing the street, with windows that will be ten feet in height and one foot above grade. These display windows shall be of clear glazing to allow window displays for view by the pedestrian on the street.

Guideline No. 6: Outdoor cafes and restaurants are encouraged in the Downtown District to increase the vitality and use of the downtown by the public during daytime and evening hours. Outdoor seating areas may extend into the public sidewalks consistent with the provisions of the Village of Dobbs Ferry Sidewalk Café Regulations and Standards, which require a permit.
Response: The proposed development will have outdoor seating and sidewalk dining. An outdoor patio has been provided at the northwest corner of the building to allow for outdoor activity space in addition to the seating and/or tables that retailers can provide along the public sidewalk.

Guideline No. 7: All pedestrian entryways and/or lobbies are to face the street, be well lit and separate from services or vehicular entrances, and include architectural treatment that heightens their visibility.
Response: The proposed development has pedestrian entryways that will be well lit and separate from services or vehicular entrances. The angled entry and roof at the northwest corner is an architectural treatment that heightens the visibility of one of the entries to the commercial space.

Guideline No. 8: To improve pedestrian and vehicular safety, no vehicular services driveway within 75 ft. from the curb line of any intersection within the Gateway.
Response: The proposed development has a vehicular service driveway that is approximately 900 from the curb line of Broadway, which is in the Gateway and more than 400 feet from the intersection of Main Street.

Guideline No. 9: Where feasible, parking to be located behind the retail storefronts ... and screened from view from all streets and public vantage points.
Response: The new garage is located at the basement level, and concealed from view from all streets and public vantage points.

Guideline No. 10: Where feasible, indoor parking facilities shall be integrated with the principal building and positioned so as not to dominate the massing of the building as seen from Ashford Avenue, Broadway, or Cedar Streets.
Response: Not applicable, since indoor parking will be located at the basement level.

Guideline No. 11: No loading or services areas in the front or side yards unless screened from view.
Response: Loading and services (waste, recycling, & composting) areas will be located at the basement level, screened from view.

Guideline No. 12: Building facades shall complement the varied existing architectural styles, scale, and massing, decorative features, window and doorway placement and proportions typified by the existing buildings on Main and Cedar Streets within the Downtown District. Surface materials may include stone, brick, stucco both with and without half-timber, clapboard and shingles. The intent is for the exterior materials, massing, and details of new and renovated buildings to complement those of existing adjacent structures and the character of the District. Windows on upper floors shall be residentially scaled. Multi-paned double-hung, casement, or awning operable windows, irrespective of the use of the upper floors.
Response: The proposed development complements the varied existing architectural styles, scale, and massing, as follows, refer also to Sheets A-5 through A-8, and V-1, in set of drawings dated 7/26/19:

- The building has a traditional downtown building design with a storefront base, residential façade at the middle, and decorative parapet at the top
- The design for the building has varied façade heights and rooflines
- The building has been broken into three different sections, two facing Cedar Street, to create façade widths and massing similar to older buildings in the downtown
- Exterior materials will be a mix of brick types and colors, with stone sills and details, similar to exterior materials at neighboring street facades
- The facades have been designed to have decorative brick detailing at the residential façade and at parapet walls
- The street façade has been designed to have multiple storefronts and transom windows, to follow the pattern of traditional storefront design
- Windows at second and third floor facades have a residential scale and are multi-paned casements
- Distinctive and varied rooflines, such as using tiered decorative brick at the lower roof at the northeast section of the building and a cornice detail at the higher roof at the northwest set section of the building

Guideline No. 13: Buildings shall provide varied rooflines and surface materials. Flat roofs shall be concealed by cornices or decorative parapets so as not to be visible from the streets.
Response: The proposed development will have varied roof lines and surface materials. Flat roofs will be concealed by cornices or decorative parapets so as not to be visible from the streets.

Guideline No. 14: The scale, massing, facades, and materials of all buildings when viewed from public vehicular and pedestrian pathways shall contribute positively to the streetscape.
Response: The proposed development will contribute positively to the street by providing the following features, refer also Sheets A-5 through A-8, and V-1, in set of drawings dated 7/26/19:

- Continuation of the downtown vernacular architecture that has retail storefronts on the street level and residential windows above
- A lively storefront level with multiple display windows designed to allow view by pedestrians
- Horizontal and vertical sign bands integrated into the façade design to allow for an orderly but variable display of signage
- Multiple door openings to allow flow of indoor to outdoor activity
- A corner feature and focal point at the end of the continuous street wall
- Transom glass above display windows, allowing natural light into the commercial space, and in keeping with transom glass at older storefronts, such as at the adjacent building
- Outdoor seating or café spaces
- Off-street parking concealed from view
- Streetscape amenities, such as seating areas, tables with umbrellas, awnings, planters
- Code-compliant building with current fire suppression sprinkler system and safety features
- Fully ADA compliant building allowing access for handicapped and elderly people
- Two new 2-bedroom affordable housing units
- New housing in the Downtown in walking distance to the train station and local shops which is responsive to planning goals for the downtown
- Integrated and harmonious storefront design that allows for a variety of displays and signage
- Improvement to the quality of downtown living and streetscape
- New housing that has sustainable and energy efficient features, following principles of the LEED rating system and the Passive House standard.

Guideline No. 15: Street signage and exterior lighting shall be façade mounted wherever feasible along Main and Cedar Street to reduce visual clutter along those streets.
Response: The proposed development is designed to have street signage and exterior lighting to reduce visual clutter along Cedar Street. Locations for new signage and light fixture have been incorporated into the design of the storefront façade.

Guideline No. 16: The interior lighting of first floor spaces facing streets shall be designed to avoid disturbing light pollution to the adjacent streets.
Response: Proposed development to comply.

Guideline No. 17: All utility distribution lines and utility service connections to the buildings in the Downtown District shall be underground.
Response: Proposed development to comply.

Guideline No. 18: All electronic communications equipment shall be of colors and materials similar to that of surfaces upon which they are mounted or otherwise screened from view.
Response: Proposed development to comply.

Guideline No. 19: Landscaping such as planters or window boxes, street trees and street furniture shall be provided and maintained by the owner of parcels in the Downtown District
Response: Proposed development to comply.

KAESE ARCHITECTURE PLLC

26 July 2019

Chairman Stephen Hunter and Members of the Board
Village of Dobbs Ferry Planning Board
112 Main Street
Dobbs Ferry, NY 10522

Re: Proposed Mixed-Use Development at 43-45 Cedar Street - Historic Review

Dear Chairman Hunter and Members of the Board:

Firm Qualification/Philosophy

Kaese Architecture PLLC has been retained by BDC Group to provide historic preservation consulting services for the project at 43-45 Cedar Street in Dobbs Ferry, New York. Kaese Architecture PLLC is a two-person firm that focuses on projects that are technically and/or professionally interesting and challenging. Our professional training and experience is in preservation and restoration but we hold that a functioning building, alive with activities and inhabitants is far more valuable to its users, the cityscape and society than a perfectly restored but unused structure. Working with owners, we grapple with the question of how to strike the right balance between the aesthetic, the practical and the technical portions of a project. Each project will have different answers because each project is unique. We derive our recommendations by careful observation of the existing conditions, examination of budgets and listening to the desires of the users.

Streetscape Contribution

While significant historic details of the two distinct but connected structures at 41-45 Cedar Street are unknown, the eclectic collection of buildings in the one block of Cedar Street west of Broadway provide clues as to the multi-step development of the area. The five-bay, one-story commercial structure at 43-45 Cedar Street sits in front of an earlier residential structure. The configuration of the residential structure suggests that it is a wood framed house probably constructed at the end of the 1800's. The commercial portion of the structure is an example of vernacular storefront architecture of the 1920's. Along with the other small storefronts and variety of residential types located along the street, the combined structure contributes to the unique feel of this section of Cedar Street.

Residential Section

The residential portion of the building and the residential site have been extensively altered. The house likely had a porch that faced a front yard that sloped down to the street. It appears that the commercial portion of the structure was constructed in the front

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yard, possibly after the street became a significant thoroughfare. This scenario is also seen at other locations on the street.
At the time of the commercial construction, the residential entrance was likely changed to the single door located at the center of the commercial structure. The house is now entered from the open portion of land to the west of the structure.

The exterior of the house is coated with stucco, the windows have been changed, and from all public viewpoints, the house is mostly hidden behind the commercial structure. The commercial structure, constructed in front of the house, totally changes the setting of the house and the feel of the street.

Commercial Section

The outward appearance of the commercial structure is typical for this age and type of building. What is unusual is that the building has a basement. Again, the siting of this structure in front of the house likely limited what normally would have been a fairly deep building, requiring the basement for it to adequately function from a commercial standpoint.

These small commercial structures are simply constructed with load bearing walls and in this case, steel elements that span the large store window openings. The deterioration of the steel lintel (likely an I-beam) is indicated by the step cracks found in the brick piers and the excessively wide mortar joints located across the majority of the brick parapet above the windows. (See Photo 1) The deteriorating steel is also causing the parapet to lift and lean to the south towards the roof. The lean is most visible at the center of the building above the single door.

Like the house, the commercial structure has also seen changes over time. The building retains its original configuration of five bays with the single center door and two commercial bays to each side. The original brickwork remains, and three of the four commercial openings have their original center door configuration. One commercial bay has been altered to move the door to the side of the space and none of the bays appear to have original windows and window frames or original doors and door frames. (See Photo 2)

To address the observed deterioration, the lintel must be exposed, and the underlying deterioration addressed with repairs or possibly replacement of the lintel steel. In larger buildings this is done by removing an area above the lintel, shoring the masonry and addressing the necessary structural work. Because this deterioration has actually lifted the parapet, the entire parapet may already be separated from the piers at the steel level, preventing the piecemeal removal of the brick and requiring the removal of the entire parapet. In addition, these structures typically were constructed with the "newer" hard Portland cements. This typically makes piecemeal removal of brick more difficult and prevents the reuse of the existing brick for repairs.

Discussion/Recommendations

Looking collectively at the *original* physical fabric of the structure (which dates from the two periods of construction) after the necessary masonry repairs are made, the only remaining original fabric visible to the public will be the brick piers, knee walls and curbs at the base of three of the four storefronts. (See Photo 3)

As a preservation architect, I rarely suggest the removal of historic structures as we lose so much more than the structure when they are demolished. Weighing the condition of the existing buildings and the limited future use of the existing structures I am able to entertain the removal and replacement of the existing structures.

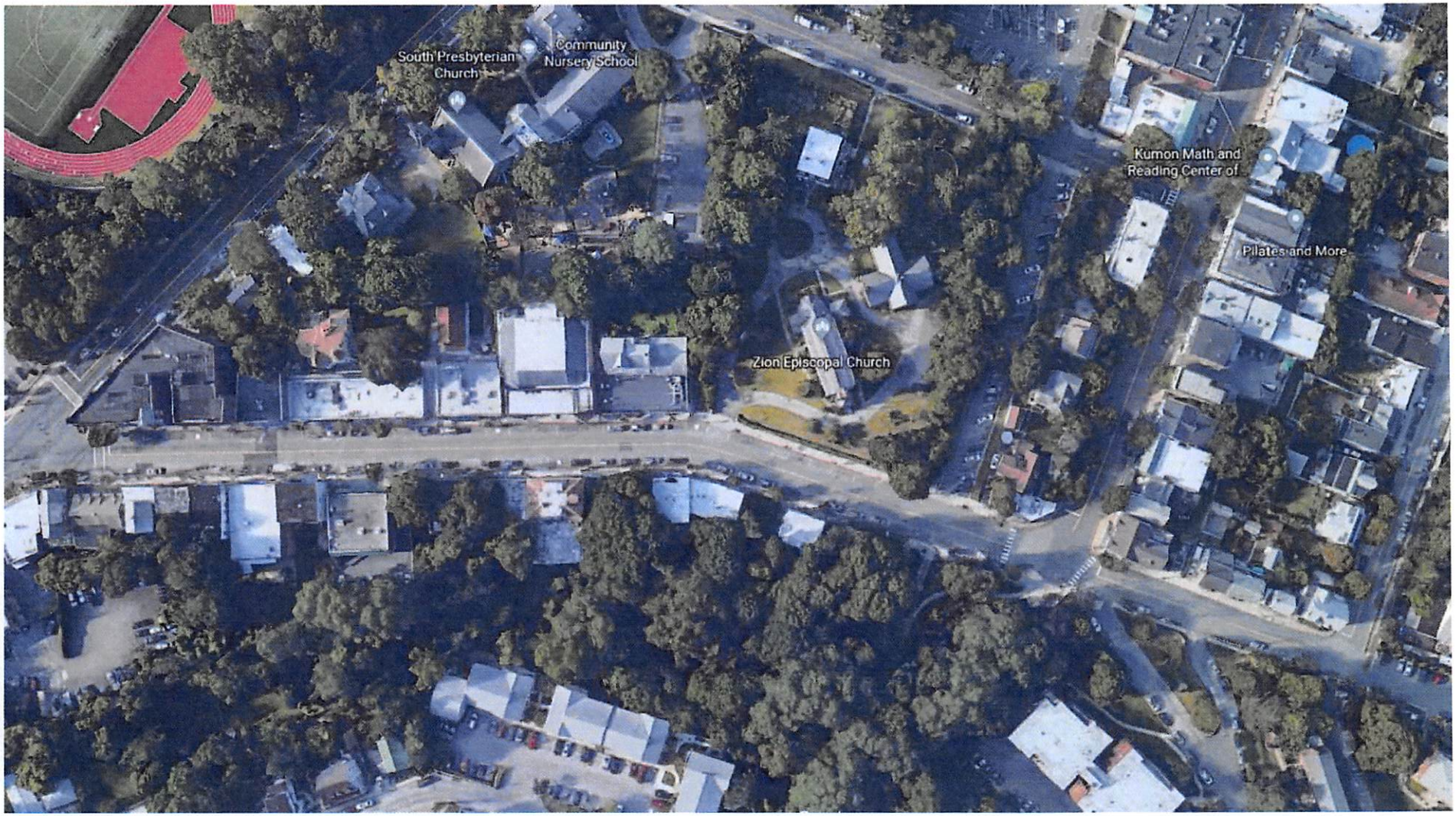
Can the storefront and visible portions of the remaining house be restored? Yes. Should they be restored is the real question for this site. Is there an alternative that at a minimum would provide the village with an architecturally compatible and visually lively street experience while providing more timely usage? If this can be accomplished, I recommend that the village strongly consider the removal and replacement of the structure at 43-45 Cedar Street.

Sincerely,

Diane S. Kaese R.A.

Attachments: Resume, three photographs of structure


Dobbs Ferry Public Library
Waterfront Park
Dobbs Ferry Memorial Park
South Presbyterian Church
Sacred Heart Church
Dobbs Ferry Middle School
Google
2D


South Presbyterian Church
Community Nursery School
Kumon Math and Reading Center of
Pilates and More
Zion Episcopal Church


CEDAR GIFTS & MORE

TYPICAL ORIGINAL ELEMENTS TO REMAIN AFTER REPAIRS/ MASONRY RESTORATION


LEANING PARAPET
EXCESSIVELY WIDE MORTAR JOINT
RECONFIGURED STOREPFRONT WITH ENTRANCE AT SIDE
EXISTING STREET SCAPE

MASONRY DETERIORATION

Kaese Architecture PLLC

Diane S. Kaese, R.A., AIA

(917) 414-8097 (c)

dskaese@kaesearch.com

Experience

Kaese Architecture PLLC, 2017 to present
Kaese & Lynch Architecture and Engineering LLP, 2009 to 2017
Diane S. Kaese, R.A., Sole Proprietor, 2008 to 2009
Senior Project Manager, Simpson Gumpertz & Heger Inc., 2004 to 2008
Senior Architect, WJE Engineers and Architects P.C., 1988 to 2004
Project Manager, Tishman Construction Corporation, 1985 to 1988
Staff Architect, The Ehrenkrantz Group, 1983 to 1985
Draftsperson, Meadows/Woll Architects, 1981 to 1983
Building Inspector, City of Lincoln, Nebraska, 1978 to 1980

Investigations

- Hutchinson Elementary School, Pelham, NY (circa 1912/1924, facade conditions assessment and report)
- Old Child's Restaurant/Ford Amphitheater, Coney Island, NY (landmarked terra cotta and masonry structure)
- Bleeker Street Subway Station, New York, NY (IRT 1904 historic finishes consulting-terra cotta, mosaics, glass tile; determine scope of work for MTA contract documents)
- 11 E 44th Street, New York, NY (circa 1928 office/retail building, storefront investigation and Local Law 11 inspection)
- 807 Park Avenue, New York, NY (LL11 inspection and report for 11-story tall building)
- West End Collegiate Church, New York, NY (water leak investigation and rebuilding dormers and gables at circa 1890s Dutch Revival church)
- Pennsylvania Museum, Harrisburg, PA (circa 1968 conditions survey and recommendations for repair for the marble clad concrete structure)
- Music Box Theater, New York, NY (conditions survey and recommendations for repair)
- One Morton Square, New York, NY (conditions survey of roof, facades and interior building systems including firestopping)
- The Pavilion at Philip Johnson Estate, New Canaan, CT (evaluation and design for temporary stabilization of a deteriorated decorative precast concrete structure)
- 983 Park Avenue, New York, NY (evaluated existing penthouse wall and roof systems, provided recommendations for removal and repair)
- Montauk Lighthouse, Montauk, NY (circa 1790, investigation to determine causes of peeling paint and vertical cracking)
- Pennsylvania Archives Building, Harrisburg, PA (circa 1968 conditions survey and recommendations for repair for the marble clad steel structure)
- Buckley School, New York, NY (conditions surveys and local Law 11 filings for 5 connected brick structures of various ages and construction types)
- Jefferson Park Boys Club, New York, NY (conditions survey of the circa 1927 brick, terra cotta and cast stone community facility)
- 7 West 29th Street, New York, NY (conditions survey for 1880's brick and limestone commercial structure)
- Kings County Hospital, Brooklyn, NY (conditions survey and Local Law 11 filing of 7 brick and limestone buildings with decorative lead panels circa 1926-1944)
- 264 West 11th Street, New York, NY (water leak investigation and reconstruction of a brick addition to a historic structure to address long-term water leaks)

- Board of Education Storage Facility, Long Island City, NY (concrete testing and development of repairs for Works Progress Administration historic poured-in-place concrete structure)
- Crescent Avenue Church, North Plainfield, NJ (investigation of brownstone and cast stone failures, design of stabilization and temporary protection)
- Guardian Life Insurance Company of America, 7 Hanover, New York, NY (due-diligence survey and repair details for the brick curtain wall corporate headquarters)
- Cadman Towers, New York, NY (concrete testing and peer review for repairs for the poured-in-place concrete residential structures, circa 1973)
- Royster Building, Norfolk, VA (conditions survey and repair recommendations for the severely deteriorated brick and terra cotta facade)
- Marble Collegiate Church, New York, NY (conditions survey and cleaning tests for the landmarked Tuckahoe marble structure)
- 345 Adams Street, Brooklyn, NY (investigate the deteriorated terra cotta, brick and stucco facades of the mixed-use city-owned building)
- Guardian Life Insurance Company of America (Annex), Union Square, New York, NY (investigate the curtain wall and the failure of a large sheet of glass in the 1961 Skidmore, Owings & Merrill annex)
- Guardian Life Insurance Company of America, Union Square, New York, NY (Local Law 11 survey for the 1910 granite and brick company headquarters)
- Custom House, New York, NY (investigated plaster deterioration to determine the need for replacement at the long abandoned circa 1899 Cass Gilbert structure, tested paint strippers for use on the plaster and addressed plaster concerns during construction; cleaning tests products for interior stone; sounded the interior marble installations after several panel failures)
- Sun Oil Company. Philadelphia, PA (investigation of severely deteriorated brick office structures)
- Cornell Club, New York, NY (tests in preparation for the cleaning of the stained limestone facade)
- Bronx Museum of the Arts, Bronx, NY (investigation of granite facade tile installation failures)
- Pan Am Building (now the Met Life Building), New York, NY (soiling evaluation and cleaning tests in preparation for the cleaning of the 58-story precast concrete commercial structure designed by Emery Roth & Sons with the assistance of Walter Gropius and Pietro Belluschi)
- District Building, Washington, DC (assessment of the marble facade condition and recommendations for cleaning)
- Juilliard School, New York State Theater, Metropolitan Opera at Lincoln Center, New York, NY (circa 1968, condition survey of the travertine facade, design repairs)
- Fred F. French Building, New York, NY (conditions survey of the 1927 terra cotta and brick facade, Local Law 11 inspection)
- 120 Broadway, New York, NY (investigated and documented conditions of the circa 1912 brick and terra cotta facades; designed repairs; detailed the first major use of fiberglass as a replacement for terra cotta cornices, National Register Landmark)
- National Arts Club, New York, NY (conducted a window condition survey of the 1870's Calvert Vaux designed structure)
- Sailors Snug Harbor, Staten Island, NY (documentation of all 1830's brick structures on the campus)

Roofing/Waterproofing

- Clare Rose Inc., Brookhaven, NY (peer review of masonry waterproofing details for new warehouse)
- Unitarian Universalist Congregation at Shelter Rock, Manhasset, NY (phased slate roof replacement, misc. waterproofing)
- Buckley School, New York, NY (water leakage investigations and repairs for courtyard/plaza)
- Private Residence, Fisher's Island, NY (Slate repairs associated with replacement of copper roofing and flashing)
- Lyceum Theater, New York, NY (replacement of the historic slate mansard roof, copper dormers, and ornamental metalwork)
- Temple Emanu-El, New York, NY (consulting for slate roof fall protection system and snow guard system)
- Jefferson Park Boys Club, New York, NY (replaced the copper mansard roof, dormers and the supporting steel structure)
- Buckley School, New York, NY (roof replacement program for 12 different roofs using various roof systems)
- Third Church of Christ, New York, NY (replacement of flashing and gutters at the slate roof)
- Vassar Library, Poughkeepsie, NY (investigation and recommendations to address leaks in new slate roof installation)

- Eldridge Street Synagogue, New York, NY (installation of a new slate roof)
- Guardian Life Insurance Company of America New York, NY (Carlyle roof patching and repair program to extend life of roof)

Construction Documents

- Various schools, Pelham Free School District, Pelham, NY (documents for masonry repairs)
- 158 Franklin Street, New York, NY (documents for masonry restoration and vault reconstruction)
- American Academy of Dramatic Arts, New York, NY (circa 1908, documents for masonry repairs, cast iron cornice repair)
- Fort Washington Collegiate Church, New York, NY (documents for removal of cast stone, masonry repairs)
- 269 Bowery, New York, NY (documents for two-story vault repairs and additional plumbing stack)
- Trinity Lutheran Church, New York, NY (documents for fall protection, steeple removal and remediation of unsafe masonry)
- 92 Warren Street, New York, NY (brick vault repair and waterproofing)
- One South Broad Street, Philadelphia, PA (circa 1929 granite facade, repair and restoration drawings)
- West End Collegiate Church, New York, NY (brick dormer and gable rebuilding, new flashing)
- 11 East 44th Street, New York, NY (storefront demolition and rebuilding, facade repairs to bulkhead, masonry repairs)
- One Morton Square, New York, NY (repair documents to address water leaks, missing firestopping and flashing)
- Lyceum Theater, New York, NY (circa 1905, prepared construction documents for the restoration of the terra cotta facade, the slate mansard roof, the decorative metalwork and dormers)
- Whitehall Apartments, Bronx, NY (design documents for new brick cladding of one-story school and garage structure)
- Jefferson Park Boys Club, New York, NY (documents for the masonry and roofing repairs to the 1927 community facility)
- Buckley School, New York, NY (documents for roof replacements, sidewalk replacement, facade repairs, facade and parapet rebuilding, Local Law 11 repairs)
- Fred F. French Building, New York, NY (documents for facade restoration including terra cotta and masonry)
- Little Red Lighthouse, New York, NY (prepared repair documents for the stabilization and "warehousing" of the abandoned cast iron lighthouse)

Construction Administration

- American Academy of Dramatic Arts, New York, NY (masonry repairs, cast iron cornice repair, make-safe repairs to facade elements)
- Old Child's Restaurant/Ford Amphitheater, Coney Island, NY (restoration and/or replacement of masonry and polychrome terra cotta)
- Ghostbuster Fire Station – Ladder Company No.8, New York, NY (facade restoration of brick and limestone firehouse)
- West End Collegiate Church, New York, NY (brick dormer rebuilding, new flashing details, gable rebuilding)
- Clare Rose Inc., Brookhaven, NY (periodic review of masonry and waterproofing installations at new warehouse)
- Bleeker Street Subway Station, New York, NY (administer historic portion of 1904 IRT station restoration)
- 59th Street Columbus Circle Subway Station, New York, NY (administer historic portions of the IRT 1904 station-historic terra cotta, mosaics, brick and marble cleaning and rebuilding)
- 11 East 44th Street, New York, NY (administered bulkhead facade repairs, storefront demolition and rebuilding)
- Whitehall Apartments, Bronx, NY (administered the recladding of the one-story school/garage structure)
- Lyceum Theater, New York, NY (administered the restoration of the terra cotta facade, the slate mansard roof, the decorative metalwork and dormers)
- Buckley School, New York, NY (administered construction of roof replacements, facade repairs, courtyard/plaza rebuilding, facade and parapet rebuilding, and Local Law 11 repairs)
- Whitney Museum of American Art, New York, NY (administered the removal, cleaning, and replacement of the stone facade of the museum, miscellaneous projects to attach artwork to restored facade)
- Marble Collegiate Church, New York, NY (administered the restoration of the facade including repointing, cleaning, rebuilding of the finials, and the installation of dutchmen)

- Juilliard School, New York State Theater, Metropolitan Opera at Lincoln Center, New York, NY (administer repairs to the travertine facade)
- Bronx Museum of the Arts, Bronx, NY (administered the recladding and reroofing of the museum)
- Fred F. French Building, New York, NY (administered the replacement of over 3200 pieces of polychrome terra cotta, replacement of sills, brick corners, and the complete rebuilding of the fire escape in the occupied landmarked structure)
- Carnegie Hall, New York, NY (project manager for the rehabilitation of the main hall, stage, and patron facilities area of the landmarked structure)
- National Arts Club, New York, NY (administered the rehabilitation of the windows and the polychromatic brownstone and granite facades of this NYC and National Register landmark structure)
- Prospect Park Boathouse, Brooklyn, NY (administered the rehabilitation of the abandoned landmarked 1905 terra cotta boathouse to a visitor's center and park rangers police station; the project included new terra cotta, new terrace roofing, a complete interior fit out, and a new clay tile roof)
- Helen Hayes Theater, New York, NY (documented and catalogued the removal of designated artifacts from the theater for storage at the NYC Landmarks artifact warehouse)

Consulting/Reports

- Hutchinson Elementary School, Pelham, NY (conditions assessment)
- Old Child's Restaurant/Ford Amphitheater, Coney Island, NY (conditions assessment, materials consulting for project architect)
- Trinity Lutheran Church, New York, NY (conditions assessment, space planning for accessibility)
- One South Broad Street, Philadelphia, PA (conditions assessment)
- Unitarian Universalist Congregation at Shelter Rock, Manhasset, NY (conditions assessment)
- 59th Street Columbus Circle Subway Station, New York, NY (historic consultant for general contractor)
- Bleeker Street Subway Station, New York, NY (historic consultant for project architect)
- Free Synagogue of Flushing, Flushing, NY (conditions assessment of Former Mann residence and Synagogue)
- Roebling Gatehouse, Roebling, NJ (Historic Structures Report)

Owners Representative

- Stephen Wise Free Synagogue, New York, NY (2010)
- Eldridge Street Synagogue, New York, NY (1988 to 2008)
- 309 West 104th Street, New York, NY (1996 to present)

Registration

Registered Architect: New York (Lic. No. 019042)
Registered Architect: New Jersey (Lic. No. 21AIO1788400)
Registered Architect Pennsylvania (Lic No. RA406829)

Education

University of Nebraska, Lincoln, Nebraska
B.S. in Architecture, 1979
Columbia University, New York, NY
M.S. in Preservation, 1983
RESTORE Certificate, New York, NY, 1985

Professional Activities

Association for Preservation Technology – Member
Sealant Waterproofing and Restoration Institute – Member, Board Member 2018 - 2019
American Institute of Architects - Member
National Trust for Historic Preservation – Member
New York City Department of Buildings Construction Requirements and Materials Committee (Code Revisions) – 2014-2015, 2017 - present

Historic Paulus Hook Association
President, 1999 – 2003, 2014 – 2017, 2018
Chair, Construction Committee 1999 - present
Municipal Arts Society
Preservation Committee 1989 – present
Preservation New Jersey, 2000 – 2009
Board Member
Education Committee, chair
Member Jersey City Historic Preservation Commission, 1986 - 1993
Co-Author Jersey City Historic Preservation Ordinance, 1986
Lecturer at numerous conferences on various topics associated with preservation, construction management, professional projects, and roles and responsibilities of parties involved in construction

Honors and Awards

Old Child's Restaurant/Ford Amphitheater
New York Landmarks Conservancy Lucy Moses Award, 2018
Palladio Award – Adaptive Reuse/Sympathetic Addition, 2018 - Traditional Building Magazine
Trinity Award – SWR Institute, 2017
AIA New York State 2018 Excelsior Award of Merit, Historic Preservation
Gold Reconstruction Award 2017, Building Design and Construction
Engineering News Record – 2017 Best Landscape/Urban Development
Greater New York Construction User Council - 2017 Outstanding Cultural Project
Building Brooklyn Awards, 2017 - Destination Arts Award, Brooklyn Chamber of Commerce
MTA Bleeker Street Subway Station
New York Landmarks Conservancy Lucy Moses Award, 2013
Eldridge Street Synagogue
National Trust for Historic Preservation, 2008
AIA New York-Merit Award for Historic Preservation, 2008
New York State Preservation League, 2008
Lucy Moses Award, 2008
The Victorian Society of America, 2008
Municipal Arts Society MASterwork Award, 2008
Whitney Museum of Art
Friends of the Upper East Side Certificate of Merit, 1999
Fred F. French Building
New York City Landmark Preservation Commission Award, 1993

Teaching Experience

Pratt Institute, New York City, 2004 to 2013, 2017 and 2018: Taught classes in architectural history, New York City history, and preservation theory and practice

Columbia University, New York City, 2004 to 2014: Taught classes in preservation technology

Drew University, Madison NJ, 2006, 2008, 2010, 2013: Presented Seminars on Historic Plaster and Mortar

Eldridge Street Project/Museum at Eldridge Street, 2000 to 2008: Developed and conducted walking tours and lectures related to the building and surrounding neighborhood

Career Day, Parent Participant (Architect) – York Preparatory School, MAT (PS 136), PS 11

Developed curriculum for fifth graders with Eldridge Street Project staff and New York City teachers to explore basic concepts of the built environment. Taught segment of the curriculum for ten years.

Mentor in Engineering, 1987 – 1991

Westchester gov.com

Referral Review
Pursuant to Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code

George Latimer
County Executive

County Planning Board

August 2, 2019

Elizabeth Dreaper, Village Clerk
Village of Dobbs Ferry
112 Main Street
Dobbs Ferry, New York 10522

Subject: **Referral File No. DBF 19-002 – Cedar Commons – Site Plan Approval**

Dear Ms. Dreaper:

The Westchester County Planning Board has received a site plan (dated revised July 3, 2019) and related materials for a proposed site plan application to construct a new mixed use building with underground parking on a 0.325-acre site located at 43-45 Cedar Street (SBL 3.80-42-11) in the Downtown Business (DB) Zone. The site currently contains a one-story, four-tenant retail building, with three residential units located in the rear within a three-story structure. All of these existing features are proposed to be demolished.

The proposed three-story mixed-use building would contain 2,000 square feet of retail space on the first floor and 15 apartments within the upper floors. 24 parking spaces are to be located in the basement. The parking entrance will be included within the façade along Cedar Street. Indoor bicycle parking is proposed within the garage. Three on-street parking spaces in front of the building are included within the regulated parking count for the retail space, as well as a fourth required parking space within the garage with handicap accessibility.

We have reviewed the site plan under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and we offer the following comments:

1. **Consistency with County Planning Board policies.** The proposed development is generally consistent with the County Planning Board's long-range planning policies set forth in ***Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning,*** adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies set forth in ***Patterns for Westchester: The Land and the People***, adopted December 5, 1995 because it would direct development to an existing downtown center where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality.

2. **Affordable housing.** The submitted materials do not indicate if any affordable units would be provided in the proposed development. We note that the Board of Trustees recently passed a zoning

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text amendment on July 16, 2019 that adopted new affordable housing provisions that require ten percent of newly developed units to be affordable. We recommend that the Village require the applicant to indicate the affordable units on a future site plan.

3. **County sewer impacts.** The proposed development will increase sewage flows from this site into the existing infrastructure. The increased flow will add to the volume of sewage flow requiring treatment at a Water Resource Recovery Facility operated by Westchester County. Since 2010, it has been the policy of the County Department of Environmental Facilities (WCDEF) that municipal governments require the applicant to identify mitigation measures that will offset the projected increase in flow. The best means to do so is through the reduction of inflow and infiltration (I&I) at a ratio of three for one for market rate units and at a ratio of one for one for any affordable units.

The County Planning Board further recommends that the Village implement a program that requires inspection of sewer laterals from private homes for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Village to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

4. **Recycling.** While we note that the plans show a specific refuse room to handle waste generation, the Village should request the applicant to verify that sufficient space will be available to store recyclables under the County recycling program which includes plastics numbered 1 through 7. County regulations for plastic recycling may be found at: http://environment.westchestergov.com.

5. **Green building technology.** We encourage the applicant to incorporate as much green or sustainable building methods and technologies as possible into the proposed development.

6. **Bicycle parking.** While the site plans show a bicycle storage room for building residents, no bicycle parking is shown along the street for the retail areas. We recommend that a bicycle rack be provided in front of the building. We point out that the Old Croton Trailway is located near the property.

Please inform us of the Village's decision so that we can make it a part of the record.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

By: 

Norma V. Drummond
Commissioner

NVD/MV

Provident
design engineering

TECHNICAL MEMORANDUM
Traffic and Parking Analysis

Cedar Commons Redevelopment
Village of Dobbs Ferry, Westchester County, New York

Prepared for

Cedar Commons, LLC
222 Bloomingdale Road
White Plains, NY 10605

Prepared by

Provident Design Engineering, PLLC
Hawthorne, New York

May 14, 2019
PDE Project 18-009

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

TABLE OF CONTENTS

SECTION 1 – INTRODUCTION

Provident Design Engineering, PLLC (PDE), a licensed Professional Engineering Firm in the State of New York, has prepared this Technical Memorandum on behalf of Cedar Commons, LLC to summarize the evaluation of traffic and parking conditions for the proposed redevelopment of 41 Cedar Street in the Village of Dobbs Ferry, New York. The existing site currently contains approximately 2,500 square feet (sf) of commercial space, as well as three (3) residential units. The proposed plan would convert the existing space to approximately 1,983 sf of retail space and 15 residential units. Additionally, the proposed project would construct 24 off-street parking spaces and provide 3 on-street parking spaces along the site frontage. Access to the off-street parking spaces would be provided via a driveway at the eastern end of the property line.

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

SECTION 2 – TRAFFIC

PDE conducted a Trip Generation analysis for the proposed redevelopment. This analysis calculated Trip Generations Rates for the existing use and proposed redevelopment, utilizing the rates published by the Institute of Transportations Engineers (ITE) publication entitled "Trip Generation", 10th Edition for Land Use Codes 220 (Multifamily Housing Low-Rise) and 820 (Shopping Center). This is the foremost authoritative source for estimating traffic generation of proposed developments. 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:

TABLE 2.1
TRIP GENERATION COMPARISON TABLE
CEDAR COMMONS REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY

Condition	Peak AM Hour (vehicles/hour)	Peak PM Hour (vehicles/hour)	Peak Saturday Hour (vehicles/hour)
Proposed Redevelopment (1)	10	41	39
Currently Permitted Use (2)	4	38	36
DIFFERENCE	**6**	**3**	**3**

Notes:
1. Trip Generation Rates per ITE publication "Trip Generation", 10th Edition for 15 units of Land Use 220 (Multifamily Housing Low-Rise) and 1,983 sf of Land Use 820 (Shopping Center).
2. Trip Generation Rates per ITE publication "Trip Generation", 10th Edition for 3 units of Land Use 220 (Multifamily Housing Low-Rise) and 2,500 sf of Land Use 820 (Shopping Center).

As can be seen in the Table above, the proposed redevelopment will essentially generate the same amount traffic as the currently-permitted use. Any increase in traffic volumes is nominal and would not have any significant impact upon the current roadway operating conditions.

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 number of vehicular trips generated, since some residents will walk to the train station.

Representatives of PDE performed a sight distance analysis for the proposed driveway along Cedar Street. Based upon measurements performed in the field, the proposed site driveway will provide more than adequate stopping sight distance when considering the guidelines set forth in the American Association of State Highway Transportation Officials' publication entitled "A Policy on Geometric Design of Highways and Streets".

In order to determine whether the proposed driveway would operate at acceptable Levels of Service, PDE performed intersection capacity analysis of the site driveway intersection with Cedar Street. The analysis was performed utilizing traffic count data available on the New York State Department of Transportation (NYSDOT) website. Based upon the analysis conducted, the traffic along Cedar Street will operate at a Level of Service 'A' and the traffic exiting the site driveway will operate at a Level of Service 'B', during both the Peak AM and Peak PM Hours. Therefore, the site driveway intersection with Cedar Street will operate at acceptable Levels of Service.

Investigation was performed with respect to the potential for driveway access from the adjacent church property. This is not a feasible option, due to grade differentials between the existing church driveway and elevation of the underground parking area.

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 with the provision of off-street parking. Furthermore, the proposed site driveway will operate at acceptable Levels of Service.

SECTION 3 – PARKING

PDE conducted a Parking Generation analysis for the proposed redevelopment. This analysis calculated Parking Generations Rates for the currently permitted use and proposed redevelopment, utilizing the rates published by the Institute of Transportations Engineers (ITE) publication entitled "Parking Generation", 5th Edition for Land Use Code 220 (Low-Rise Apartment) and 820 (Shopping Center). This is the foremost authoritative source for estimating parking generation of proposed developments. 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:

TABLE 3.1
PARK PARKING DEMAND COMPARISON TABLE
75 MAIN STREET REDEVELOPMENT – VILLAGE OF DOBBS FERRY, NY

	Weekday (Non-Friday)	Friday	Saturday
Proposed Redevelopment Peak Parking Demand [1]	22	23	25
Proposed Off-street Parking Spaces	24	24	24
Proposed On-street Parking Demand	*-2*	*-1*	*1*
Currently Permitted Use Peak Parking Demand [2]	9	10	11
Current Off-street Parking Spaces	0	0	0
Current On-street Parking Demand	*9*	*10*	*11*
DIFFERENCE IN ON-STREET PEAK PARKING DEMAND	**-11**	**-11**	**-10**

Notes:
1. Parking Generation Rates per ITE publication "Parking Generation", 5th Edition for 15 units of Land Use 220 (Low-Rise Apartment) and1,983 sf of Land Use 820 (Shopping Center).
2. Parking Generation Rates per ITE publication "Parking Generation", 5th Edition for 3 units of Land Use 220 (Low-Rise Apartment) and 2,500 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 be significantly less than the currently permitted use. 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 less than the currently permitted use, based upon the mix of uses proposed and the provision of 24 off-street parking spaces (no off-street parking currently provided).

SECTION 4 – CONCLUSIONS

Based on the foregoing, it is the opinion of Provident Design Engineering, PLLC 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.

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Provident
design engineering

Provident
design engineering
7 Skyline Drive, Hawthorne, NY 10532
Tel: (914) 592-4040 www.pderesults.com

July 25, 2019

Chairman Stephen Hunter and Members of the Board
Village of Dobbs Ferry Planning Board
112 Main Street
Dobbs Ferry, NY 10522

RE: 43-45 Cedar Street
Zion Church Sight Line Analysis
Village of Dobbs Ferry, Westchester County, NY

Dear Chairman Hunter and Members of the Board:

Provident Design Engineering, PLLC (PDE), a licensed Professional Engineering Firm in the State of New York has performed a sight line analysis for the existing Zion Church Driveway located along Cedar Street in the Village of Dobbs Ferry, New York. The purpose of the sight line analysis was to determine whether the proposed Project at 43-45 Cedar Street would have any impact upon sight lines for vehicles looking to the right when turning out of the existing Church Driveway.

The American Association of State Highway Transportations Officials (AASHTO) publication entitled "A Policy on Geometric Design of Highways and Streets" outlines criteria to be considered when analyzing sight lines. This publication states the following:

"The vertex (decision point) of the departure sight triangle on the minor road should be 14.5 feet from the edge of the major-road traveled way."

This means that the driver's eye is positioned 14.5 feet from the edge of traveled way. The minor road is the Church Driveway and major road is Cedar Street. The edge of traveled way is the edge of the on-street parking. 14.5 feet measured from the edge of traveled way places the driver's eye position in the sidewalk area. Since the driveway is positioned on the outside of a horizontal curve, the proposed Project at 43-45 Cedar Street will have no impact upon the existing sight lines at the Church Driveway.

We trust that this information adequately addresses the comments with respect to the Church Driveway sight lines. Should you wish to discuss any aspect of this letter, please feel free to contact me at 914.367.0204 or via email at cholt@pderesults.com.

Very truly yours,
Provident Design Engineering, PLLC

Carlito Holt

Carlito Holt, P.E., PTOE
Managing Partner

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Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. 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.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:
Cedar Commons

Project Location (describe, and attach a location map):
41-45 Cedar Street, Dobbs Ferry, NY

Brief Description of Proposed Action:
Construction of a new mixed-use building with 15 residential units and 2000 square feet of street front retail space and associated stormwater management system.

Name of Applicant or Sponsor:	Telephone: 914-424-0359
Cedar Commons LLC	E-Mail: Cmarfione@thebdcgroup.com

Address:
222 Bloomingdale Road Suite 404

City/PO:	State:	Zip Code:
White Plains	NY	10605

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☑	☐

3. a. Total acreage of the site of the proposed action? 0.33 acres
   b. Total acreage to be physically disturbed? 0.33 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.33 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☑ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☐	☑

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☑
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☑

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☐	☑

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☐	☑

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☑	☐
b. 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?	☑	☐

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☑	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☑ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☑	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☐	☑
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☑
If Yes, briefly describe:		
New runoff created from the development of the site will be directed to a proposed onsite attenuation gallery, where the flows will be reduced to pre-developed rates prior to being released into the municipal storm drain system.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Cosmo Marfione Date: 05/15/19

Signature: [signature] Title: President

PRINT FORM

Please Note: The Site Plan Checklist reflects the Planning Board Pre-Submission for Cedar Commons on 5-16-19, all items not included to be submitted as required at a later date.

VILLAGE OF DOBBS FERRY

SITE PLAN CHECK LIST

The items listed below should be reviewed by the applicant's design professional to aid in providing a complete submission.

AGENCY APPROVALS	YES	NO
Westchester County Department of Health Septic and Water.	☐	☑
New York State Department Environmental Conservation Stormwater SPDES.	☐	☑
New York City Department Environmental Protection Joint Septic.	☐	☑
New York City Department of Environmental Protection SWPPP.	☐	☑

VILLAGE PERMITS/APPROVALS		
Zoning Board of Appeals.	☐	☑
Blasting and Explosives Permit.	☐	☑
Fill Permit.	☐	☑
Freshwater Wetlands Permit.	☐	☑
Site Plan to comply with Subdivision Plat approval requirements	☐	☑
Stormwater Pollution Prevention Plan (SWPPP)	☐	☑
Architectural Review	☐	☑
Building Permit	☐	☑
Excavation/Grading Permit	☐	☑
Demolition Permit	☐	☑
Electrical Permit	☐	☑

SITE PLAN INFORMATION			
1.	24" x 36" maximum drawing size.	☑	☐
2.	Minimum scale: (1" = 30').	☑	☐
3.	Project Name.	☑	☐
4.	Name and address of engineer and surveyor.	☑	☐
5.	Name and address of owner of record and applicant.	☑	☐
6.	Drawings signed and sealed by P.E. or R.A.	☑	☐
7.	Original drawing date & revision dates.	☑	☐
8.	Tax map section and lot numbers.	☑	☐

9.	Location plan with existing and adjacent zoning district.	☑	☐
10.	Scale, north arrow, date of survey, property acreage, drawings numbered (i.e., 1 of 3, 2 of 3, etc.) & identify adjoining property owners.	☑	☐
11.	Minimum yard setbacks.	☑	☐
12.	Provide bulk zoning table with all existing, proposed and required conditions.	☑	☐

AGENCY APPROVALS

12.	Estimated quantity of cut or fill to be imported or removed from site or provide note stating that ANo material is to be imported or removed from this site.@	☐	☑
13.	Topography at two feet maximum intervals.	☑	☐
14.	Topography along streets adjacent to property.	☑	☐
15.	Existing buildings, retaining walls, fences, rock outcrops, wooded areas, watercourses, water bodies, wetlands and wetland controlled areas, etc.	☑	☐
16.	Total amount of site area disturbed	☑	☐

DRAINAGE

1.	Collect and convey driveway runoff. Mitigate increases in site runoff due to site development.	☐	☑
2.	Roof drains to discharge to existing or proposed drainage system. Mitigate increases from roof runoff.	☑	☐
3.	Surface inlets provided where low points cannot be graded to drain .	☑	☐
4.	Swale provided between buildings and embankment which slopes toward building.	☐	☑
5.	Culverts provided where roads or driveways cross watercourses.	☐	☑
6.	Catch basin spacing adequate.	☐	☑
7.	All rim and invert elevations provided.	☑	☐
8.	Two feet minimum cover of storm drains in roads, driveways and parking areas. 18" minimum elsewhere.	☐	☑
9.	Drywells provided with emergency overflow outlet pipes to grade. Multiple drywell systems should be connected by equalization pipes with rim and invert elevations posted.	☑	☐
10.	Minimum storm drain pipe size 15" diameter.	☐	☑

11.	Headwalls or end sections provided at pipe inlets and outlets.	☐	☑
12.	Rip-rap provided at headwalls and end sections.	☐	☑
13.	Provide cross section for pond or detention facility.	☐	☑

SITE INGRESS/EGRESS

1.	Adequate sight distance at driveway intersection with road.	☑	☐
2.	Site accessible to fire trucks, emergency vehicles, tractor trailers for fill deliveries, moving vans, oil trucks, etc.	☑	☐
3.	Backup space for parking area.	☑	☐
4.	Driveways intersecting existing road at 90E.	☑	☐

SITE GRADING

1.	All proposed grading on property for house, driveway and septic. Show limit line of disturbance.	☑	☐
2.	Driveway platform sloped at 4% maximum within 25 feet of centerline of street or within 35 feet from the Right-of-Way, whichever is the greater distance.	☑	☐
3.	Driveway slope 14% maximum.	☑	☐
4.	Parking area 5% maximum.	☑	☐
5.	Paved areas 1% minimum grade at curb line.	☑	☐
6.	Lawn area 2% minimum.	☑	☐
7.	Top and bottom of retaining wall elevations provided.	☑	☐
8.	Outside grade pitched away from residence.	☑	☐
9.	Guide rail provided at steep drop offs.	☑	☐
10.	Spot elevations at corners of residence and parking area where necessary to ensure positive drainage.	☑	☐
11.	Finished floor elevations provided including basement.	☑	☐
12.	Plans and calculations for walls ≥ 4 feet Signed & Sealed by P.E., R.A.	☐	☑
13.	Provide profiles of proposed roads with vertical geometry.	☐	☑
14.	Provide horizontal geometry.	☐	☑

GENRAL

1.	Show existing and proposed utilities(water, sewer,etc.)	☑	☐
2.	Show snow piling areas.	☐	☑

3.	Show refuse areas with enclosures.	☑	☐
4.	Show zoning map with districts(school,fire,etc).	☐	☑
5.	Show signage.	☐	☑
6.	Show landscaping.	☐	☑
7.	Provide sections and details of wall.	☐	☑
8.	Provide phasing plan for areas over 5ac.	☐	☑
9.	Provide lighting plan.		
10.	Maintain low noise level at property line.	☐	☑
11.	ADA compliance	☐	☑
12.	Village Construction Standard Compliance	☐	☑

SITE PLAN NOTES

1.	General construction notes.	☐	☑
2.	Construction Sequence shown on plans.	☐	☑
3.	The following notes shall be provided on the plans:		
	AShould rock blasting be required, a permit application in accordance with Chapter 125 - Blasting and Explosives of the Village of Dobbs Ferry Code must be submitted to the Village by the applicant for review/approval. This should be noted on the plans as follows:	☐	☑
	AThe Village Engineer may require additional erosion control measures if deemed appropriate to mitigate unforeseen siltation and erosion of disturbed soils.@	☐	☑
	AAs-Built plans of the proposed driveway and drainage improvements shall be submitted to the Village Engineer for review prior to issuance of Certificate of Occupancy.@	☐	☑
	AFill material imported to the site shall be certified in writing by a New York Licensed Professional Engineer as clean, non-contaminated fill suitable for the intended use.@	☐	☑
	"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 guaranty which shall be in an amount determined by the Planning Board and the Village Engineer and in a form satisfactory to the Village Attorney". ☐ ☑

4. The following notes shall be provided on plans that involve SWPPP's:

The applicant shall notify the Building Department or Village's Consulting Engineer in writing at least 48 hours before any of the following so that any inspection may be performed.

1)	Start of construction	☐	☑
2)	Installation of sediment and erosion control measures.	☐	☑
3)	Completion of site clearing.	☐	☑
4)	Completion of rough grading.	☐	☑
5)	Installation of SMP's.	☐	☑
6)	Completion of final grading and stabilization of distured areas.	☐	☑
7)	Closure of construction.	☐	☑
8)	Completion of final landscaping; and	☐	☑
9)	Successful establishment of landscaping in public areas.	☐	☑

"The owner or operator shall have a qualified inspector inspect and document the effectiveness of all erosion and sedimentation control practices and prepare inspection reports at least once a month. These reports must be kept on site and available for review". ☐ ☑

SITE CONSTRUCTION DETAILS

Driveway Profile ☐ ☑

Driveway and shoulder section	☐	☑
Roadway replacement	☑	☐
Pavement section	☐	☑
Sidewalk Details	☑	☐
Rip-rap slopes, embankments and aprons	☐	☑
Paved, rip-rapped, grass gutters	☐	☑
NYSDOT material item numbers	☑	☐
Detention basin	☑	☐
Catch basin	☐	☑
Surface inlet	☑	☐
Drain manhole	☑	☐
Headwall	☐	☑
Curb	☑	☐
Drywell	☑	☐
Underdrain	☐	☑
Retaining wall	☐	☑
Silt fence	☑	☐
Haybales	☐	☑
Inlet protection	☑	☐
Anti-tracking strip	☐	☑
Guiderail	☐	☑
Energy dissipater	☐	☑
Sediment traps or basins	☐	☑

EROSION CONTROL PLAN

Erosion control measures implemented as per New York Guidelines for Urban Erosion and Sediment Control.	☑	☐

MISCELLANEOUS ITEMS

1.	Proposed easements			
	a)	Temporary construction	☐	☑
	b)	Drainage	☐	☑
	c)	Sight	☐	☑
	d)	Slope	☐	☑
	e)	Driveway access	☐	☑
2.	Existing sanitary disposal system in the vicinity of construction activity protected with temporary fencing.		☐	☑

The BDC Group

July 26, 2019
Updated January 31, 2020

Hon. Vincent Rossillo, Mayor
and Members of the Board of Trustees
Village of Dobbs Ferry Board of Trustees
112 Main Street
Dobbs Ferry, NY 10522

RE: Outline of the Construction Management Plan and Associated Milestone Schedule
Proposed Mixed-Use Development at 43-45 Cedar Street

Dear Mayor Rossillo and Members of the Board of Trustees,

Please find below a chart illustrating an outline of a Construction Management Plan and associated milestone schedule for the above referenced proposed project:

Construction Management Outline	**Milestone Completion Date**
Implementation of site safety measures	July 2020
Implementation of erosion control measures	July 2020
Implementation of site staging, access and egress points	July 2020
Site clearance and demolition of existing structures	August 2020
Bulk excavation and removal of soil for lower level parking	September 2020
Installation of retaining wall structure	October 2020
Construction sequence of substructure	December 2020
Construction sequence of superstructure	
Building structure	February 2021
Envelope and cladding	June 2021
Mechanical and electrical fit-out	June 2021
Fit-out	November 2021
Commissioning	December 2021

Respectfully submitted,

Cosmo D. Marfione, P.E.

Planning & Development Advisors

Creating value by unlocking opportunities

May 6, 2019

To: Hon. Robert McLoughlin, Mayor, and
Board of Trustees

From: David B. Smith

Re: Economic Evaluation 43-45 Cedar Street

Introduction

The following is a technical report on anticipated economic benefits from the redevelopment of the currently under-utilized 43-45 Cedar Street property in the Village of Dobbs Ferry. This technical evaluation was prepared on behalf of Cedar Commons, LLC (the "Applicant"). The Project Site is an approximately 0.21-acre parcel with an existing 10,041± square foot building with street front retail and three housing units. The Applicant has also secured an easement from the neighboring property owner (the Dobbs Ferry Presbyterian Church) to allow for a utility easement to be established out to Cedar Street. The 43-45 Cedar 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 0.5 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

101 Lee Avenue
Yonkers, New York 10705
914.552.8413 |
email: davidbsmith1992@gmail.com

and professional offices; and, religious institutions, Village Hall, Embassy Community Center and Dobbs Ferry Library. Each of the anticipated 15 households will spend a portion of its disposable income on goods and services within Dobbs Ferry. This would provide a direct benefit to the 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 (exclusive of special districts), as well as the economic ripple effect on the local economy related to construction activity and the introduction of 15 new households to downtown Dobbs Ferry.

Proposed Program

The proposed action calls for redevelopment of the entire property and constructing a new three-story building with 15 two-bedroom residential units and 2,000 square feet of street front retail. The following table provides a breakdown of the proposed program. The entire project is supported by 24 off-street parking spaces. Table 1 below provides a general breakdown of the size, see also attached exhibits.

Table 1
Unit Breakdown

Unit Type	No. of Units	Square footage (range)
2 BR	15	1,455-1,674
Retail	1	2,000

Source: Cedar Commons LLC

Assessment Methodology

For analysis purposes, the recently developed Print House Lofts project[1] was used as a comparable development in which to project anticipated tax revenue. Based upon desktop survey information, 12 units from that development have been sold, providing more recent data points for estimating projected taxes from the proposed Project. The Town of Greenburgh Assessor's office was contacted to obtain the latest methodology and tax rates to be applied to the project. In addition, the Village Roll was used to initially identify those properties in the Village that are assessed as store-front retail. The Town of Greenburgh Assessors Office provides assessment services for the incorporated Villages within the Town. Those records provided the most up to date assessed value/market value for surveyed properties. The estimates presented herein provide an order of magnitude of anticipated benefits resulting from the development program with the understanding that the final assessment will be prepared once the building is constructed and the units occupied.

[1] https://www.printhousedobbsferry.com/

Current Real Estate Property Tax

The currently under-utilized site has a current assessment of $1,293,900. Table 2 provides a breakdown as to current real estate taxes paid to all taxing jurisdictions.

Table 2
Current Real Estate Tax Revenue*
43-45 Cedar Street

Taxing District	Assessed Value (AV)	Tax Rate/$1000 AV	Amount
Village	$1,293,900	6.95	$8,992
DFUFSD	$1,293,900	22.02	$28,491
Town/County	$1,293,900	3.64	$4,709
Total			$42,192

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

* Does not include special district taxes

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 a recent multi-family development located in downtown Dobbs Ferry (Print House Lofts), refer to Appendix. For tax generation purposes it was assumed that for the proposed Project, a two bedroom would have an assessed value/market value range of approximately $1.04 million to $1.19 million.

Table 3 applies the estimated assessed value methodology to the proposed Project.

Table 3
Projected Real Estate Taxes
Total Project –Market Value Methodology

Residential Unit #	S.f.	AV/MV per s.f.	Est. AV/MV per unit	Village tax rate(1)	Village taxes	School Tax Rate(1)	School Taxes	Town/Co. Tax Rate**(1)	Town/County Taxes	Taxes per unit
1	1496	$716.00	$1,071,136.00	6.95	$7,444.40	22.02	$23,586.41	$3.64	$3,898.32	$34,929.13
2	1455	$716.00	$1,041,780.00	6.95	$7,240.37	22.02	$22,940.00	$3.64	$3,791.48	$33,971.84
3	1601	$716.00	$1,146,316.00	6.95	$7,966.90	22.02	$25,241.88	$3.64	$4,171.93	$37,380.70
4	1564	$716.00	$1,119,824.00	6.95	$7,782.78	22.02	$24,658.52	$3.64	$4,075.51	$36,516.81
5	1674	$716.00	$1,198,584.00	6.95	$8,330.16	22.02	$26,392.82	$3.64	$4,362.15	$39,085.13
6*	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
7	1623	$716.00	$1,162,068.00	6.95	$8,076.37	22.02	$25,588.74	$3.64	$4,229.26	$37,894.37
8	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
9	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
10	1564	$716.00	$1,119,824.00	6.95	$7,782.78	22.02	$24,658.52	$3.64	$4,075.51	$36,516.81
11	1674	$716.00	$1,198,584.00	6.95	$8,330.16	22.02	$26,392.82	$3.64	$4,362.15	$39,085.13
12*	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
13	1623	$716.00	$1,162,068.00	6.95	$8,076.37	22.02	$25,588.74	$3.64	$4,229.26	$37,894.37
14	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
15	1529	$716.00	$1,094,764.00	6.95	$7,608.61	22.02	$24,106.70	$3.64	$3,984.31	$35,699.62
Sub-total*			$14,599,240.00		$101,464.72		$321,475.26		$53,132.80	$476,072.78
Retail	2000	$167.40	$334,808.42	6.95	$2,326.92	22.02	$7,372.48	$3.64	$1,218.51	$10,917.91
TOTAL					$103,791.64		$328,847.75		$54,351.30	$486,990.69

* Required affordable units (2 person household - $74,950 AMI) not included in calculations
** Does not include special district taxes (e.g., Refuse disposal, sewer)
(1) Source: Town of Greenburgh Schedule of Assessments and Taxes
Source: compiled by Planning & Development Advisors

Based on the projections in Table 3, the proposed Project has the potential to yield an overall increase in tax revenue of approximately $486,000 to all selected taxing jurisdictions. Table 4 below provides a comparison of project tax revenue to existing.

Table 4
Comparison of Existing and Projected
Tax Revenue

Taxing District	Existing Revenue	Projected Revenue	Difference
Village	$8,992	$103,791	$94,799
DFUFSD	$28,491	$328,847	$300,356
Town/County*	$4,709	$54,351	$49,642
Total	$42,192	$486,990	$444,798

Source: Figures compiled by Planning & Development Advisors; * special districts not included

Construction Related Impacts

For projection purposes, the Applicant has estimated that the cost of construction for the residential portion of the redevelopment would be $200 per square foot for residential construction and $100 per square foot for the commercial portion. The construction of the proposed parking is estimated by the Applicant to be approximately $0.57 million ($30,000 per space x 19 spaces). Total estimated project development costs are provided in the Table 6 below and are estimated to total approximately $5.0 million dollars.

Table 5
Estimated Project Construction Costs

	Square footage/spaces	Cost (est.)	Total
New Building			
Residential	19,386	$200	3,877,200
Retail	2,000	$100	200,000
Parking	24	$30,000	720,000
Amenities (roof deck, community room)			$300,000
Total			$5,097,200

Source: Cedar Commons LLC

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 $64,200 as of the first quarter of 2017[2]. In addition, the development is expected to generate five new full-time jobs associated with the new development, from management to staff, with an annual mean wage of $49,980.

Table 6 shows that the development would generate approximately $3.5 million in wages for temporary employment and approximately $250,000 annually in full-time wages for permanent employment for the life of the development. This income presents a direct economic benefit to the

[2] NYS DOL web-site http://labor.ny.gov/stats/lswage2.asp#47-0000

Village of Dobbs Ferry.

Table 6
Job Generation

Job Type	Number of Jobs (est.)	Annual Mean Wage	Cumulative Annual Mean Wage
Temporary Jobs	50	$64,200[1]	$3,210,000
Permanent Jobs	5[2]	$49,480[1]	$247,400

1. NYSDOL website, Occupational Wages
2. Urban Land Institute, Development Impact Assessment Handbook

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 15 new households associated with the proposed development.

As shown in Table 7, 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. Based on a market value for a new unit of approximately $1.0 million as identified in Table 3 above, an estimated mortgage payment (with taxes) would be approximately $7,300, which at 30% of household income would equate to an annual household income of $292,000.

Table 7
Typical Breakdown of Spending of Pretax Income

Category	New York-Northern New Jersey	
	Value	Percent
Income before taxes	$292,000	
% spent on housing	$87,600	30%
% spent on goods and services	$102,200	35%
% on other (incl. Transportation)	$29,200	10%

Source: U.S. Bureau of Labor Statistics, 2012-2013 Consumer Expenditure Survey for the New York-Northern New Jersey Area.

Table 8
Expected Pretax Income of the Development Households

Unit Type	No. Units*	Expected Monthly Mortgage Payment with taxes[2]	Mortgage as % of Pretax Income[1]	Expected Pretax Income per Household	Total Expected Pretax Income Project
2-BR	13	$7,300	30%	$292,000	$3,796,000
		Expected Average Income Per Household:		$292,000	

1.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.
2. Mortgage assumes 0% down, 30 year fixed @ 4 interest rate with property taxes included
* Affordable units not included in survey

Table 9 takes the information presented in Table 8 relative to household spending and applies it to the expected pre-tax income to arrive at anticipated purchasing power generated by the proposed Project.

Table 9
Expected Purchasing Power

Expected Pretax Income of the Development	% Spent on goods and services	Expected Purchasing Power
$3,796,000	35%	$1,328,000

[1] 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 13 market rate units, would inject roughly $1.32 million into the local and regional economy each year, as shown in Table 9.

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/Cedar 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 could be considered a transit-oriented development (TOD) located approximately 0.5 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 (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 approximately $5.0 million creates value that is translated into the following:

- Projected increase in real estate tax revenue estimated at $444,000 for Village, Town, School and County jurisdictions over existing conditions;
- Creation of approximately 50 construction related jobs and 5 full time jobs upon project completion; and
- Injection of an annually projected $1.32 million of discretionary spending into the greater Dobbs Ferry community economy.

2019 TOWN / COUNTY

TOWN OF GREENBURGH
SCHEDULE OF ASSESSMENTS AND TAX RATES
2018 ASSESSMENT ROLL—2019 TAX
WARRANT DATE - MARCH 20, 2019
FISCAL YEAR JANUARY 1, 2019 - DECEMBER 31, 2019

	REAL	SPEC. FRAN.	TOTAL
TARRYTOWN	$2,065,453,499	$75,300,300	$2,140,753,799
IRVINGTON	$1,871,273,614	$28,529,800	$1,899,803,414
DOBBS FERRY	$1,967,039,729	$48,222,800	$2,015,262,529
HASTINGS	$1,835,543,354	$45,924,600	$1,881,467,954
ELMSFORD	$873,658,018	$50,604,600	$924,262,618
ARDSLEY	$1,087,262,782	$30,090,200	$1,117,352,982
TOWN INSIDE VILLAGES	$9,700,230,996	$278,672,300	$9,978,903,296
TOWN OUTSIDE VILLAGES	$10,055,928,240	$267,975,900	$10,323,904,140
ASSESSMENT TOTALS	$19,756,159,236	$546,648,200	$20,302,807,436

	VALUATION	TAX LEVY	TAX RATE
TOWN TAX INSIDE VILLAGE	$9,978,903,296	$4,579,378.60	$0.458906
TOWN TAX OUTSIDE VILLAGES	$10,323,904,140	$63,943,516.40	$6.192846
TOWN ASSESSMENTS	$20,302,807,436	68,522,895	

The Town of Greenburgh has estimated $400,000 in local assistance from the State of New York for the fiscal year ending December 31, 2019

WESTCHESTER COUNTY WARRANT	VALUATION	TAX LEVY	TAX RATE
COUNTY TAX	$20,351,600,466	64,728,584	$3.180516
REFUSE DISPOSAL DISTRICT #1	$20,807,867,776	$5,589,139	$0.268607
BRONX VALLEY	$8,691,198,182	$4,072,497	$0.468577
NORTH YONKERS	$5,828,772,904	$3,098,716	$0.531624
SAW MILL VALLEY	$9,201,356,350	$4,746,329	$0.515829
TOTAL WESTCHESTER CO. TAXES		$82,235,265	
TAX INCREMENT FINANC. DIST. T/O	$47,232,830	$292,506	$6.192846
TAX INCREMENT FINANC. DIST. T/E	$7,994,200	$3,669	$0.458906
FIRE DISTRICTS-GREENBURGH			
FAIRVIEW	$2,759,695,361	$13,340,332	$4.833987
GREENVILLE	$2,679,599,266	$9,663,018	$3.606143
HARTSDALE	$2,169,249,417	$12,314,162	$5.676693
FIRE PROTECTION DISTRICTS			
CHAUNCEY	$13,672,264	$25,500	$1.865090
DONALD PARK	$233,189,816	$445,400	$1.910032
EAST IRVINGTON	$238,537,995	$118,300	$0.495938
GLENVILLE	$404,018,790	$366,900	$0.908126
NORTH ELMSFORD	$1,219,190,645	$870,064	$0.713641
SOUTH ARDSLEY	$465,411,924	$496,100	$1.065937
WEST ELMSFORD	$340,457,155	$265,300	$0.779246

IMPACT OF PROPERTY TAX EXEMPTIONS GRANTED TO VOLUNTEER FIRE FIGHTERS AND AMBULANCE PERSONNEL

Tarrytown Surcharge	0.000393	0.459299
Irvington Surcharge	0.000405	0.459311
Elmsford Surcharge	0.000277	0.459183
Ardsley Surcharge	0.000506	0.459412
Hastings Surcharge	0.000470	0.459376
Fairview Fire District	0.002227	0.461133
Hartsdale Fire District	0.002673	0.461579
East Irvington	0.004655	0.463561
Glenville Fire Protection District Surcharge	0.003123	0.462029
North Elmsford Fire Protection District Surcharge	0.000692	0.459598
South Ardsley Fire Protection District Surcharge	0.001671	0.460577
Donald Park Fire Protection District Surcharge	0.002168	0.461074

	VALUATION	TAX LEVY	TAX RATE
CONSOLIDATED WATER DISTRICT		$361,547	
VILLAGE OF ELMSFORD WATER		$2,658	
CONSOLIDATED SEWER MTCE. DIST.	$8,942,661,078	$2,044,315	$0.228603
LOST EXEMPTIONS		$316,970	
PARK DISTRICTS			
GREENRIDGE PARK	$120,737,864	$425	$0.003520
CONSOLIDATED COTSWOLD PARK	$234,817,500	$9,300	$0.039605
SPECIAL DISTRICTS DEBT			
GREENVILLE	$1,886,494,232	$0	$0.000000
HARTSDALE	$1,409,222,058	$0	$0.000000
FAIRVIEW-ABBEVILLE LANE	2.22 Units	$0	$0.000000
LONGVIEW SEWER DIST.	63.00 Units	$0	$0.000000
F.A.#1 MAYFAIR KNOLLWOOD	367.18	$0	$0.000000
F.A.#3 DEERHILL LANE	17.00 Units	$0	$0.000000
F.A.#3C HEARTHSTONE CIRCLE	10.00 Units	$0	$0.000000
F.A.#4 SPRN.VLLY RD-HIGH PT.	82.40 Units	$11,009	$133.604369
F.A.#5 JEAN LANE	51.00 Units	$0	$0.000000
F.A.#6 FOREST BLVD-CREST DR	32.00 Units	$0	$0.000000
F.A.#7 SOUTH ARDSLEY	66.10 Units	$3,511	$53.116490
F.A.#8 BRADLEY & WOODLANDS	25.85 Units	$0	$0.000000
F.A.#9 ORCHARD HILL	95.00 Units	$6,310	$66.421053
F.A.#10 DONALD PARK	15.00 Units	$0	$0.000000
F.A.#11 ARDSLEY RD./SPRN RD.	50.20 Units	$1,681	$33.486056
F.A.#15 OLD SPRAIN ROAD	8.72 Units	$0	$0.000000
F.A.#16 OLD JACKSON AVE.	8.30 Units	$0	$0.000000
F.A.#17 BLUEBERRY HILL ROAD	8.00 Units	$691	$86.375000
F.A.#18 HARTSDALE LAWNS-MILT	8.00 Units	$339	$42.375000
F.A.#19 CHESTNUT STREET	12.00 Units	$0	$0.000000
F.A.#21 PINE STREET-SECOR RD	8.00 Units	$0	$0.000000
F.A.#25 GLENVILLE EXT.-OLD W.P	2.00 Units	$0	$0.000000
SHELDON BROOK DRAINAGE DIST.	409.49	$3,317	$8.100320
TOTAL SPECIAL DISTRICTS DEBT		$26,858	

IMPORTANT NOTICE

THE" % OF CHANGE" LINE ON YOUR BILL DOES NOT INDICATE AN INCREASE OR DECREASE OVER LAST YEAR'S BILL BUT RATHER A CHANGE IN THE ENTIRE TAX LEVY TO BE COLLECTED FOR THAT JURISDICTION AS A WHOLE.

I AM REQUIRED BY LAW TO PLACE THIS INFORMATION ON YOUR BILL.

ANNE M. POVELLA
RECEIVER OF TAXES

TOWN OF GREENBURGH 2018 SCHOOL TAX RATES										
2018 SCHOOL TAX RATE PER 1,000 OF ASSESSMENT	TARRYTOWN	IRVINGTON	DOBBS FERRY	HASTINGS	ELMSFORD	EDGEMONT	ARDSLEY	GREENBURGH C7	POCANTICO	VALHALLA
	$21.60	*$19.42*	*$22.02*	*$21.04*	*$19.94*	*$19.86*	*$22.44*	*$16.12*	*$9.10*	*$19.59*

TOWN OF GREENBURGH 2018 VILLAGE TAX RATES						
2018 VILLAGE TAX RATE PER 1,000 OF ASSESSMENT	TARRYTOWN	IRVINGTON	DOBBS FERRY	HASTINGS	ELMSFORD	ARDSLEY
	$7.99	*$7.82*	*$6.95*	*$6.13*	*$10.38*	*$9.83*

TOWN of GREENBURGH

TAX DEPARTMENT

177 Hillside Avenue, Greenburgh, New York 10607

(914) 989-1550 Fax (914) 993-1634

Web Site-www.Greenburghny.com

Email: Receiver@greenburghny.com

PAUL J. FEINER
Supervisor

ANNE M. POVELLA
Receiver of Taxes

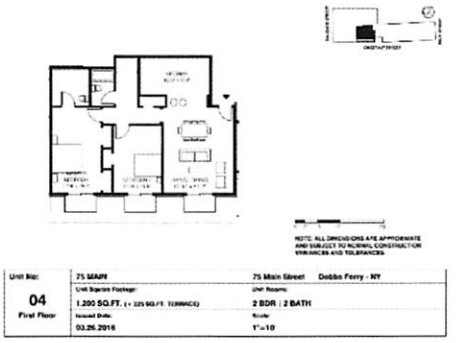
2018/2019 STAR SCHOOL TAX SAVINGS

DISTRICT	BASIC (88,600)	ENHANCED STAR (197,290)
TARRYTOWN	$1914.00	$4,178.00
IRVINGTON	$1,721.00	$3,827.00
DOBBS FERRY	$1,951.00	$4,344.00
HASTINGS	$1,865.00	$4,152.00
ARDSLEY	$1,988.00	$4,232.00
EDGEMONT	$1,759.00	$3,917.00
GREENBURGH 7	$1,387.00	$2,776.00
ELMSFORD	$1,711.00	$3,427.00
POCANTICO	$806.00	$1,732.00
VALHALLA	$1,682.00	$3,373.00

Print House Lofts – Units Sold

PRINT HOUSE LOFTS

The Residences Units & Floorplans Sold Pricing About Learn More 914.261.0276



Unit No:	75 MAIN	75 Main Street Dobbs Ferry - NY
04 First Floor	Unit Square Footage: 1,200 SQ.FT. (+ 325 SQ.FT. TERRACE)	Unit Rooms: 2 BDR | 2 BATH
	Issued Date: 03.26.2018	Scale: 1"=10'

Property Details

$917,000

Unit 4

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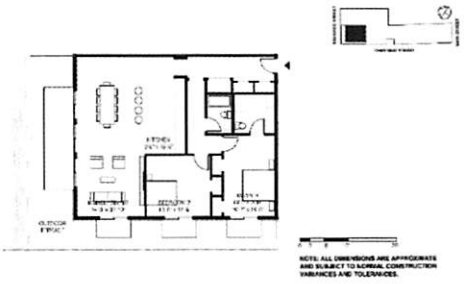

Unit No:	75 MAIN	75 Main Street Dobbs Ferry - NY
01 First Floor	Unit Square Footage: 1,420 SQ.FT. (+486 SQ.FT. TERRACE)	Unit Rooms: 2 BDR | 2 BATH
	Issued Date: 03.20.2018	Scale: 1"=10'

Property Details

$1,225,000

Unit 1

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Unit No:	75 MAIN	75 Main Street Dobbs Ferry - NY
02 First Floor	Unit Square Footage: 1,420 SQ.FT. (+ 297 SQ.FT. TERRACE)	Unit Rooms: 2 BDR | 2 BATH
	Issued Date: 03.26.2018	Scale: 1"=10'

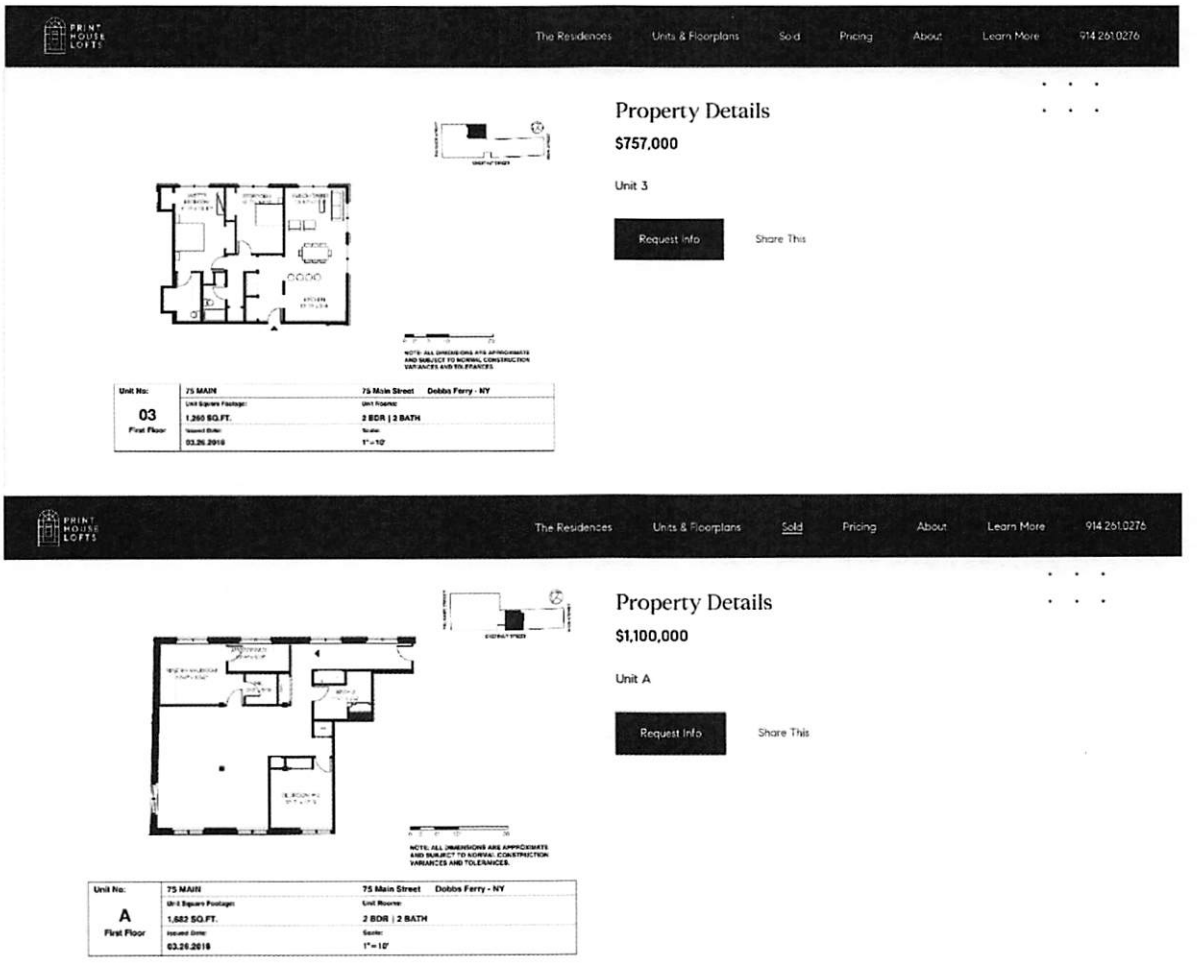
Property Details

$1,085,000

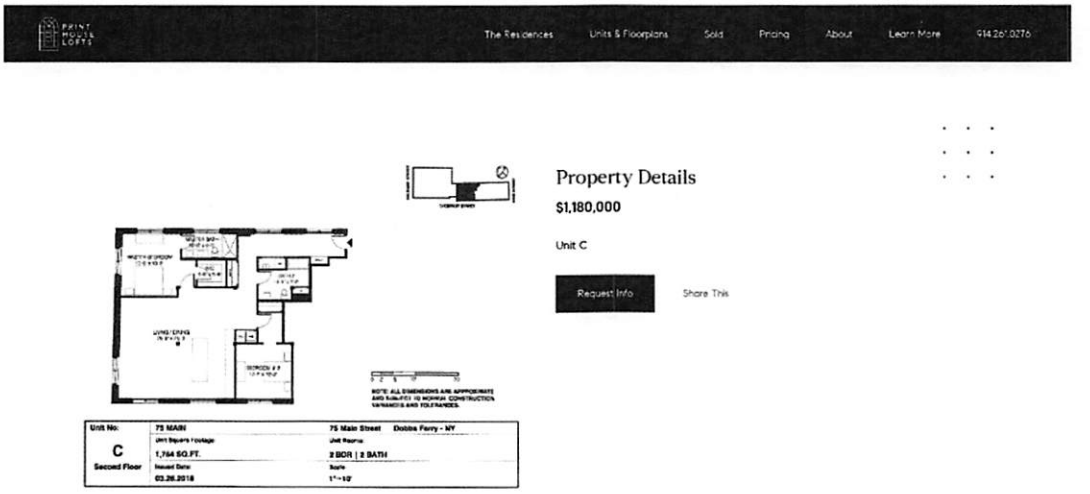
Unit 2

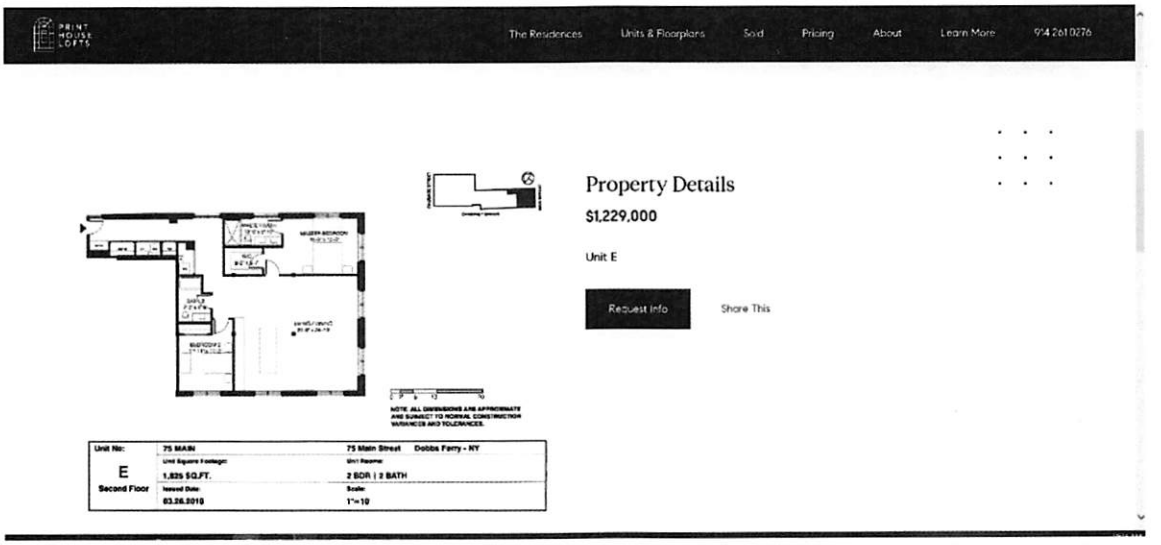
Request Info Share This

Print House Lofts – Units Sold



Print House Lofts – Units Sold

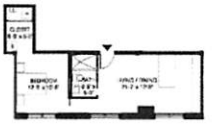




Print House Lofts – Units Sold

PRINT HOUSE LOFTS

The Residences | Units & Floorplans | Sold | Pricing | About | Learn More | 914.261.0276



Property Details

$420,000

Unit G

Request Info | Share This

NOTE: ALL DIMENSIONS ARE APPROXIMATE AND SUBJECT TO NORMAL CONSTRUCTION VARIANCES AND TOLERANCES.

Unit No:	75 MAIN	75 Main Street Dobbs Ferry - NY
G	Unit Square Footage: 600 SQ.FT.	Unit Rooms: 1 BDR | 1 BATH
Third Floor	Issued Date: 03.26.2018	Scale: 1"=10

PRINT HOUSE LOFTS

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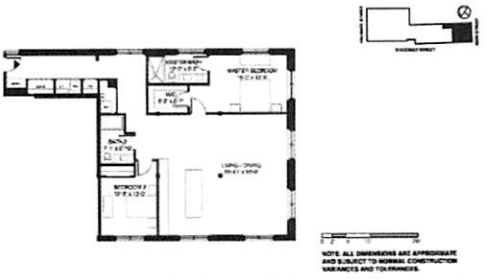


Property Details

$1,295,00

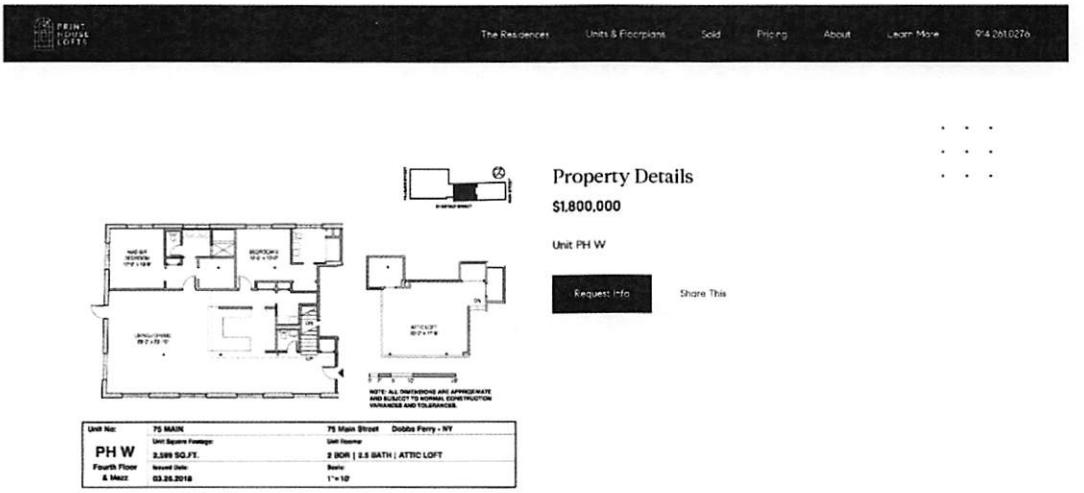
Unit H

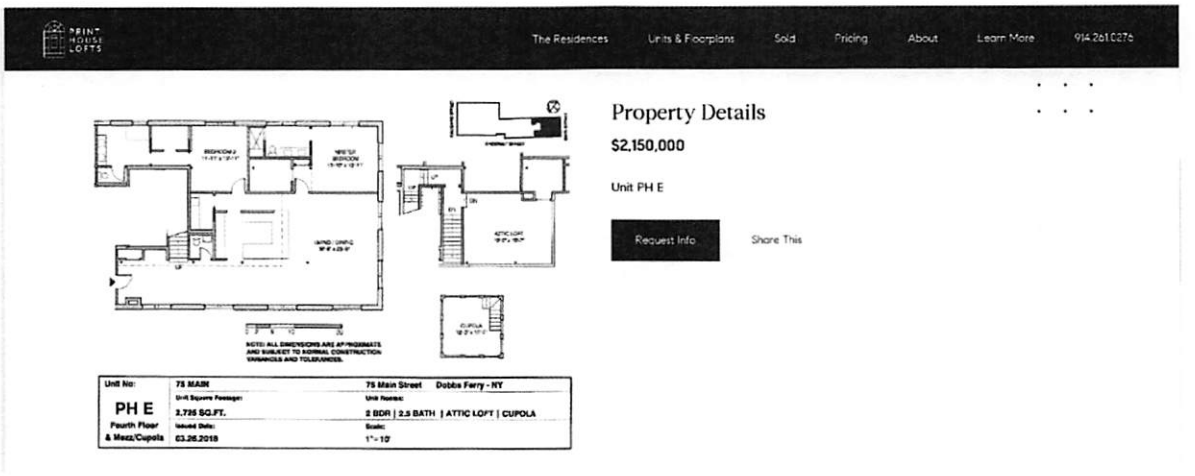
Request Info | Share This

NOTE: ALL DIMENSIONS ARE APPROXIMATE AND SUBJECT TO NORMAL CONSTRUCTION VARIANCES AND TOLERANCES.

Unit No:	75 MAIN	75 Main Street Dobbs Ferry - NY
H	Unit Square Footage: 1,825 SQ.FT.	Unit Rooms: 2 BDR | 2 BATH
Third Floor	Issued Date: 03.26.2018	Scale: 1"=10'

Print House Lofts – Units Sold





Print House Lofts Projected Taxes for Comparison Purposes

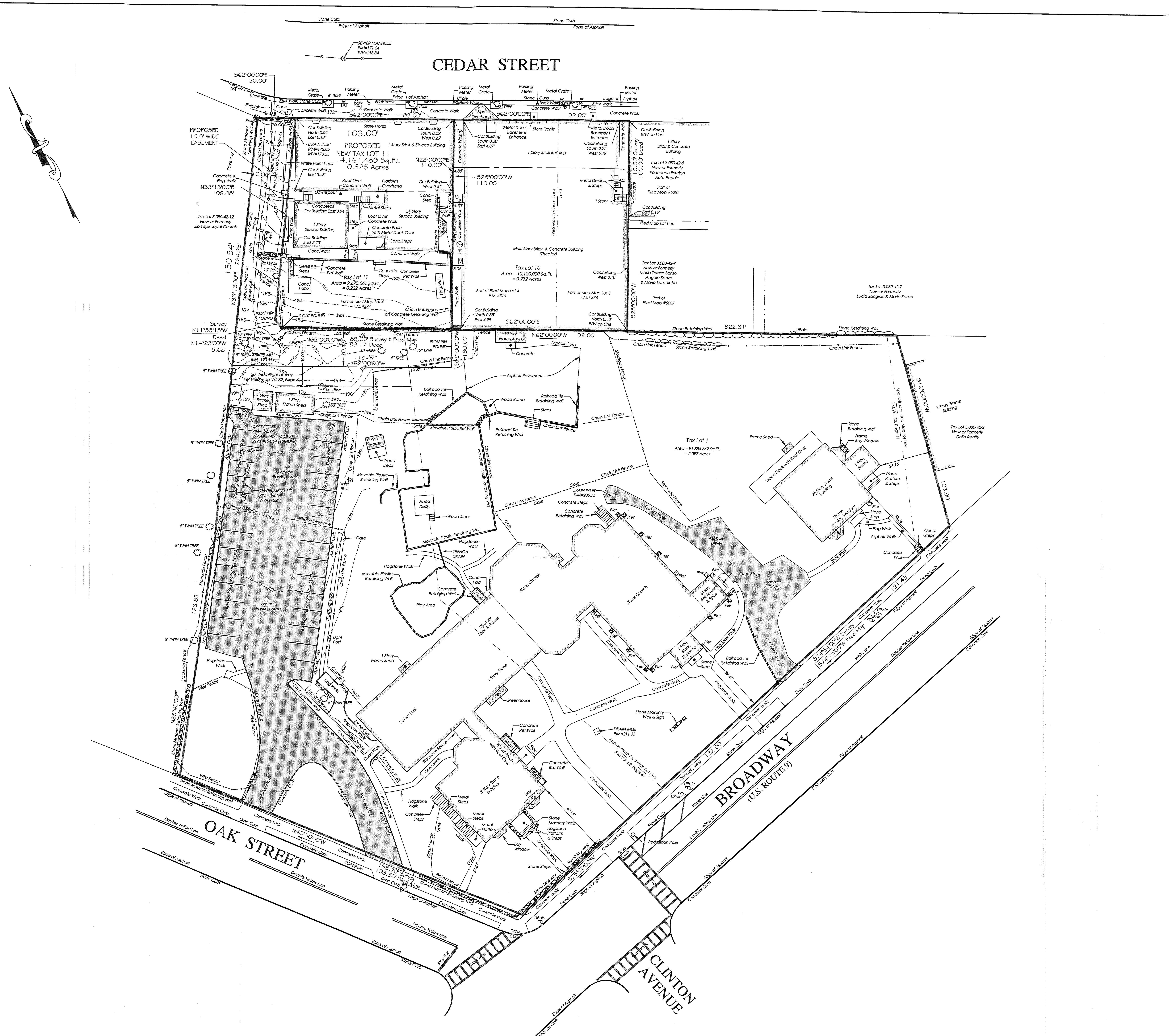
Residential

Address	Sq. Ft.	# Bedroom	Market Value	Village tax rate	Village taxes	School Tax Rate	School Taxes	Town/Co. Tax Rate*	Town/County Taxes	Taxes per unit	Taxes per sq. ft.
75 Main Unit 1	1420	2	$1,225,000	6.95	$8,513.75	22.02	$26,974.50	$3.64	$4,458.29	$39,946.54	$28.13
75 Main Unit 2	1420	2	$1,085,000	6.95	$7,540.75	22.02	$23,891.70	$3.64	$3,948.77	$35,381.22	$24.92
75 Main Unit 3	1260	2	$757,000	6.95	$5,261.15	22.02	$16,669.14	$3.64	$2,755.04	$24,685.33	$19.59
75 Main Unit 4	1200	2	$917,000	6.95	$6,373.15	22.02	$20,192.34	$3.64	$3,337.35	$29,902.84	$24.92
75 Main Unit C	1,754	2	$1,180,000	6.95	$8,201.00	22.02	$25,983.60	$3.64	$4,294.52	$38,479.12	$21.94
75 Main Unit E	1,825	2	$1,229,000	6.95	$8,541.55	22.02	$27,062.58	$3.64	$4,472.85	$40,076.98	$21.96
75 Main Unit F	1,754	2	$1,315,000	6.95	$9,139.25	22.02	$28,956.30	$3.64	$4,785.84	$42,881.39	$24.45
75 Main Unit G	600	1	$420,000	6.95	$2,919.00	22.02	$9,248.40	$3.64	$1,528.56	$13,695.96	$22.83
75 Main Unit H	1,825	2	$1,295,000	6.95	$9,000.25	22.02	$28,515.90	$3.64	$4,713.05	$42,229.20	$23.14
75 Main Unit PH W	2,599	2	$1,800,000	6.95	$12,510.00	22.02	$39,636.00	$3.64	$6,550.96	$58,696.96	$22.58
Sub-total	15,657		$11,223,000		$77,999.85		$247,130.46		$40,845.23	$36,597.55	$23.45
AV/MV per s.f.			$716.80								

* Does not include special district taxes (e.g., Refuse disposal, sewer)

Retail

Address	Gross Rent Area	Assessed Value/ Current Market Value	Village tax rate	Village taxes	School Tax Rate	School Taxes	Town/County Tax Rate**	Town/County Taxes	Taxes per unit	Taxes per sq. ft.
39 Cedar Street	10653	$1,256,700	6.95	$8,734	22.02	$27,673	$3.64	$4,574	$40,980	$3.85
27 Cedar Street	3000	$637,500	6.95	$4,431	22.02	$14,038	$3.64	$2,320	$20,789	$6.93
19-44 Cedar Street	4788	$1,056,200	6.95	$7,341	22.02	$23,258	$3.64	$3,844	$34,442	$7.19
11 Ashford Avenue	21150	$3,677,300	6.95	$25,557	22.02	$80,974	$3.64	$13,383	$119,915	$5.67
Total	39591	$6,627,700								$5.91
		$167.40								



Unauthorized alteration or addition to a map bearing a licensed Land Surveyors seal is a violation of Section 7209, Subdivision 2 of the New York State Education Law.

Possession only where indicated.

Adjacent property lines and easements not surveyed or certified.
Access to adjacent rights of way, easements and public or private lands not guaranteed or certified.

Underground utilities shown hereon are approximate and should be verified before excavating.
Additional underground utilities are not shown or certified.
Encroachments and structures below grade, if any, not shown or certified.

Subject to covenants, easements, restrictions, conditions and agreements of record.

Elevations shown hereon generally in accordance with North American Vertical Datum 88.

TAX LOT 10
Premises hereon being part of Lots 3 and 4 as shown on a certain map entitled, "Map of Property of Mr.R.B.Minturn, adjacent to land of Episcopal Church at Dobbs Ferry."
Said map filed in the Westchester County Clerk's Office, Division of Land Records May 7, 1862 as map number 374.

Surveyed in accordance with Deed Liber 10004, Page 183.

Premises shown hereon designated on the Village of Dobbs Ferry Tax Maps as: Section 3.080, Block 42, Lot 10.

Property Address: 39 Cedar Street
Dobbs Ferry, NY 10522

TAX LOT 11
Premises hereon being part of Lot 4 as shown on a certain map entitled, "Map of Property of Mr.R.B.Minturn, adjacent to land of Episcopal Church at Dobbs Ferry."
Said map filed in the Westchester County Clerk's Office, Division of Land Records May 7, 1862 as map number 374.

Surveyed in accordance with Deed Liber 7772, Page 625.

Premises shown hereon designated on the Village of Dobbs Ferry Tax Maps as: Section 3.080, Block 42, Lot 11.

Property Address: 43-45 Cedar Street
Dobbs Ferry, NY 10522

TAX LOT 1
Premises hereon being part of several unnumbered Parcels as shown on a certain map entitled, "Map of Land Conveyed to The South Presbyterian Church of Greenburgh."
Said map filed in the Westchester County Clerk's Office, Division of Land Records July 23, 1868 in Volume 82 of Maps at Page 61.

Premises shown hereon designated on the Village of Dobbs Ferry Tax Maps as: Section 3.080, Block 42, Lot 1.

Property Address: 343 Broadway
Dobbs Ferry, NY 10522

NOTE: TOPOGRAPHY PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT CONFIRMING THE PROPERTY BOUNDARY.

PRELIMINARY
RE-APPORTIONMENT PLAT
PREPARED FOR
CEDAR COMMONS, LLC
SITUATE IN THE
VILLAGE OF DOBBS FERRY
TOWN OF GREENBURGH
WESTCHESTER COUNTY, NEW YORK

SCALE: 1" = 20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

TC MERRITTS LAND SURVEYORS
394 BEDFORD ROAD • PLEASANTVILLE • NY 10570
(914) 769-8003 • (203) 622-8899

Surveyed: November 10, 2017
Surveyed April 2, 2018 - Tax Lot 1
Map Prepared: May 9, 2019
Map Revised: September 11, 2019 to show topography

By: Daniel T. Merritt
New York State Licensed Land Surveyor No.050604

Project: 17-432	*Field Survey By:* BC/JK
Drawn By: DA	*Checked By:* DM

CEDAR COMMONS

43-45 CEDAR STREET, DOBBS FERRY, NY 10522

CHRISTINA GRIFFIN ARCHITECT PC

10 Spring Street, Hastings-on-Hudson, NY 10706

OWNER	ARCHITECT	CIVIL ENGINEER	PLANNER	TRAFFIC ENGINEER
THE BDC GROUP COSMO D. MARFIONE, P.E., MANAGING PARTNER 222 BLOOMINGDALE ROAD, SUITE 404 WHITE PLAINS, NY 10605 877.232.47687 cmarfione@thebdcgroup.com	CGA STUDIO CHRISTINA GRIFFIN AIA LEED AP CPHC 10 SPRING STREET HASTINGS-ON-HUDSON, NY 10706 914.478.0799 cg@cgastudio.com	HUDSON ENGINEERING & CONSULTING, P.C. MICHAEL F. STEIN, P.E., PRESIDENT 45 KNOLLWOOD ROAD - SUITE 201 ELMSFORD, NEW YORK 10523 914.909.0420 michael@hudsonec.com	PLANNING & DEVELOPMENT ADVISORS DAVID B. SMITH, PRINCIPAL 101 LEE AVENUE YONKERS, NEW YORK 10705 914.552.8413 davidbsmith1992@gmail.com	PROVIDENT DESIGN ENGINEERING CARLITO HOLT, P.E., PTOE PARTNER/SENIOR PROJECT MANAGER 7 SKYLINE DRIVE HAWTHORNE, NY 10532 914.592.4040 cholt@pderesults.com

DATES	
BOARD OF TRUSTEES SUBMISSION	4-22-19
BOARD OF TRUSTEES PRESENTATION	4-23-19
PLANNING BOARD PRE-SUBMISSION	5-16-19
PLANNING BOARD SUBMISSION	7-03-19
PLANNING BOARD SUBMISSION	7-26-19
PLANNING BOARD PRESENTATION	8-08-19
AHRB SUBMISSION	9-12-19
AHRB REVISED SUBMISSION	11-18-19
BOT SUBMISSION	2-3-20

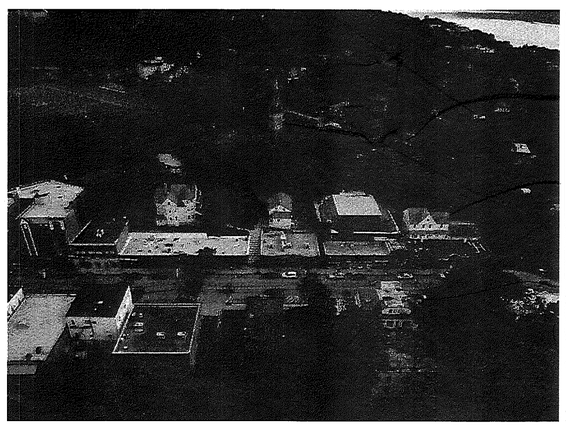
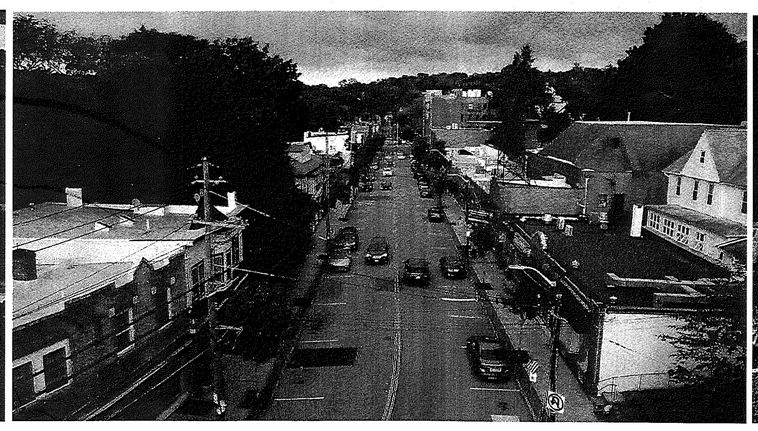
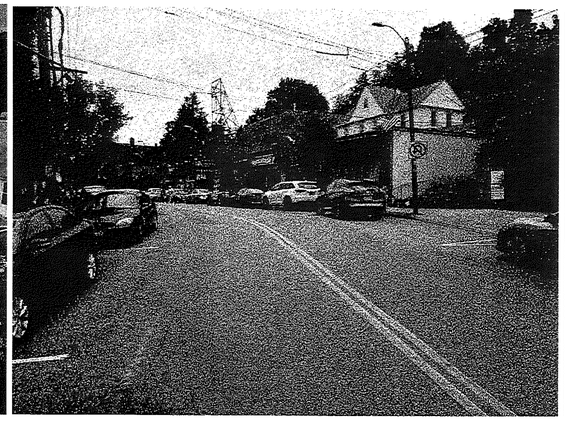
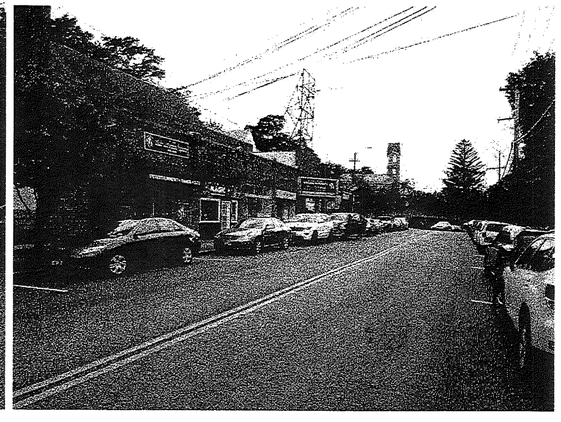
LIST OF DRAWINGS

ZONING DISTRICT: DB TAX DESIGNATION: SECTION 3.80-42, LOT 11			
	REQUIRED	EXISTING	PROPOSED
LOT AREA	NO MINIMUM LOT	9,673.5 SF	14,162 SF (0.325 ACRES)
NUMBER OF DWELLING UNITS	-	4 RETAIL / 3 RESIDENTIAL	1-2 RETAIL / 15 RESIDENTIAL
MINIMUM UNIT SIZE	600 SF PER UNIT	-	998 SF - 1,674 SF PER UNIT
MAXIMUM BUILDING COVERAGE	80%	+/74%	77% (10,905 SF, INCLUDING BALCONIES)
MAXIMUM IMPERVIOUS COVERAGE	100%	+/-86%	94%
MINIMUM LOT WIDTH FRONTAGE	-	83 FT	103 FT
MAXIMUM BUILDING HEIGHT	3 STORIES / 40 FT	-	3 STORIES / 40 FT (TOP OF BUILDING) 49 FT TO BULKHEAD (4.4% of Total Roof Area)** ** Section 300-348-C(1) of the Village of Dobbs Ferry Zoning Code: "...bulheads, elevator enclosures...shall be exempt from the provisions of Appendix B, Dimensional Tables, provided that their aggregate area at mid-height is not greater than 20% of the total area of the roof."
FRONT YARD SETBACK	0 FT	0 FT	0 FT
REAR YARD SETBACK	0 FT	0 FT	15 FT TO PRINC. BLDG. / 9.0 FT TO BALCONY
SIDE ONE	0 FT	0 FT	15 FT TO PRINC. BLDG. / 9.8 FT TO BALCONY
SIDE TWO	0 FT	0 FT	0 FT
TOTAL OF TWO SIDES	0 FT	0 FT	15 FT TO PRINC. BLDG. / 9.8 FT TO BALCONY
DRIVEWAY SLOPE	14%	N/A	14%
PARKING			
RESIDENTIAL: 1 SPACE PER DWELLING UNIT + ½ PER BEDROOM RETAIL: 1 FOR EACH 500 SF OF T FLOOR AREA	RESIDENTIAL: 1 PER DWELLING UNIT + ½ PER BEDROOM RETAIL: 1 PER 500 SF	NONE	24 SPACES PROVIDED IN GARAGE + 3 SPACES PROVIDED ON STREET* = 27 SPACES TOTAL PROVIDED SCHEME A RESIDENTIAL: 1 PER DWELLING UNIT + ½ PER BEDROOM = 15 + 7.5 = 23 SPACES RETAIL: 1,983 SF RETAIL / 500 = 4 SPACES 27 SPACES TOTAL REQUIRED
PARKING SETBACK - REAR (UNENCLOSED ONLY)	10 FT	-	ENCLOSED PARKING - NOT APPLICABLE
PARKING SETBACK - SIDE 1 (UNENCLOSED ONLY)	10 FT	-	ENCLOSED PARKING - NOT APPLICABLE
PARKING SETBACK - SIDE 2 (UNENCLOSED ONLY)	10 FT	-	ENCLOSED PARKING - NOT APPLICABLE
AFFORDABLE HOUSING UNITS	10% OF TOTAL NEW UNITS	-	2 OUT OF 15 RESIDENTIAL UNITS TO BE AFFORDABLE (UNITS # 6 & #12)

SOURCE: TOWN OF GREENBURGH GIS

AREA MAP

SCALE: NTS

CEDAR COMMONS

ZONING DATA / PHOTOS OF EXISTING CONDITIONS

S-1

SCALE: NTS

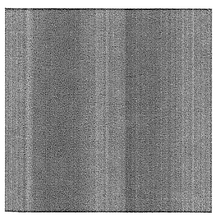
CHRISTINAGRIFFINARCHITECT PC

INSPIRATION IMAGE -
CLARENDON WORKS, LONDON

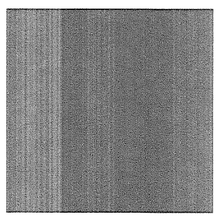
RETAINING WALLS
ALLAN BLOCK MODULAR
RETAINING WALL SYSTEM,
AB COLLECTION,
GRANITE GRAY

ROOF DECK PAVERS
STANDARD WATERWHEEL
8"x 8" BY AZEK

BRANDYWINE/SCOTCH
TRADITION 50/50 BLEND THIN BRICK
BY GLEN-GERY - INSTALLATION EXAMPLE



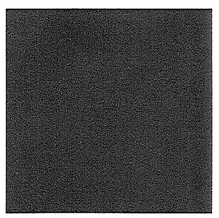
1 ALUMINUM-CLAD STOREFRONT WINDOWS & DOORS BY KAWNEER, "CHARCOAL" POWDERCOAT FINISH



2 AZEK TRIM & CORNICE BENJAMIN MOORE, COLOR MATCHED TO KAWNEER "CHARCOAL" POWDERCOAT AT STOREFRONT WINDOWS & DOORS

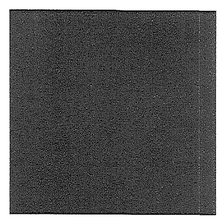
3 BRANDYWINE/ SCOTCH TRADITON 50/50 BLEND FULL BRICK BY GLEN-GERY

4 BRANDYWINE/ SCOTCH TRADITON 50/50 BLEND THIN BRICK BY GLEN-GERY

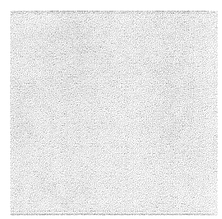


5 EBONY FIBERGLASS-CLAD WINDOWS & SLIDING DOORS, ESSENTIALS SERIES BY MARVIN WINDOWS

6 STEEL RAILING AND DRIVEWAY GATE, FACTORY POWDERCOAT FINISH TO MATCH EBONY CLADDING AT MARVIN WINDOWS

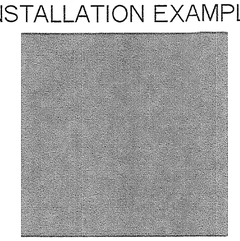


7 BRONZE EXTERIOR LIGHT FIXTURES BY BK LIGHTING & BY PHOENIX DAY



8 STEEL & GLASS ENTRY ROOF

9 THERMAL BLUESTONE WITH IRREGULAR RECTANGULAR PATTERN POCKET PARK



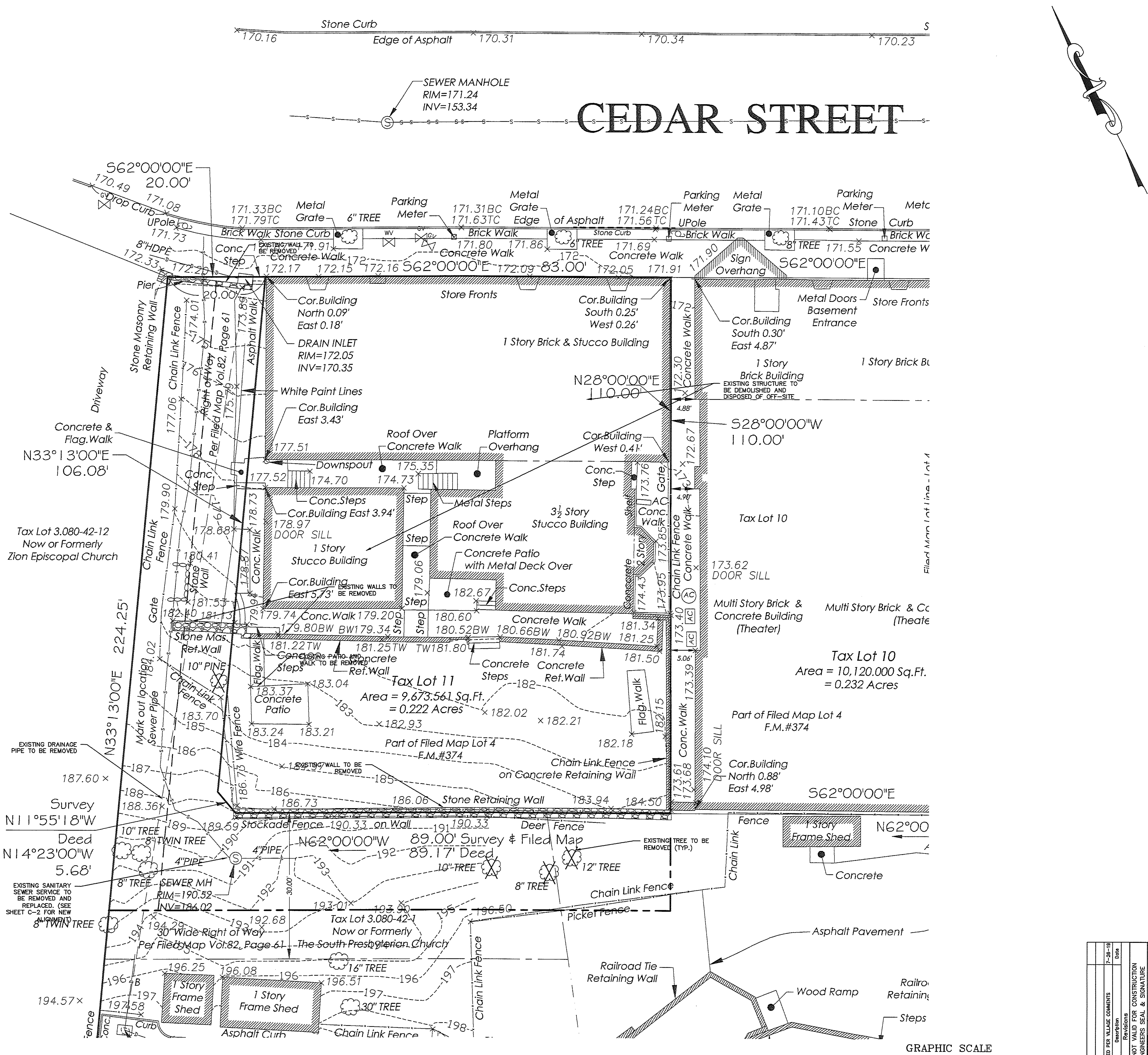
10 EPDM ROOFING

CEDAR COMMONS
COLOR SCHEME

SCALE: N.T.S.

R-1

CHRISTINAGRIFFINARCHITECT PC



CEDAR STREET
Stone Curb
Edge of Asphalt
SEWER MANHOLE
RIM=171.24
INV=153.34
S62°00'00"E
20.00'
Drop Curb
UPole
8"HDPE
Pier
Metal Grate
6" TREE
Parking Meter
Brick Walk Stone Curb
EXISTING WALL TO BE REMOVED
Conc. Step
Concrete Walk
S62°00'00"E 83.00'
Edge of Asphalt
Brick Walk
Sign Overhang
Store Fronts
Cor.Building North 0.09' East 0.18'
DRAIN INLET
RIM=172.05
INV=170.35
White Paint Lines
Cor.Building East 3.43'
Cor.Building South 0.25' West 0.26'
1 Story Brick & Stucco Building
Cor.Building South 0.30' East 4.87'
Metal Doors Basement Entrance
1 Story Brick Building
EXISTING STRUCTURE TO BE DEMOLISHED AND DISPOSED OF OFF-SITE
N28°00'00"E
110.00'
S28°00'00"W
110.00'
Driveway
Stone Masonry Retaining Wall
Chain Link Fence
Right of Way Per Filed Map Vol.82, Page 61
Asphalt Walk
Concrete & Flag.Walk
N33°13'00"E
106.08'
Roof Over Concrete Walk
Platform Overhang
Cor.Building West 0.41'
Downspout
Conc. Step
Conc.Steps
Cor.Building East 3.94'
178.97 DOOR SILL
1 Story Stucco Building
Metal Steps
Roof Over Concrete Walk
3½ Story Stucco Building
Concrete Patio with Metal Deck Over
Conc.Steps
Cor.Building East 5.73'
EXISTING WALLS TO BE REMOVED
Tax Lot 3.080-42-12
Now or Formerly
Zion Episcopal Church
Tax Lot 10
173.62 DOOR SILL
Multi Story Brick & Concrete Building (Theater)
Tax Lot 10
Area = 10,120.000 Sq.Ft.
= 0.232 Acres
Part of Filed Map Lot 4
F.M.#374
N33°13'00"E 224.25'
Stone Mas. Ret.Wall
10" PINE
Concrete Steps
Concrete Ret.Wall
Tax Lot 11
Area = 9,673.561 Sq.Ft.
= 0.222 Acres
Concrete Patio
Mark out location Sewer Pipe
Wire Fence
Flag.Walk
EXISTING DRAINAGE PIPE TO BE REMOVED
Part of Filed Map Lot 4
F.M.#374
EXISTING WALL TO BE REMOVED
Chain Link Fence on Concrete Retaining Wall
Stone Retaining Wall
Cor.Building North 0.88' East 4.98'
S62°00'00"E
Survey
N11°55'18"W
Deed
N14°23'00"W
5.68'
Stockade Fence
Deer Fence
N62°00'00"W
89.00' Survey & Filed Map
89.17' Deed
EXISTING TREE TO BE REMOVED (TYP.)
10" TREE
8" TWIN TREE
4"PIPE
12" TREE
8" TREE
EXISTING SANITARY SEWER SERVICE TO BE REMOVED AND REPLACED. (SEE SHEET C-2 FOR NEW ALIGNMENT)
SEWER MH
RIM=190.52
INV=186.02
Chain Link Fence
Picket Fence
1 Story Frame Shed
Concrete
8" TWIN TREE
30' Wide Right of Way Per Filed Map Vol.82, Page 61
Tax Lot 3.080-42-1
Now or Formerly
The South Presbyterian Church
Asphalt Pavement
Railroad Tie Retaining Wall
Wood Ramp
Steps
16" TREE
1 Story Frame Shed
1 Story Frame Shed
30" TREE
Asphalt Curb
Chain Link Fence
GRAPHIC SCALE
(IN FEET)
1 inch = 15 ft.

ANY ALTERATIONS OR REVISIONS OF THESE PLANS, UNLESS DONE BY OR UNDER THE DIRECTION OF THE NYS LICENSED AND REGISTERED ENGINEER THAT PREPARED THEM, IS A VIOLATION OF THE NYS EDUCATION LAW.

No.	Description	Date
1.	REVISED PER VILLAGE COMMENTS	7-26-19

Revisions

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE

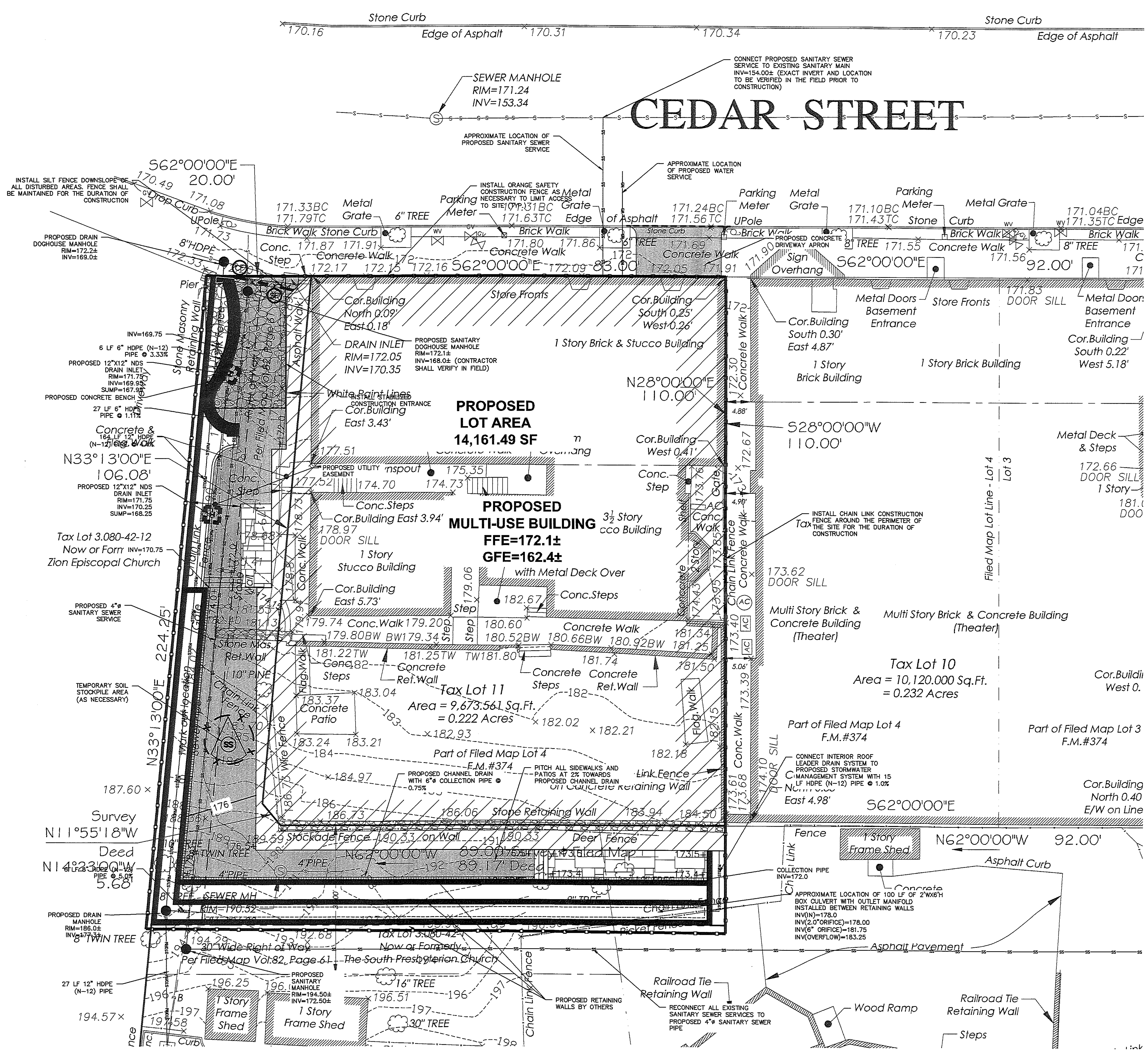
PROJECT:

CEDAR COMMONS
41-45 CEDAR STREET
VILLAGE OF DOBBS FERRY
WESTCHESTER – NEW YORK

DEMOLITION PLAN

HEC
HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road – Suite 201
Elmsford, New York 10523
T: 914-909-2420
F: 914-560-2086
© 2018

Date:	05/15/19
Scale:	1" = 10'
Designed By:	T.K.
Checked By:	M.S.
Sheet:	1 of 3
Sheet No.	C-1



GRAPHIC SCALE

15 0 7.5 15 30 60

(IN FEET)
1 inch = 15 ft.

LEGEND

- PROPERTY LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED WALKWAY/PATIO
- PROPOSED STONE MASONRY WALL
- PROPOSED CONTOUR — 176
- PROPOSED SPOT GRADE — +176.5
- PROPOSED STORM PIPE
- PROPOSED DRAIN INLET
- PROPOSED CHANNEL DRAIN
- PROPOSED WATER SERVICE — WS
- PROPOSED SANITARY SEWER SERVICE — SS
- TEMPORARY INLET PROTECTION — (IP)
- TEMPORARY SILT FENCE — X — X — (SF)
- TEMPORARY CONSTRUCTION FENCE — (CF)
- TEMPORARY SOIL STOCKPILE AREA — (SS)
- STABILIZED CONSTRUCTION ENTRANCE

NOTE:

1. THE BUILDING INSPECTOR OR VILLAGE ENGINEER MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES IF DEEMED APPROPRIATE TO MITIGATE UNFORESEEN SILTATION AND EROSION OF DISTURBED SOILS.
2. "AS-BUILT" DRAWINGS OF THE SITE IMPROVEMENTS SHALL BE SUBMITTED TO THE VILLAGE ENGINEER FOR REVIEW PRIOR TO OBTAINING CERTIFICATE OF OCCUPANCY.
3. SHOULD ROCK BLASTING BE REQUIRED, PERMIT APPLICATION IN ACCORDANCE WITH CHAPTER 125 – BLASTING OF THE DOBBS FERRY VILLAGE CODE MUST BE SUBMITTED TO THE VILLAGE BY THE APPLICANT FOR REVIEW/APPROVAL.
4. THE RESTORATION WORK FOR THE ROADWAY AND SHOULDER CONSTRUCTION WITHIN THE VILLAGE RIGHT-OF-WAY SHALL BE PERFORMED TO THE SATISFACTION OF THE VILLAGE ENGINEER AND DEPARTMENT OF PUBLIC WORKS.
5. BEFORE SITE PLANS ARE SIGNED BY THE CHAIRMAN OF THE PLANNING BOARD, THE APPLICANT SHALL BE REQUIRED TO POST A PERFORMANCE BOND OR OTHER TYPE OF ACCEPTABLE MONETARY GUARANTY WHICH SHALL BE IN AN AMOUNT DETERMINED BY THE PLANNING BOARD AND VILLAGE ENGINEER, IN A FORM SATISFACTORY TO THE VILLAGE ENGINEER.

ANY ALTERATIONS OR REVISIONS OF THESE PLANS, UNLESS DONE BY OR UNDER THE DIRECTION OF THE NYS LICENSED AND REGISTERED ENGINEER THAT PREPARED THEM, IS A VIOLATION OF THE NYS EDUCATION LAW.

No.	Description	Date
1.	REVISED PER VILLAGE COMMENTS	7-26-19

Revisions

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE

PROJECT:

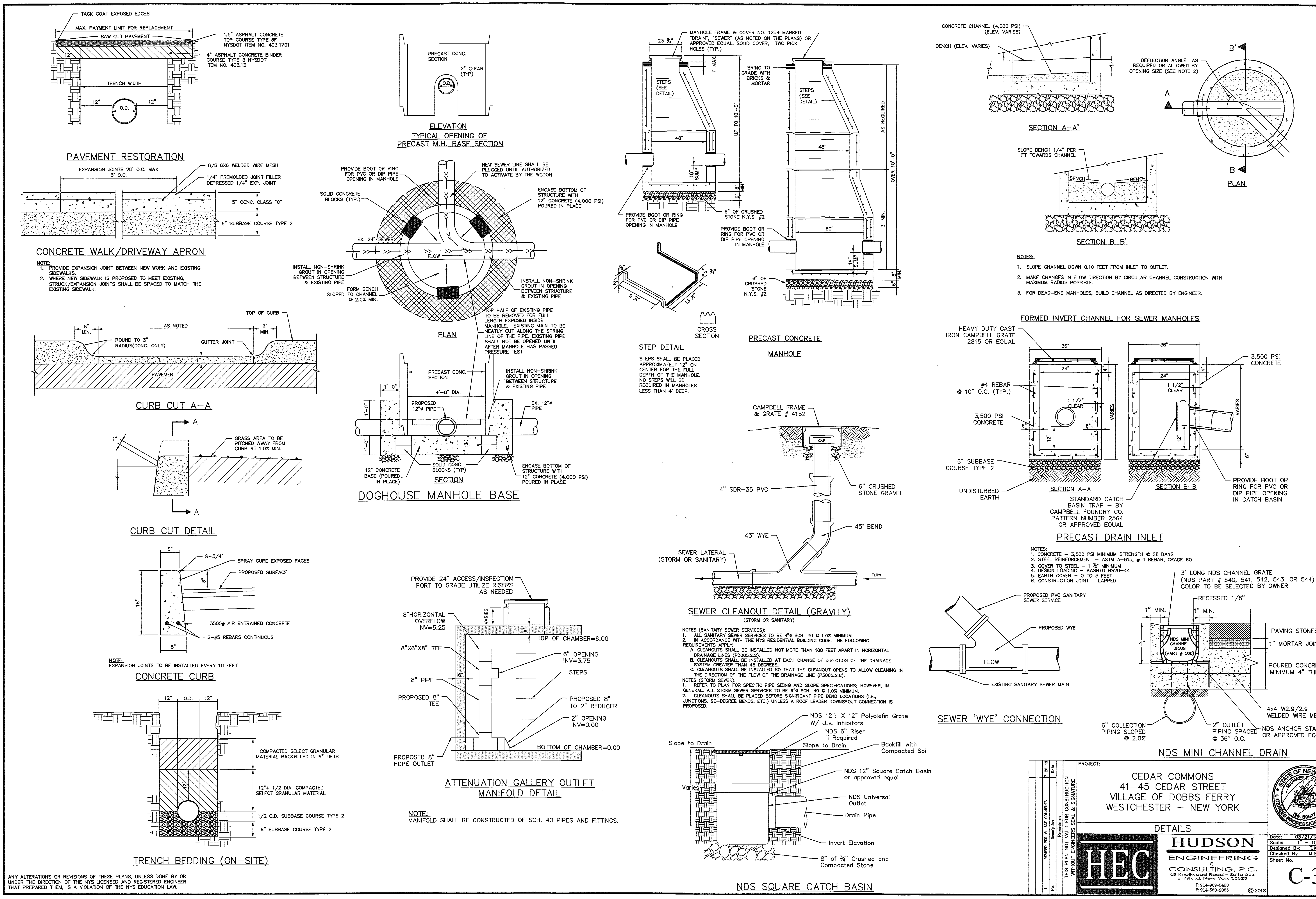
CEDAR COMMONS
41–45 CEDAR STREET
VILLAGE OF DOBBS FERRY
WESTCHESTER – NEW YORK

STORMWATER MANAGEMENT PLAN

HEC
HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road – Suite 201
Elmsford, New York 10523
T: 914-909-0420
F: 914-560-2086

STATE OF NEW YORK · MICHAEL F. STEIN · LICENSED PROFESSIONAL ENGINEER · No. 80837

Date: 05/15/19
Scale: 1" = 10'
Designed By: T.K.
Checked By: M.S.
Sheet: 2 / 3
Sheet No. C-2



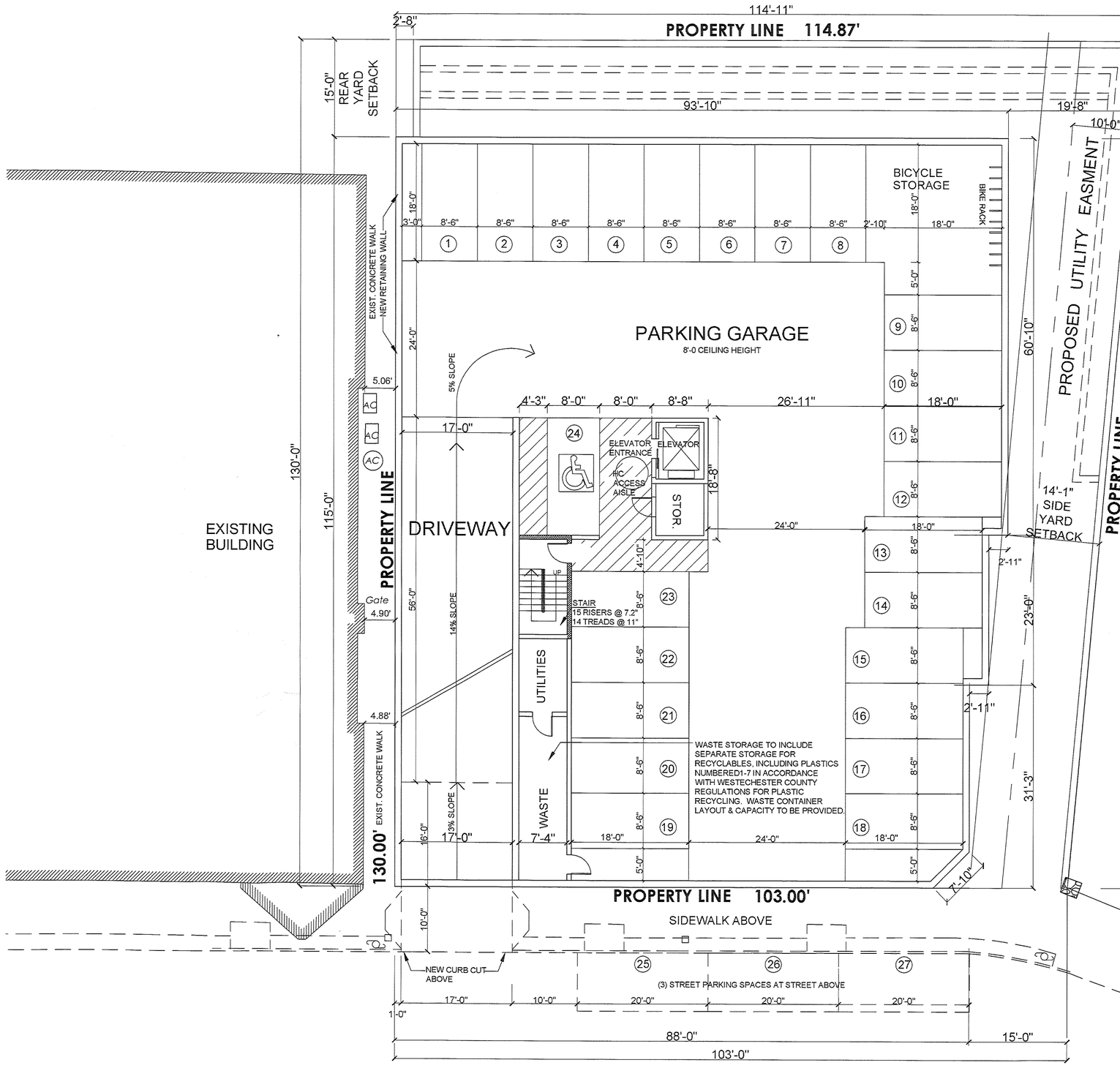
TACK COAT EXPOSED EDGES
MAX. PAYMENT LIMIT FOR REPLACEMENT
SAW CUT PAVEMENT
1.5" ASPHALT CONCRETE TOP COURSE TYPE 6F NYSDOT ITEM NO. 403.1701
4" ASPHALT CONCRETE BINDER COURSE TYPE 3 NYSDOT ITEM NO. 403.13
TRENCH WIDTH
O.D.
PAVEMENT RESTORATION
EXPANSION JOINTS 20' O.C. MAX 5' O.C.
6/6 6X6 WELDED WIRE MESH
1/4" PREMOLDED JOINT FILLER DEPRESSED 1/4" EXP. JOINT
5" CONC. CLASS "C"
6" SUBBASE COURSE TYPE 2
CONCRETE WALK/DRIVEWAY APRON
NOTE:
1. PROVIDE EXPANSION JOINT BETWEEN NEW WORK AND EXISTING SIDEWALKS.
2. WHERE NEW SIDEWALK IS PROPOSED TO MEET EXISTING, STRUCK/EXPANSION JOINTS SHALL BE SPACED TO MATCH THE EXISTING SIDEWALK.
TOP OF CURB
AS NOTED
8" MIN.
ROUND TO 3" RADIUS(CONC. ONLY)
GUTTER JOINT
PAVEMENT
CURB CUT A–A
GRASS AREA TO BE PITCHED AWAY FROM CURB AT 1.0% MIN.
CURB CUT DETAIL
R=3/4"
SPRAY CURE EXPOSED FACES
PROPOSED SURFACE
3500# AIR ENTRAINED CONCRETE
2–#5 REBARS CONTINUOUS
NOTE: EXPANSION JOINTS TO BE INSTALLED EVERY 10 FEET.
CONCRETE CURB
COMPACTED SELECT GRANULAR MATERIAL BACKFILLED IN 9" LIFTS
12"+ 1/2 DIA. COMPACTED SELECT GRANULAR MATERIAL
1/2 O.D. SUBBASE COURSE TYPE 2
6" SUBBASE COURSE TYPE 2
TRENCH BEDDING (ON–SITE)
ANY ALTERATIONS OR REVISIONS OF THESE PLANS, UNLESS DONE BY OR UNDER THE DIRECTION OF THE NYS LICENSED AND REGISTERED ENGINEER THAT PREPARED THEM, IS A VIOLATION OF THE NYS EDUCATION LAW.
PRECAST CONC. SECTION
2" CLEAR (TYP)
ELEVATION
TYPICAL OPENING OF PRECAST M.H. BASE SECTION
PROVIDE BOOT OR RING FOR PVC OR DIP PIPE OPENING IN MANHOLE
NEW SEWER LINE SHALL BE PLUGGED UNTIL AUTHORIZED TO ACTIVATE BY THE WCDOH
SOLID CONCRETE BLOCKS (TYP.)
ENCASE BOTTOM OF STRUCTURE WITH 12" CONCRETE (4,000 PSI) POURED IN PLACE
EX. 24" SEWER
FLOW
INSTALL NON–SHRINK GROUT IN OPENING BETWEEN STRUCTURE & EXISTING PIPE
FORM BENCH SLOPED TO CHANNEL @ 2.0% MIN.
TOP HALF OF EXISTING PIPE TO BE REMOVED FOR FULL LENGTH EXPOSED INSIDE MANHOLE. EXISTING MAIN TO BE NEATLY CUT ALONG THE SPRING LINE OF THE PIPE. EXISTING PIPE SHALL NOT BE OPENED UNTIL AFTER MANHOLE HAS PASSED PRESSURE TEST
PLAN
4'–0" DIA.
PROPOSED 12"ø PIPE
EX. 12"ø PIPE
12" CONCRETE BASE (POURED IN PLACE)
SOLID CONC. BLOCKS (TYP)
SECTION
DOGHOUSE MANHOLE BASE
PROVIDE 24" ACCESS/INSPECTION PORT TO GRADE UTILIZE RISERS AS NEEDED
8"HORIZONTAL OVERFLOW INV=5.25
8"X6"X8" TEE
8" PIPE
PROPOSED 8" TEE
PROPOSED 8" HDPE OUTLET
TOP OF CHAMBER=6.00
6" OPENING INV=3.75
STEPS
PROPOSED 8" TO 2" REDUCER
2" OPENING INV=0.00
BOTTOM OF CHAMBER=0.00
ATTENUATION GALLERY OUTLET MANIFOLD DETAIL
NOTE: MANIFOLD SHALL BE CONSTRUCTED OF SCH. 40 PIPES AND FITTINGS.
MANHOLE FRAME & COVER NO. 1254 MARKED "DRAIN", "SEWER" (AS NOTED ON THE PLANS) OR APPROVED EQUAL. SOLID COVER. TWO PICK HOLES (TYP.)
BRING TO GRADE WITH BRICKS & MORTAR
STEPS (SEE DETAIL)
UP TO 10'–0"
AS REQUIRED
OVER 10'–0"
PROVIDE BOOT OR RING FOR PVC OR DIP PIPE OPENING IN MANHOLE
6" OF CRUSHED STONE N.Y.S. #2
STEP DETAIL
STEPS SHALL BE PLACED APPROXIMATELY 12" ON CENTER FOR THE FULL DEPTH OF THE MANHOLE. NO STEPS WILL BE REQUIRED IN MANHOLES LESS THAN 4' DEEP.
CROSS SECTION
PRECAST CONCRETE MANHOLE
CAMPBELL FRAME & GRATE # 4152
CAP
4" SDR–35 PVC
6" CRUSHED STONE GRAVEL
45° WYE
45° BEND
SEWER LATERAL (STORM OR SANITARY)
FLOW
SEWER CLEANOUT DETAIL (GRAVITY)
(STORM OR SANITARY)
NOTES (SANITARY SEWER SERVICES):
1. ALL SANITARY SEWER SERVICES TO BE 4"ø SCH. 40 @ 1.0% MINIMUM.
2. IN ACCORDANCE WITH THE NYS RESIDENTIAL BUILDING CODE, THE FOLLOWING REQUIREMENTS APPLY:
A. CLEANOUTS SHALL BE INSTALLED NOT MORE THAN 100 FEET APART IN HORIZONTAL DRAINAGE LINES (P3005.2.2).
B. CLEANOUTS SHALL BE INSTALLED AT EACH CHANGE OF DIRECTION OF THE DRAINAGE SYSTEM GREATER THAN 45 DEGREES.
C. CLEANOUTS SHALL BE INSTALLED SO THAT THE CLEANOUT OPENS TO ALLOW CLEANING IN THE DIRECTION OF THE FLOW OF THE DRAINAGE LINE (P3005.2.8).
NOTES (STORM SEWER):
1. REFER TO PLAN FOR SPECIFIC PIPE SIZING AND SLOPE SPECIFICATIONS; HOWEVER, IN GENERAL, ALL STORM SEWER SERVICES TO BE 6"ø SCH. 40 @ 1.0% MINIMUM.
2. CLEANOUTS SHALL BE PLACED BEFORE SIGNIFICANT PIPE BEND LOCATIONS (I.E., JUNCTIONS, 90–DEGREE BENDS, ETC.) UNLESS A ROOF LEADER DOWNSPOUT CONNECTION IS PROPOSED.
NDS 12": X 12" Polyolefin Grate W/ U.v. Inhibitors
NDS 6" Riser if Required
Slope to Drain
Backfill with Compacted Soil
NDS 12" Square Catch Basin or approved equal
Varies
NDS Universal Outlet
Drain Pipe
Invert Elevation
8" of 3/4" Crushed and Compacted Stone
NDS SQUARE CATCH BASIN
CONCRETE CHANNEL (4,000 PSI) (ELEV. VARIES)
BENCH (ELEV. VARIES)
SECTION A–A'
DEFLECTION ANGLE AS REQUIRED OR ALLOWED BY OPENING SIZE (SEE NOTE 2)
PLAN
SLOPE BENCH 1/4" PER FT TOWARDS CHANNEL
BENCH
SECTION B–B'
NOTES:
1. SLOPE CHANNEL DOWN 0.10 FEET FROM INLET TO OUTLET.
2. MAKE CHANGES IN FLOW DIRECTION BY CIRCULAR CHANNEL CONSTRUCTION WITH MAXIMUM RADIUS POSSIBLE.
3. FOR DEAD–END MANHOLES, BUILD CHANNEL AS DIRECTED BY ENGINEER.
FORMED INVERT CHANNEL FOR SEWER MANHOLES
HEAVY DUTY CAST IRON CAMPBELL GRATE 2815 OR EQUAL
#4 REBAR @ 10" O.C. (TYP.)
3,500 PSI CONCRETE
1 1/2" CLEAR
VARIES
6" SUBBASE COURSE TYPE 2
UNDISTURBED EARTH
SECTION A–A
SECTION B–B
STANDARD CATCH BASIN TRAP – BY CAMPBELL FOUNDRY CO. PATTERN NUMBER 2564 OR APPROVED EQUAL
PROVIDE BOOT OR RING FOR PVC OR DIP PIPE OPENING IN CATCH BASIN
PRECAST DRAIN INLET
NOTES:
1. CONCRETE – 3,500 PSI MINIMUM STRENGTH @ 28 DAYS
2. STEEL REINFORCEMENT – ASTM A–615, # 4 REBAR, GRADE 60
3. COVER TO STEEL – 1 1/2" MINIMUM
4. DESIGN LOADING – AASHTO HS20–44
5. EARTH COVER – 0 TO 5 FEET
6. CONSTRUCTION JOINT – LAPPED
PROPOSED PVC SANITARY SEWER SERVICE
PROPOSED WYE
FLOW
EXISTING SANITARY SEWER MAIN
SEWER 'WYE' CONNECTION
3' LONG NDS CHANNEL GRATE (NDS PART # 540, 541, 542, 543, OR 544) COLOR TO BE SELECTED BY OWNER
RECESSED 1/8"
1" MIN.
NDS MINI CHANNEL DRAIN (PART # 500)
PAVING STONES
1" MORTAR JOINT
POURED CONCRETE MINIMUM 4" THICK
4x4 W2.9/2.9 WELDED WIRE MESH
NDS ANCHOR STAKE OR APPROVED EQUAL
6" COLLECTION PIPING SLOPED @ 2.0%
2" OUTLET PIPING SPACED @ 36" O.C.
NDS MINI CHANNEL DRAIN
PROJECT:
CEDAR COMMONS
41–45 CEDAR STREET
VILLAGE OF DOBBS FERRY
WESTCHESTER – NEW YORK
DETAILS
THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE
REVISED PER VILLAGE COMMENTS
HEC
HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road – Suite 201 Elmsford, New York 10523
T: 914–909–0420
F: 914–560–2086
©2018
Date: 03/21/18
Scale: 1" = 10'
Designed By: T.K.
Checked By: M.S.
Sheet No.
C-3

PARKING CALCULATIONS

REQUIRED	PROVIDED
RESIDENTIAL: 1 PER DWELLING UNIT (15 UNITS TOTAL) + $\frac{1}{4}$ PER BEDROOM (30 BEDROOMS TOTAL) = 15 + 7.5 ($\frac{1}{4}$ X 30) = 23 SPACES RETAIL: 1,983 SF RETAIL / 500 = 4 SPACES TOTAL REQUIRED: 27 SPACES	GARAGE: 24 SPACES ON-STREET PARKING: 3 SPACES * TOTAL PROVIDED: 27 SPACES

NOTES

* Section 300-48 (H1) of the Village of Dobbs Ferry Zoning Code:
"At the discretion of the Planning Board, the minimum required 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)."



CEDAR STREET

CEDAR COMMONS

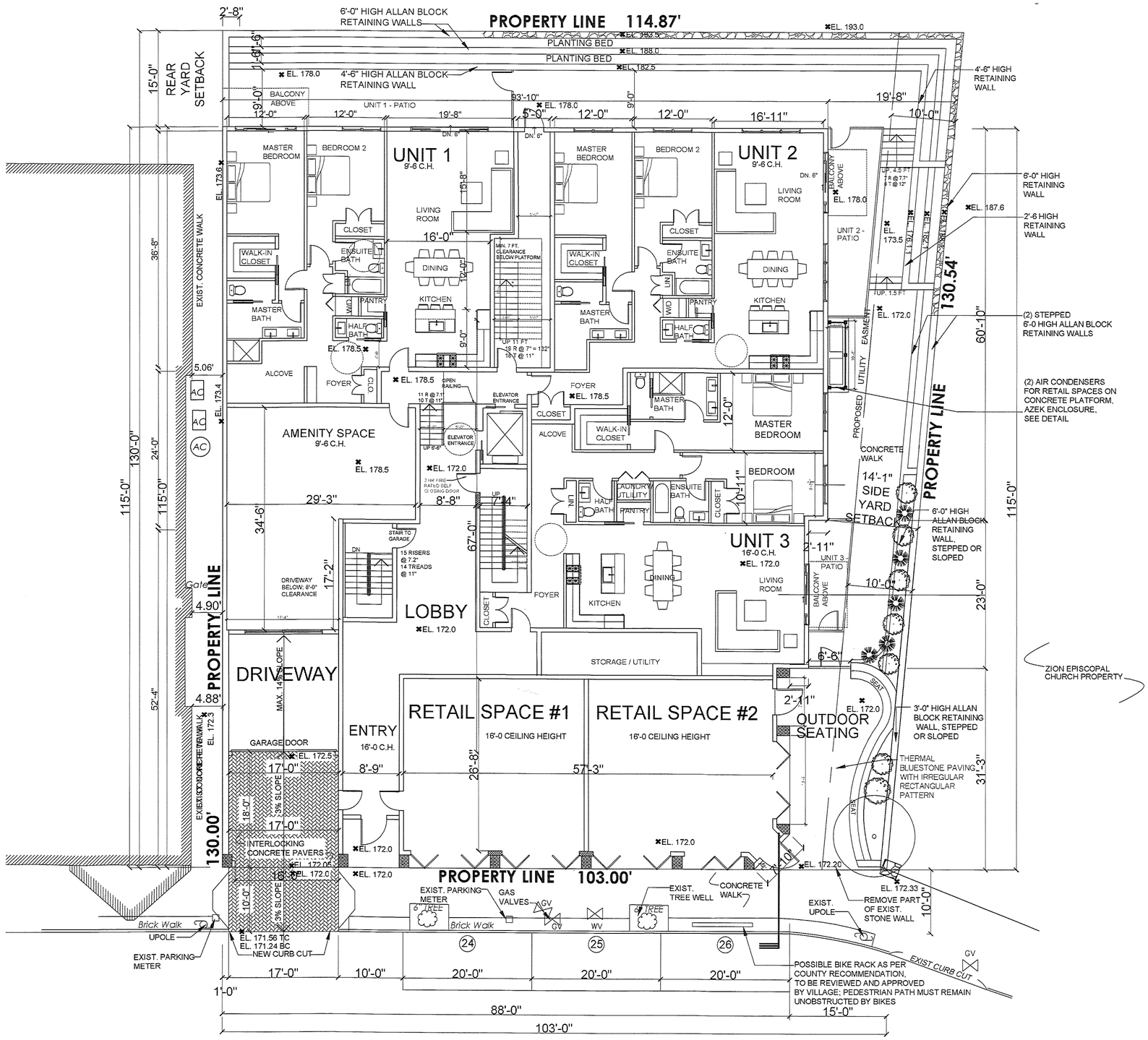
GARAGE PLAN

N

SCALE: $\frac{1}{8}$" = 1'-0"

A-1

CHRISTINAGRIFFINARCHITECT PC



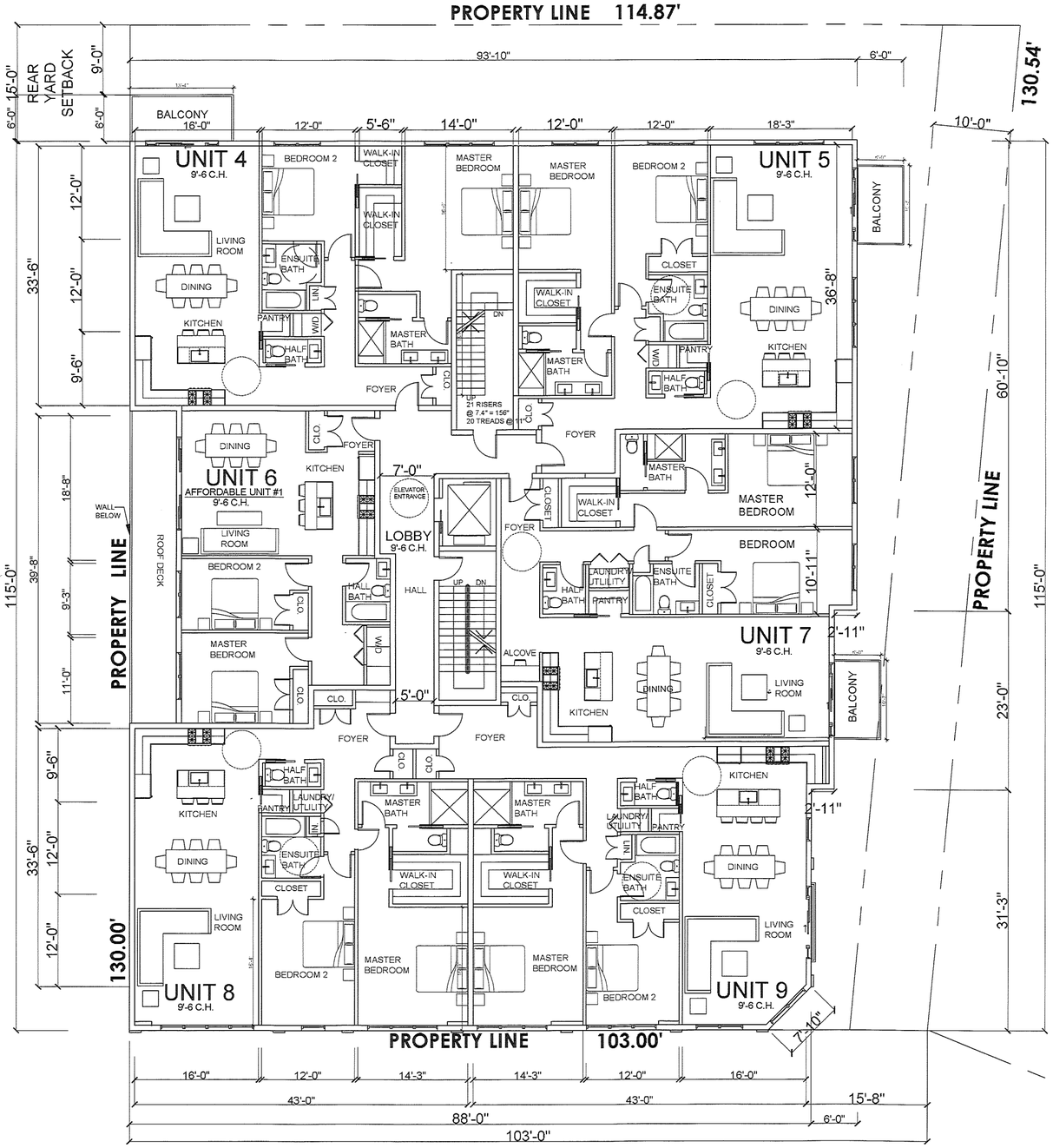
CEDAR COMMONS
FIRST FLOOR PLAN

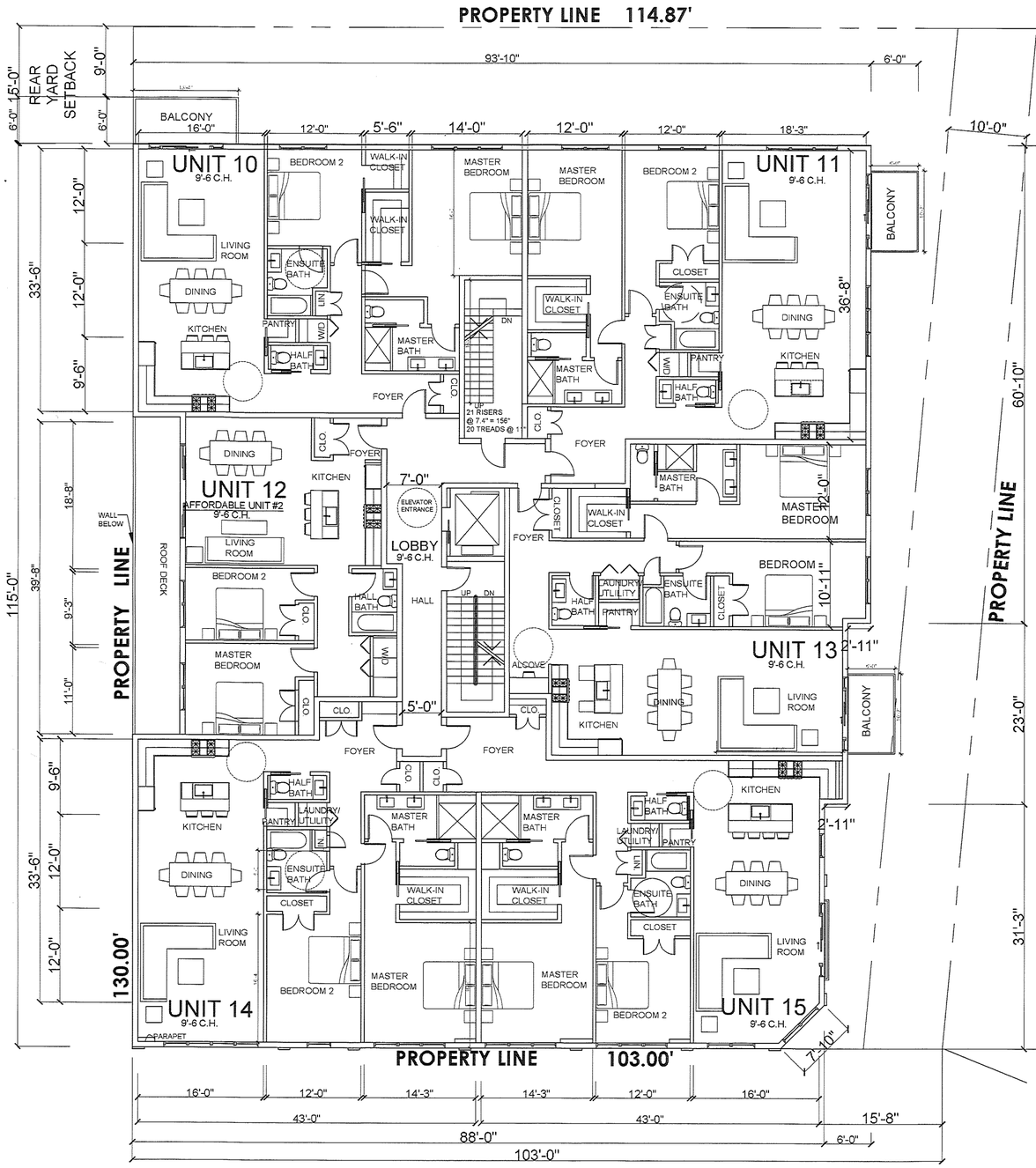
N

SCALE: $\frac{1}{8}$" = 1'-0"

A-2

CHRISTINAGRIFFINARCHITECT PC





CEDAR COMMONS

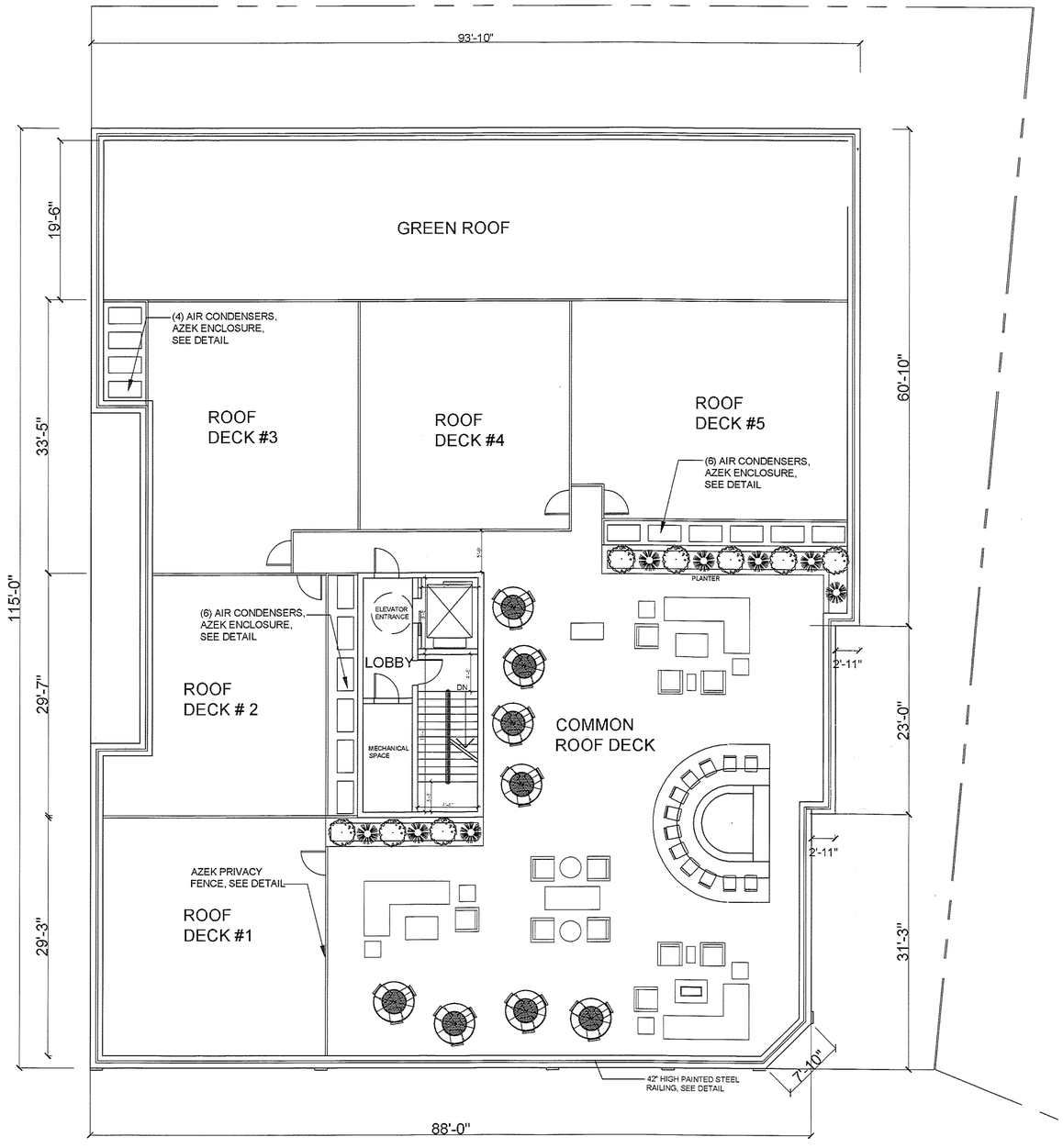
SECOND & THIRD FLOOR PLAN

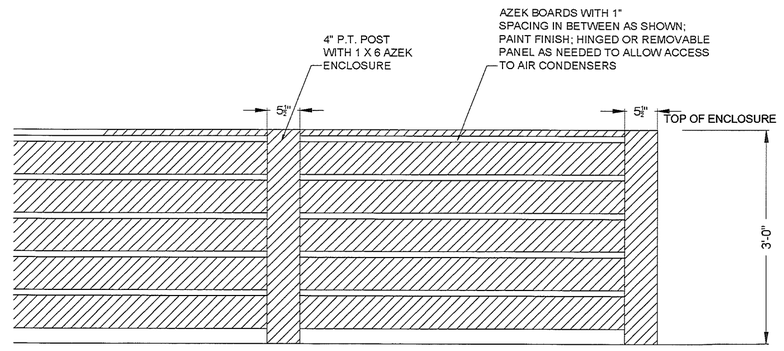
N

SCALE: $\frac{1}{8}$" = 1'-0"

A-3

CHRISTINAGRIFFINARCHITECT PC





ROOF DECK
HVAC ENCLOSURE

SCALE: 1" = 1'-0"

CEDAR COMMONS
ROOF PLAN

N

SCALE: $\frac{1}{8}$" = 1'-0"

A-4

CHRISTINAGRIFFINARCHITECT PC

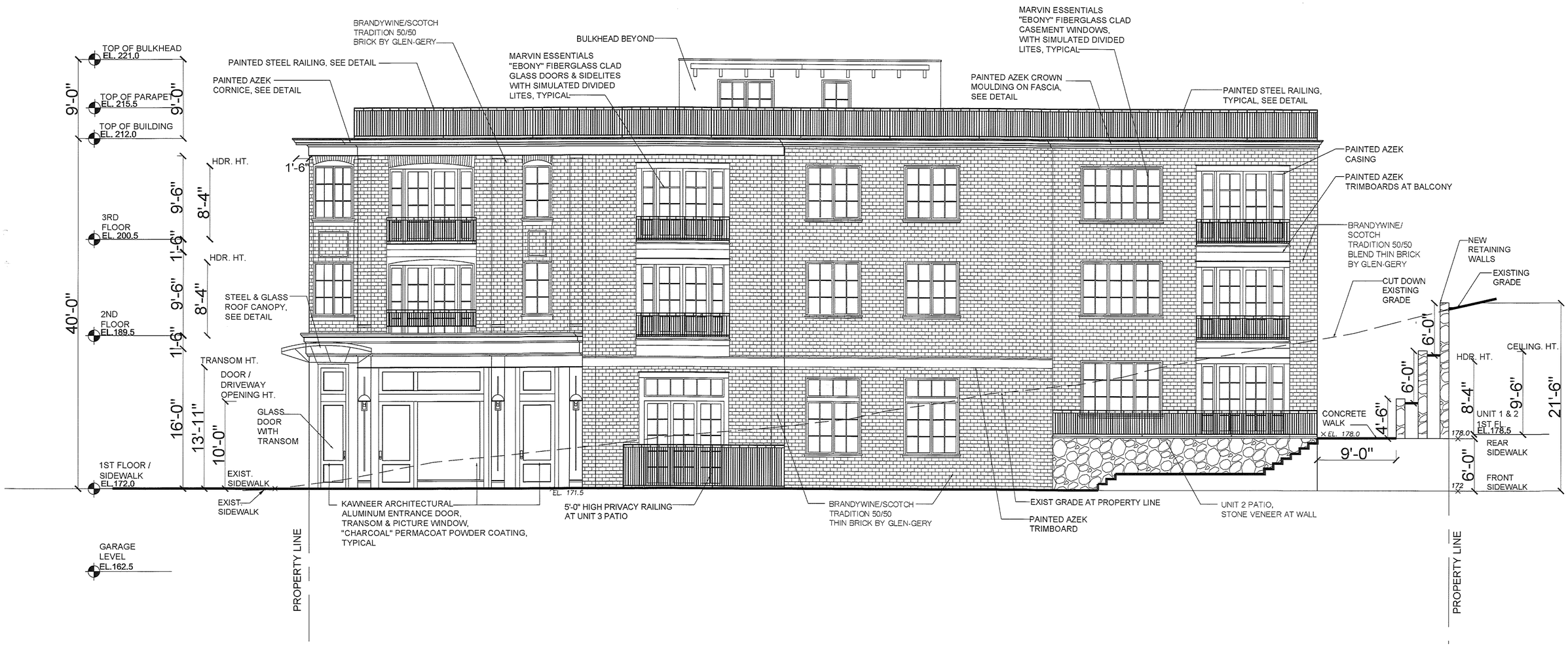
CEDAR COMMONS

NORTH ELEVATION

SCALE: 1/4" = 1'-0"

A-5

CHRISTINAGRIFFINARCHITECT PC



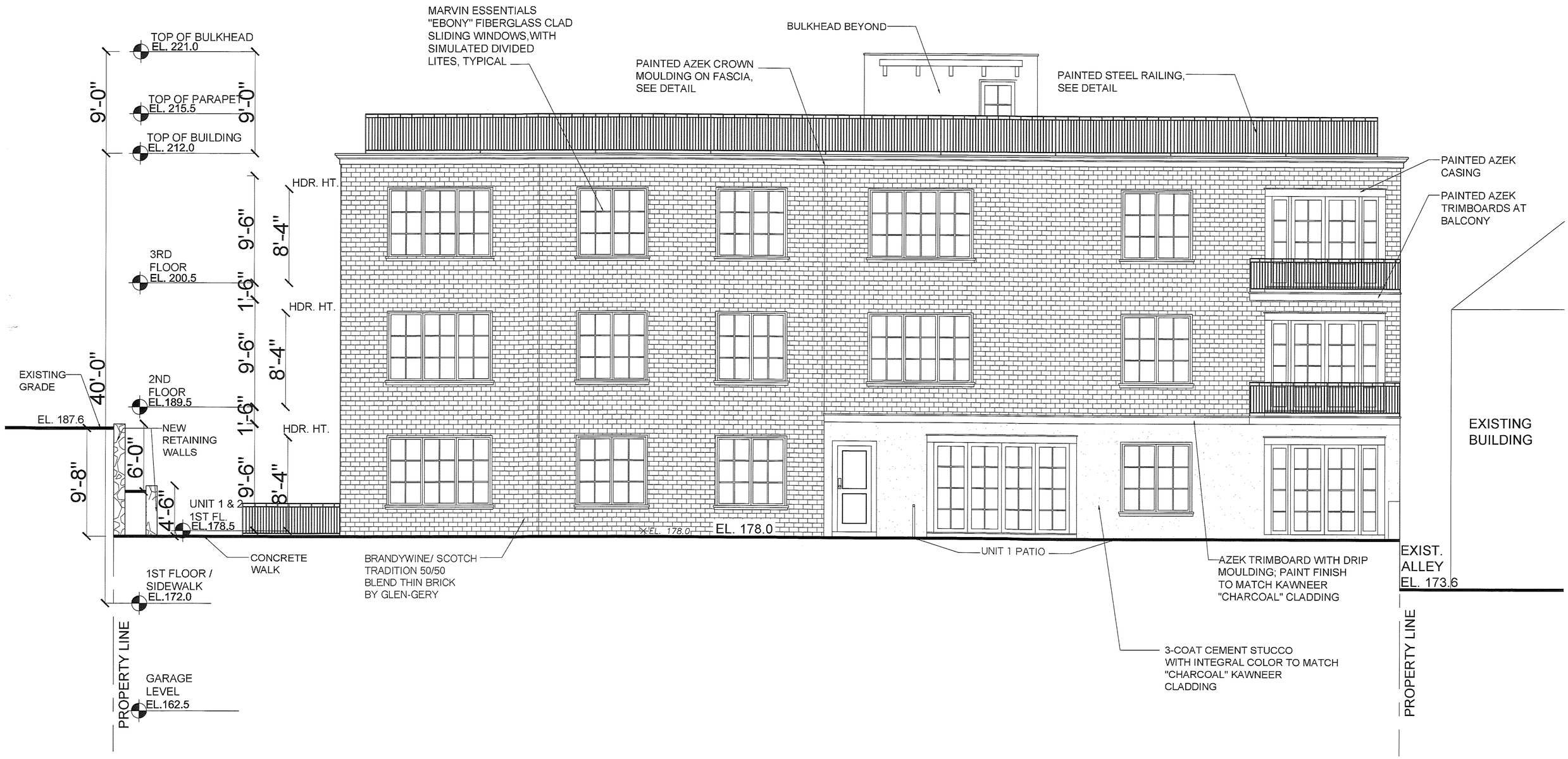
CEDAR COMMONS

WEST ELEVATION

SCALE: 3/16" = 1'-0"

A-6

CHRISTINAGRIFFINARCHITECT PC



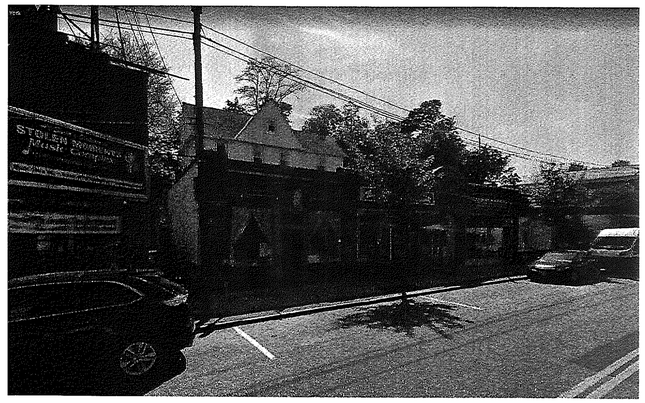
CEDAR COMMONS

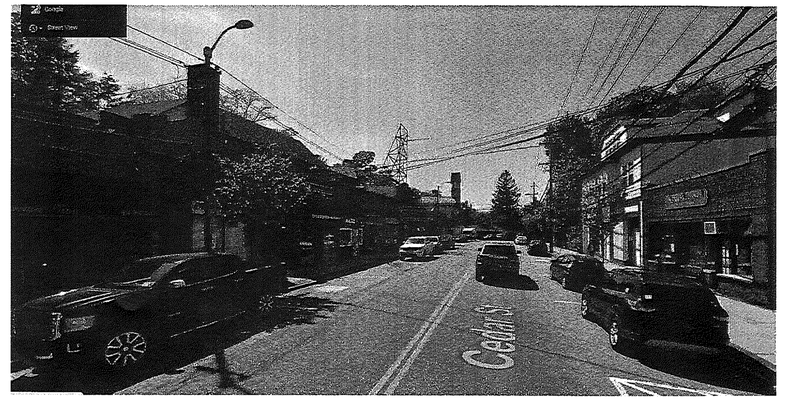
SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

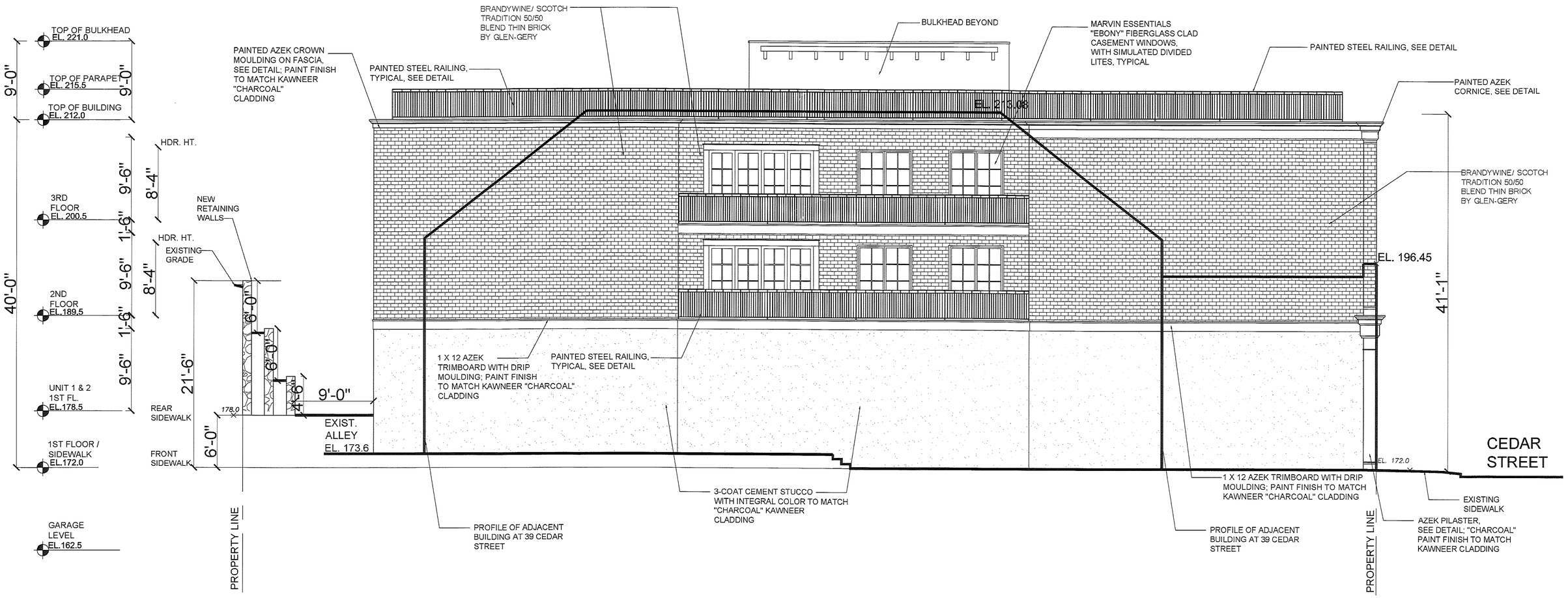
A-7

CHRISTINAGRIFFINARCHITECT PC





PHOTOS OF EXISTING CONDITIONS



CEDAR COMMONS

EAST ELEVATION

SCALE: 3/16" = 1'-0"

A-8

CHRISTINAGRIFFINARCHITECT PC

ANGLED
WALL

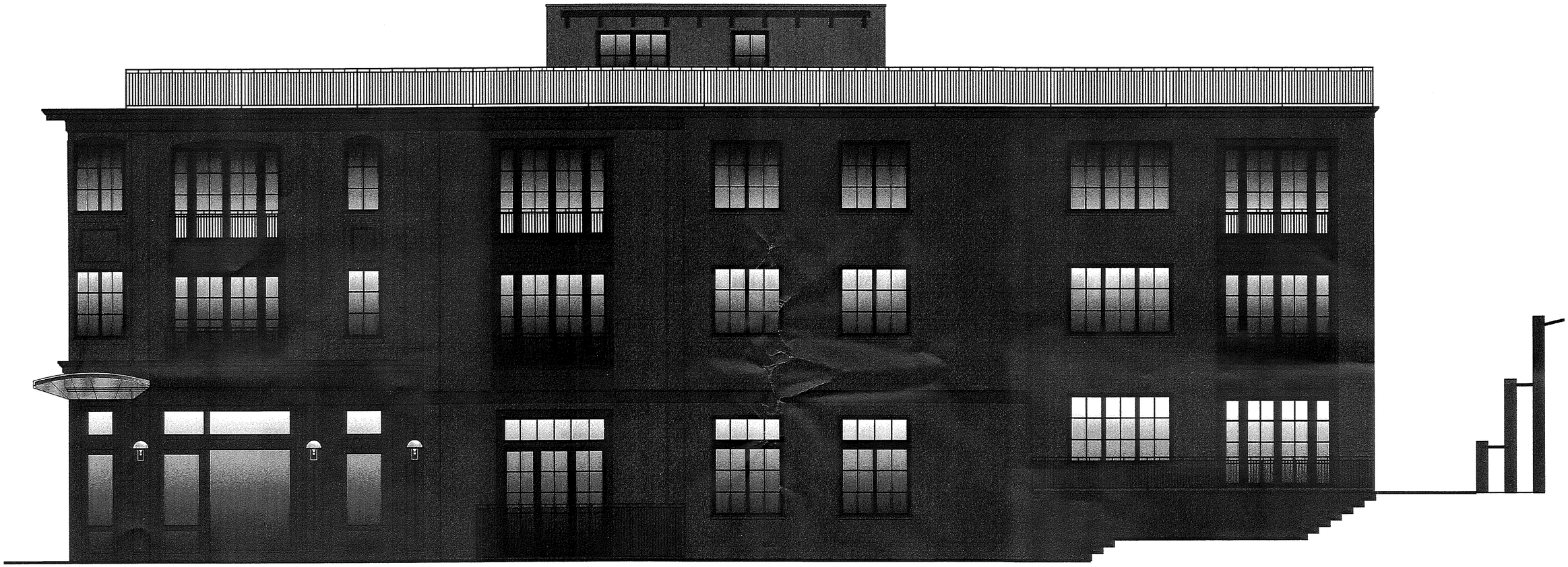
CEDAR COMMONS

NORTH ELEVATION

SCALE: 1/4" = 1'-0"

A-5b

CHRISTINAGRIFFINARCHITECT PC



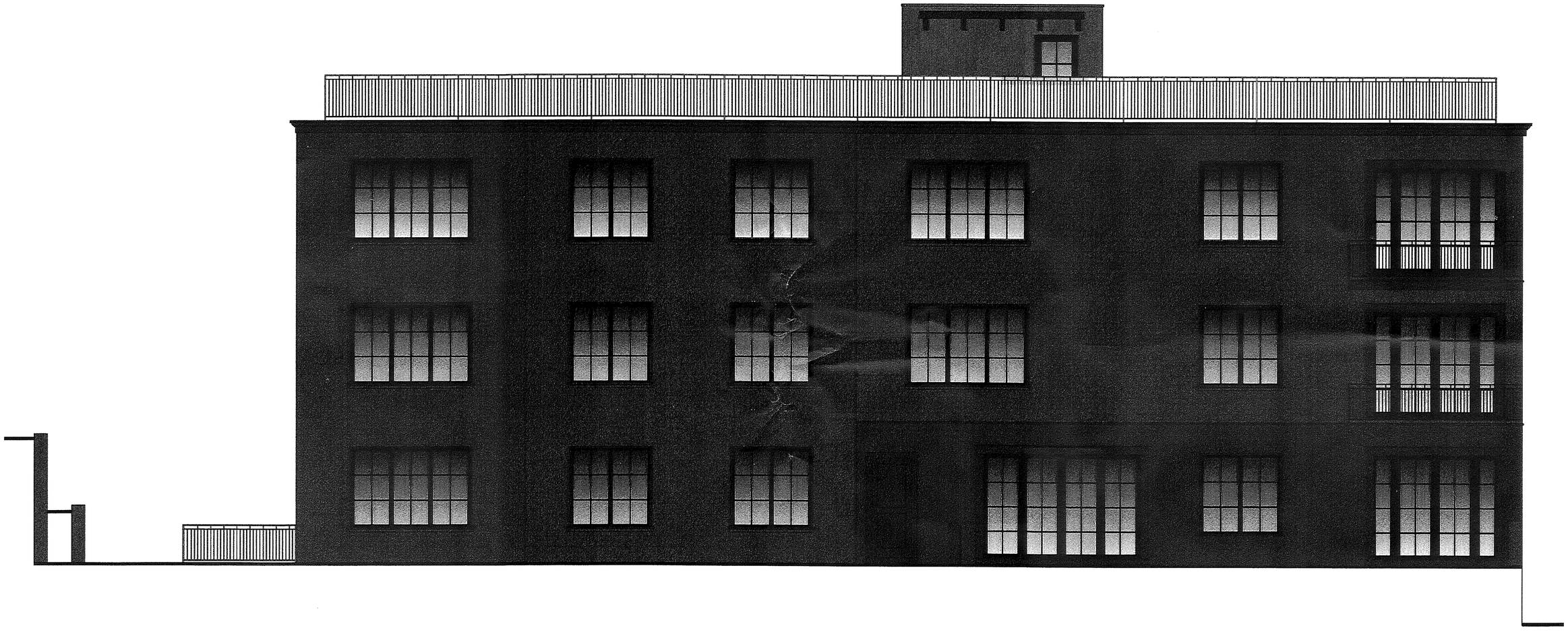
CEDAR COMMONS

WEST ELEVATION

SCALE: 3/16" = 1'-0"

A-6b

CHRISTINAGRIFFINARCHITECT PC



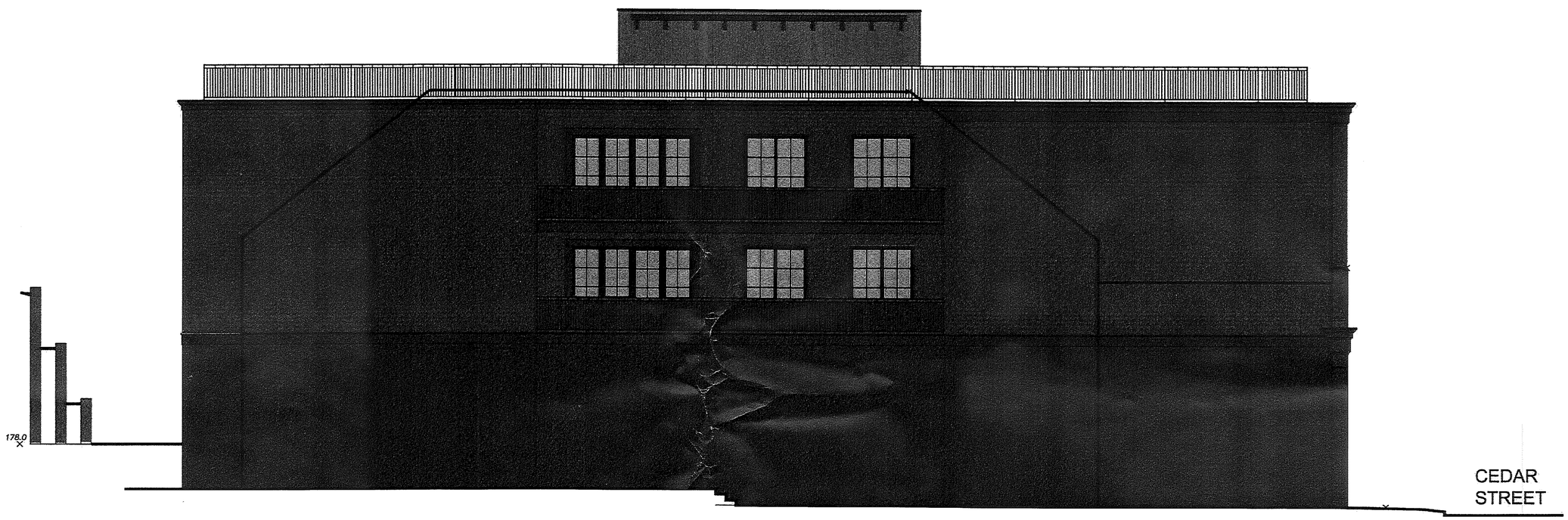
CEDAR COMMONS

SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

A-7b

CHRISTINAGRIFFINARCHITECT PC



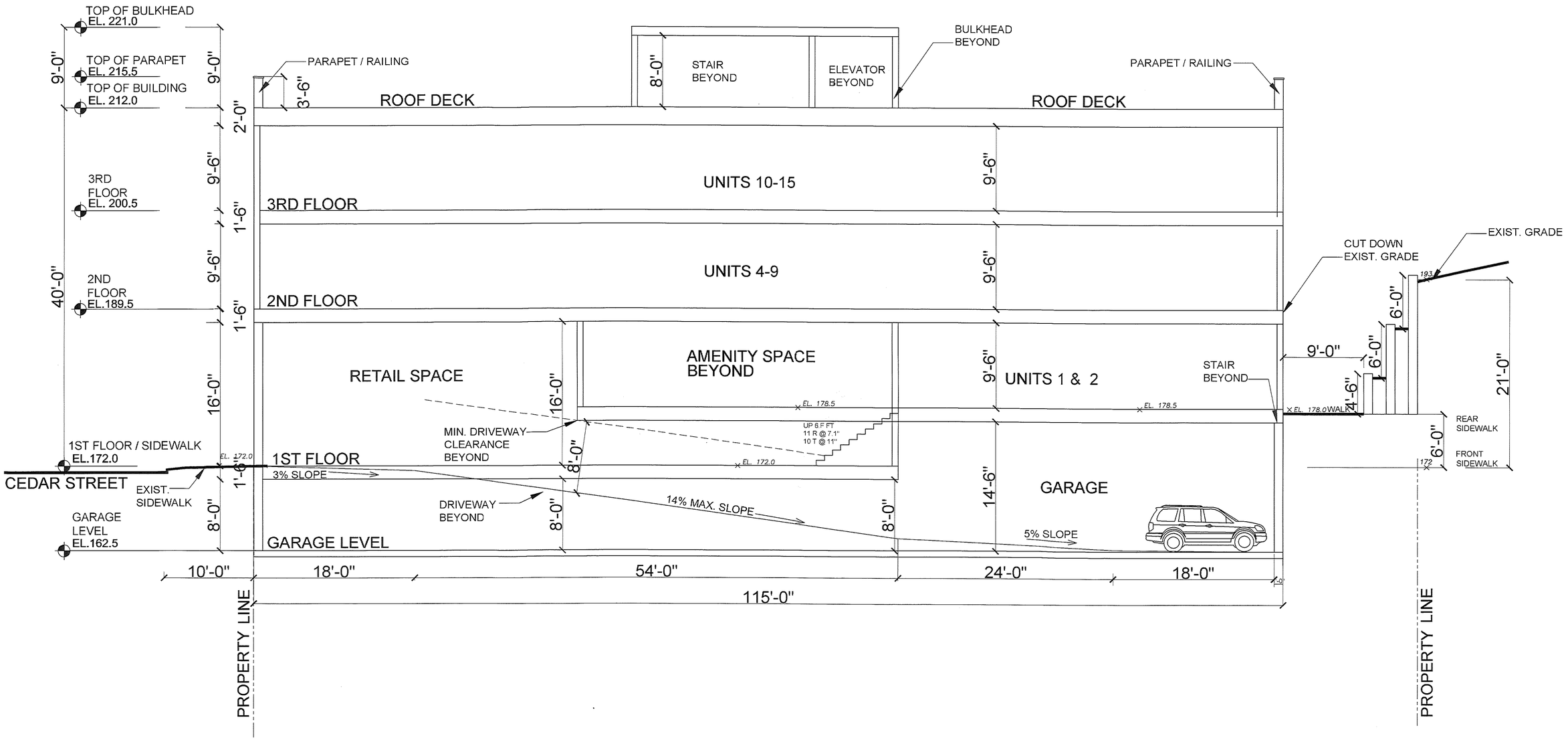
CEDAR COMMONS

EAST ELEVATION

A-8

SCALE: 3/16" = 1'-0"

CHRISTINAGRIFFINARCHITECT PC



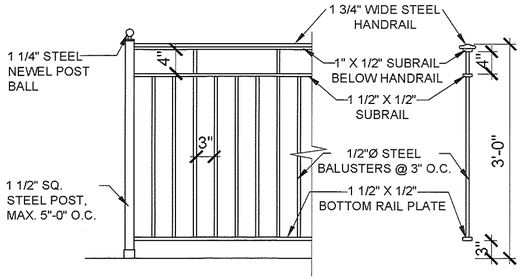
CEDAR COMMONS

BUILDING SECTION

SCALE: 3/16" = 1'-0"

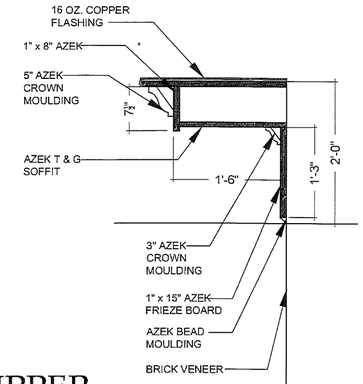
A-9

CHRISTINAGRIFFINARCHITECT PC



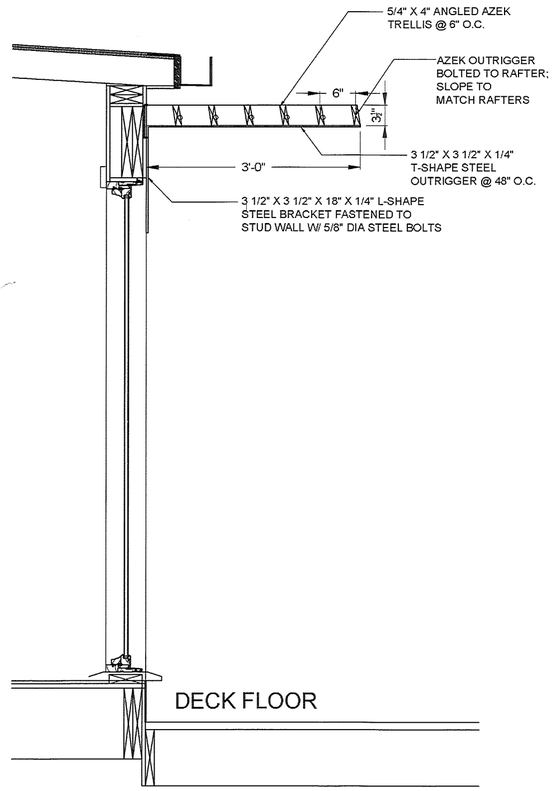
PAINTED STEEL RAIL DETAIL

A / A-10 SCALE: 1" = 1'-0"



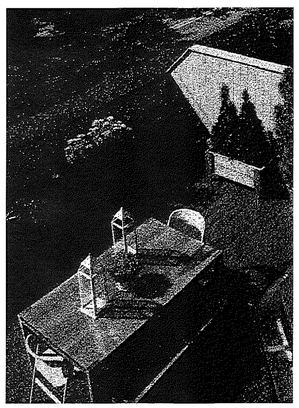
UPPER CORNICE DETAIL

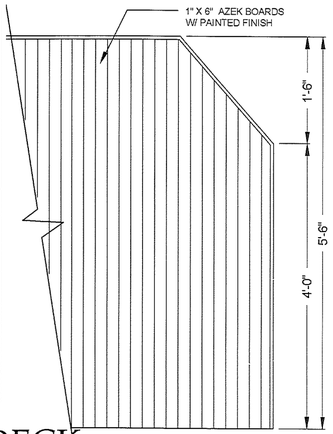
C / A-10 SCALE: 1/2" = 1'-0"



ROOF DECK TRELLIS DETAIL

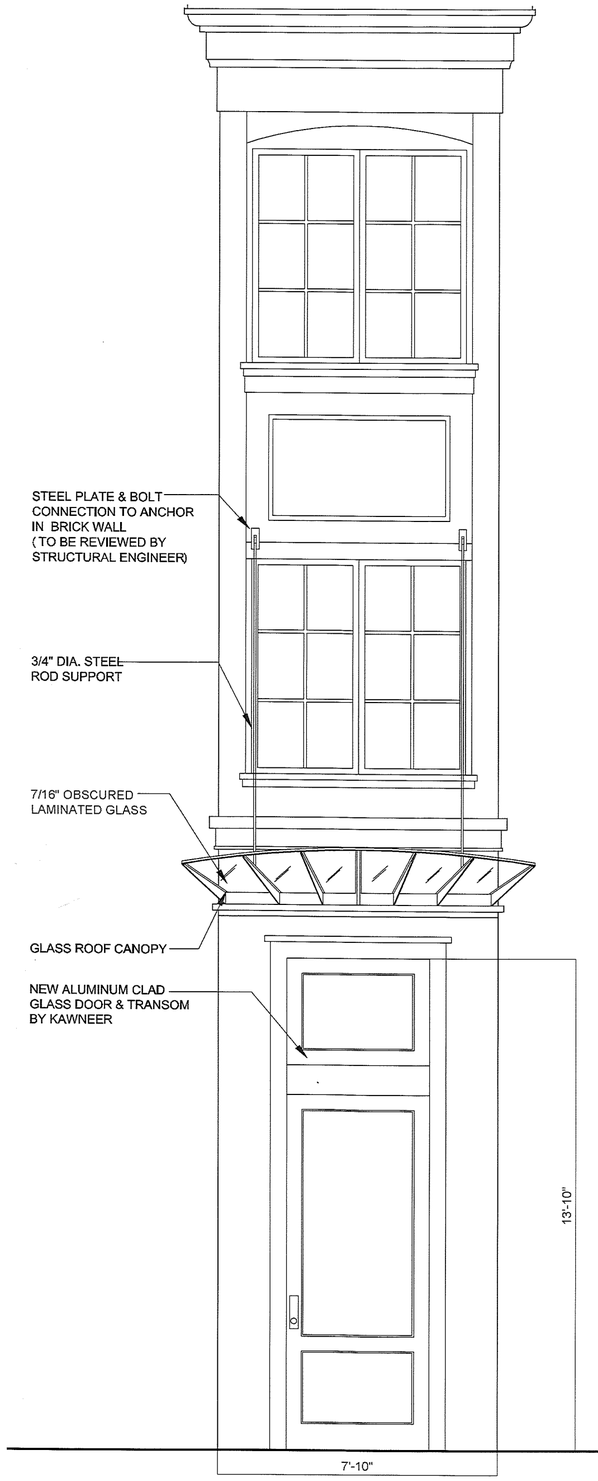
B / A-10 SCALE: 1" = 1'-0"





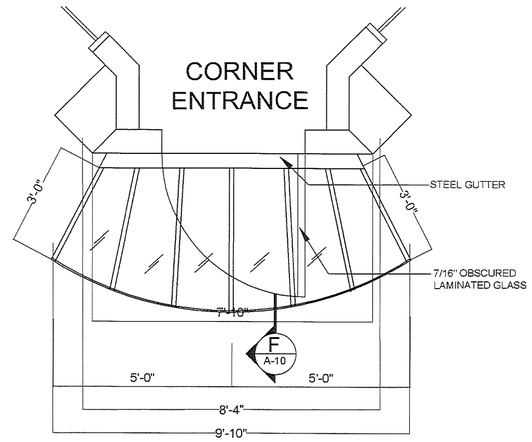
ROOF DECK PRIVACY FENCE

D / A-10 SCALE: 1" = 1'-0"



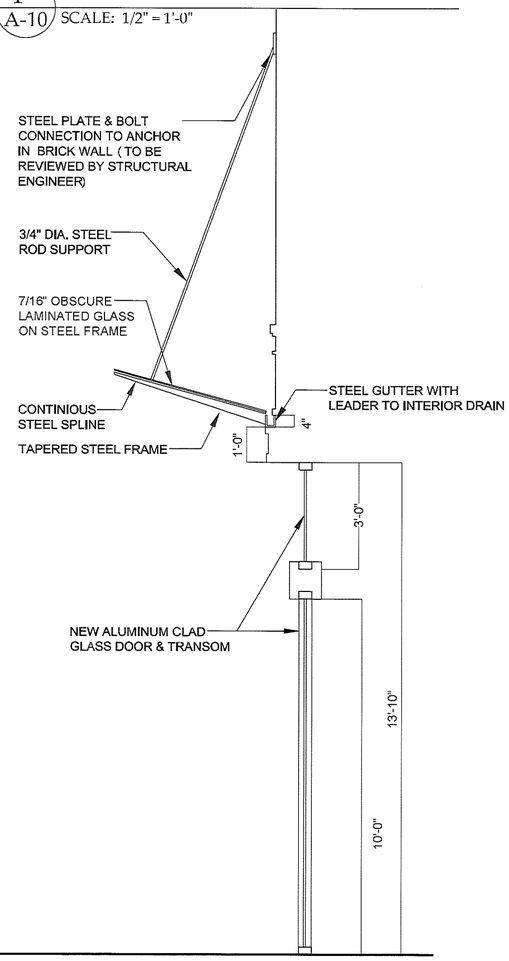
GLASS ROOF CANOPY DETAIL

E / A-10 SCALE: 1/2" = 1'-0"



ENTRANCE PLAN

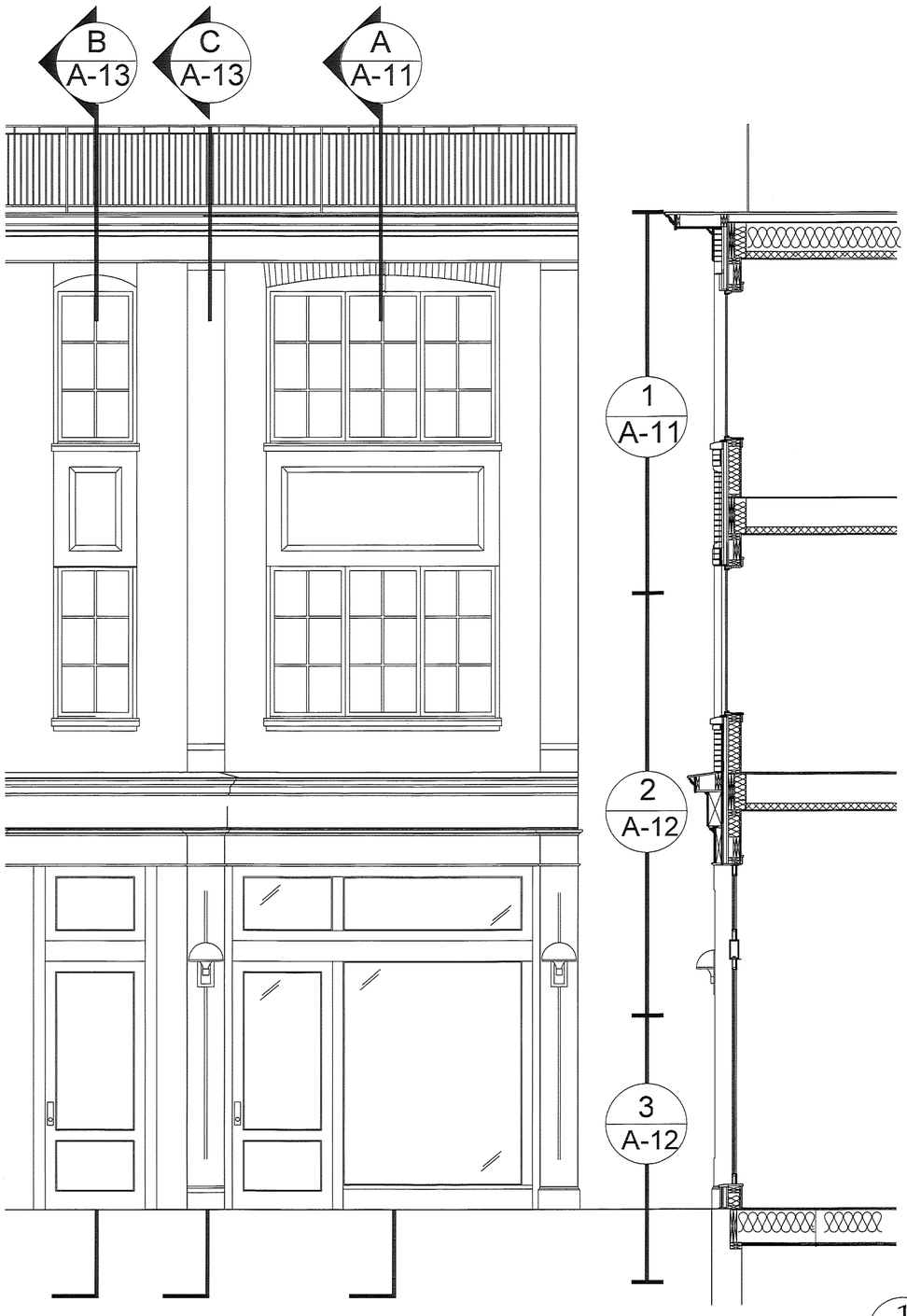
F / A-10 SCALE: 1/2" = 1'-0"

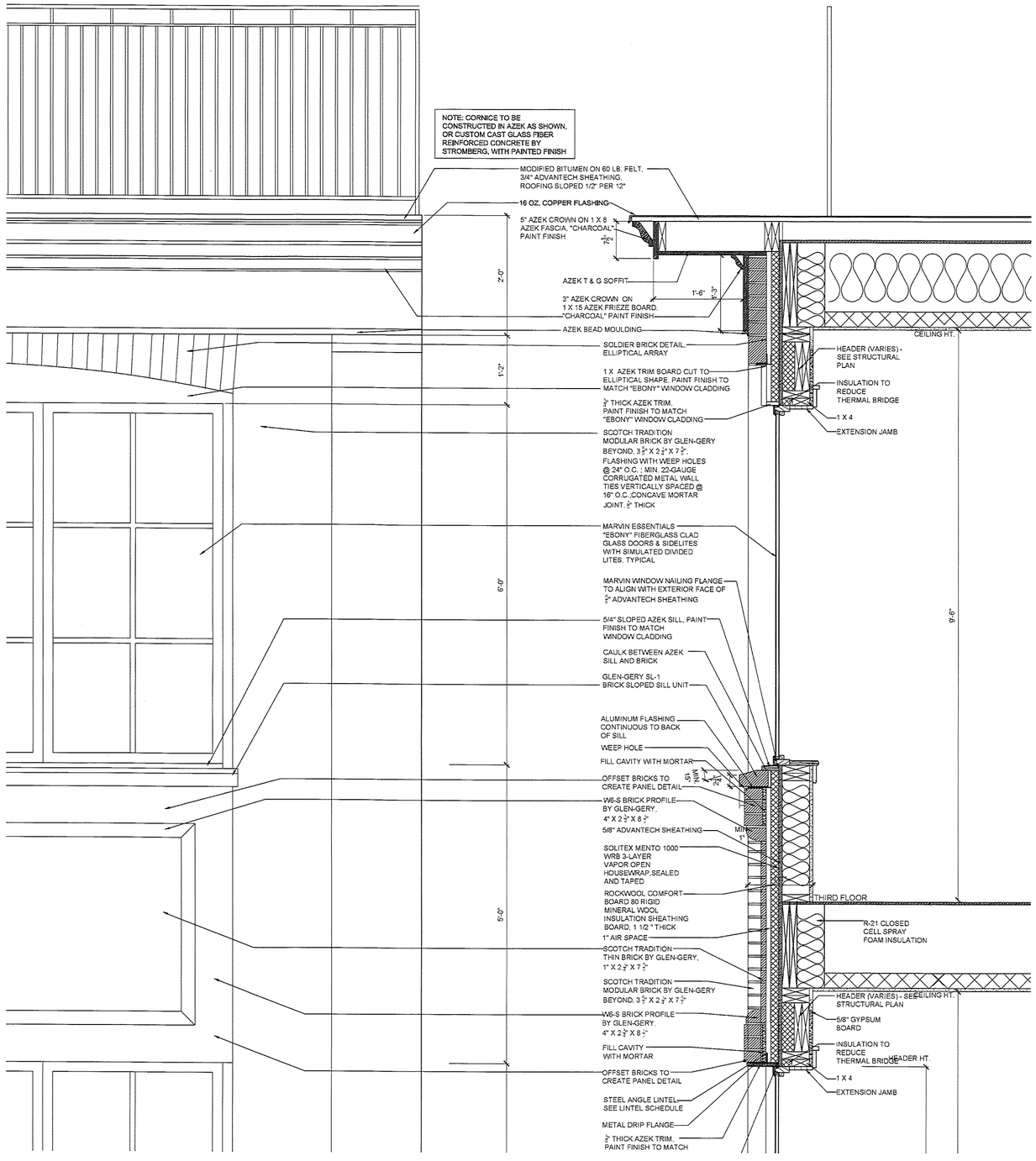


CEDAR COMMONS

EXTERIOR DETAILS

A-10





1/A-11 WALL SECTION - DETAIL 1

SCALE: 1" = 1'-0"

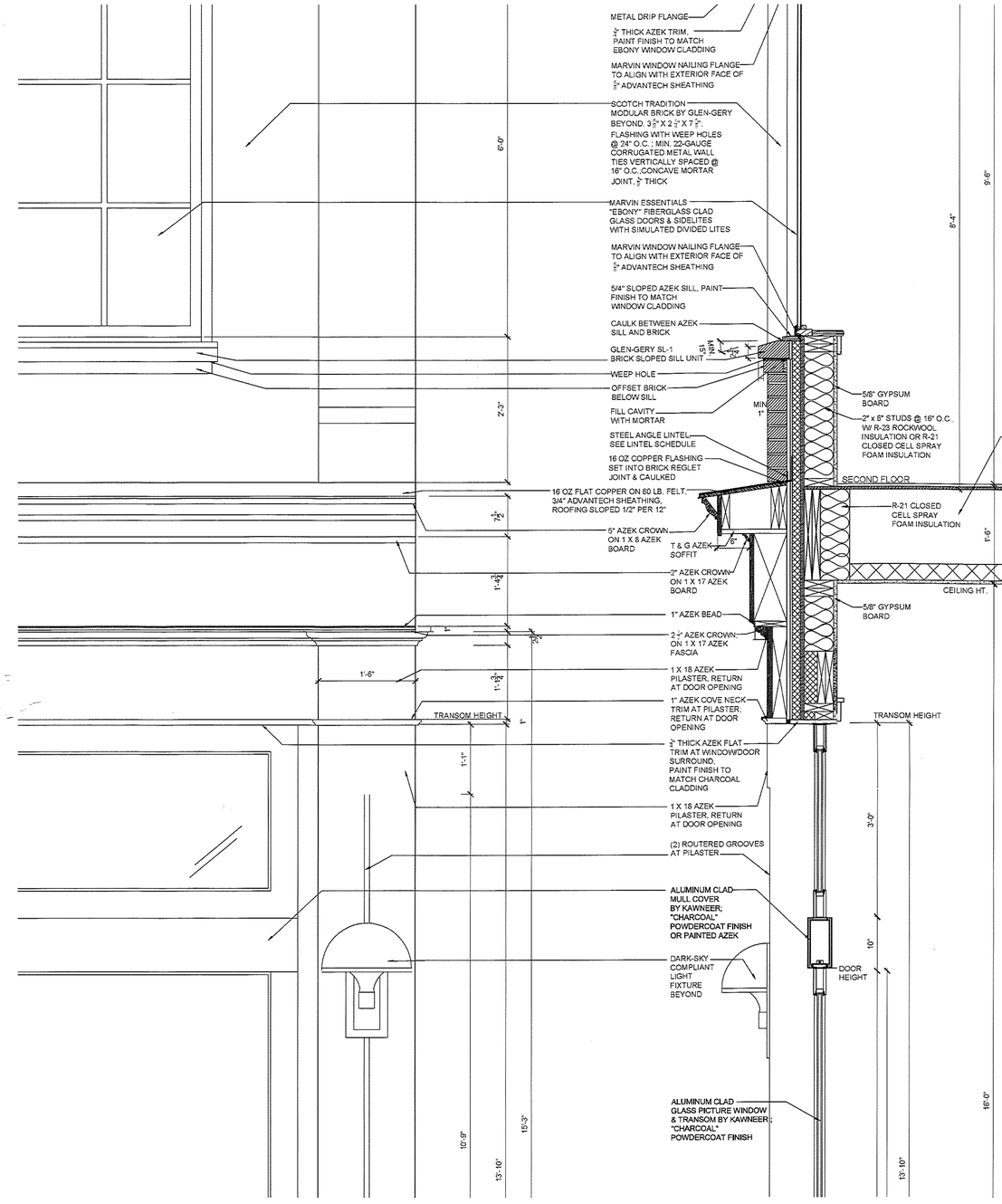
CEDAR COMMONS

WALL SECTION

SCALE: 3/8" = 1'-0"

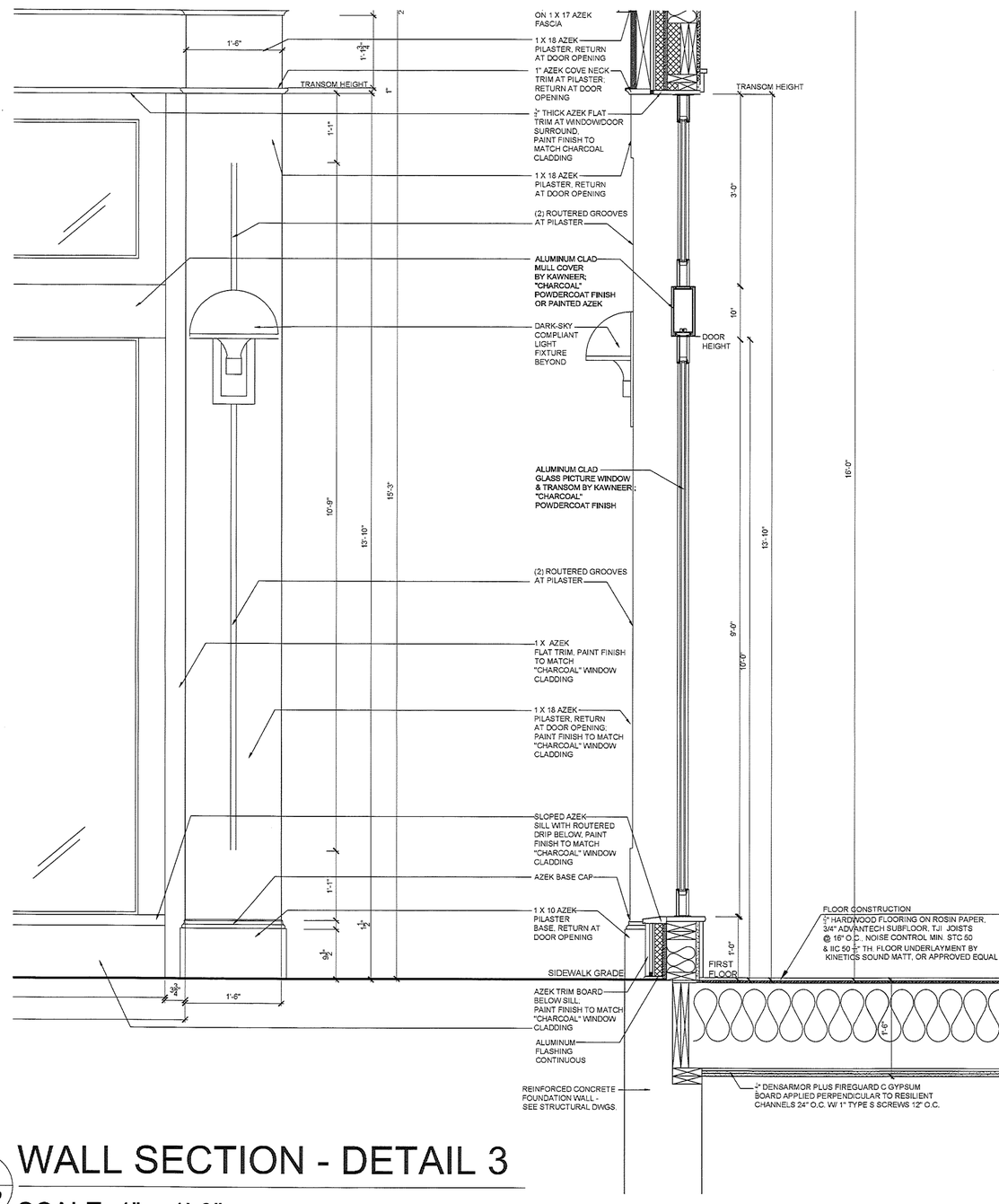
A-11

CHRISTINAGRIFFINARCHITECT PC



2 A-12 WALL SECTION - DETAIL 2

SCALE: 1" = 1'-0"



3 A-12 WALL SECTION - DETAIL 3

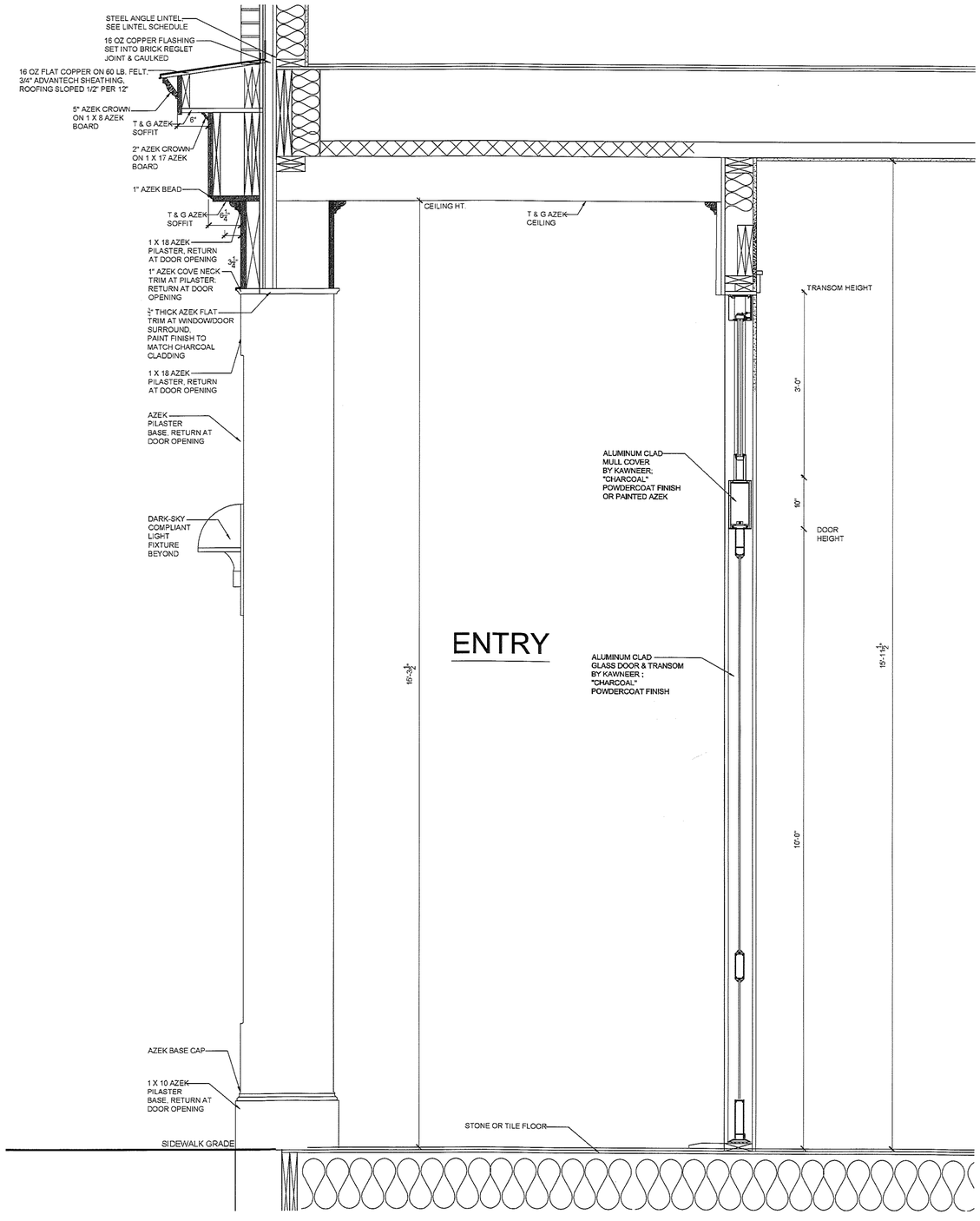
SCALE: 1" = 1'-0"

CEDAR COMMONS

WALL SECTION

SCALE: 1" = 1'-0"

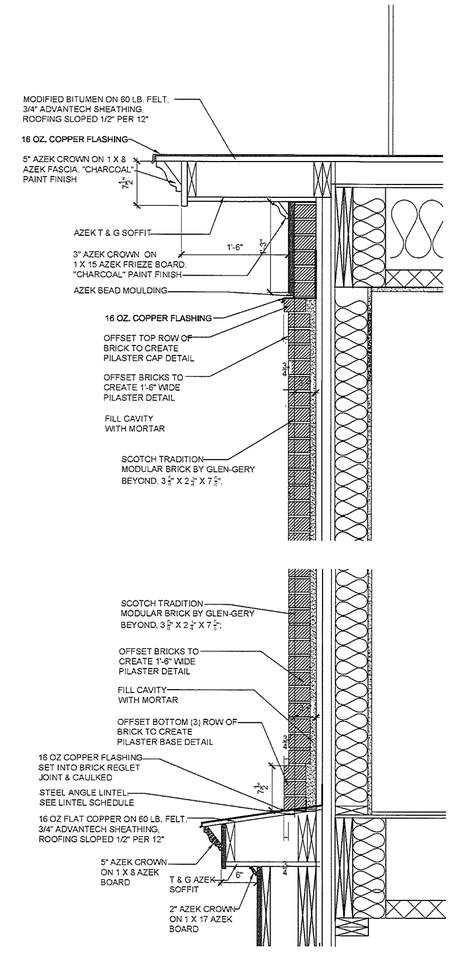
A-12



B / A-13

SECTION THROUGH ENTRY

SCALE: 1" = 1'-0"



C / A-13

SECTION THROUGH BRICK PILASTER

SCALE: 1" = 1'-0"

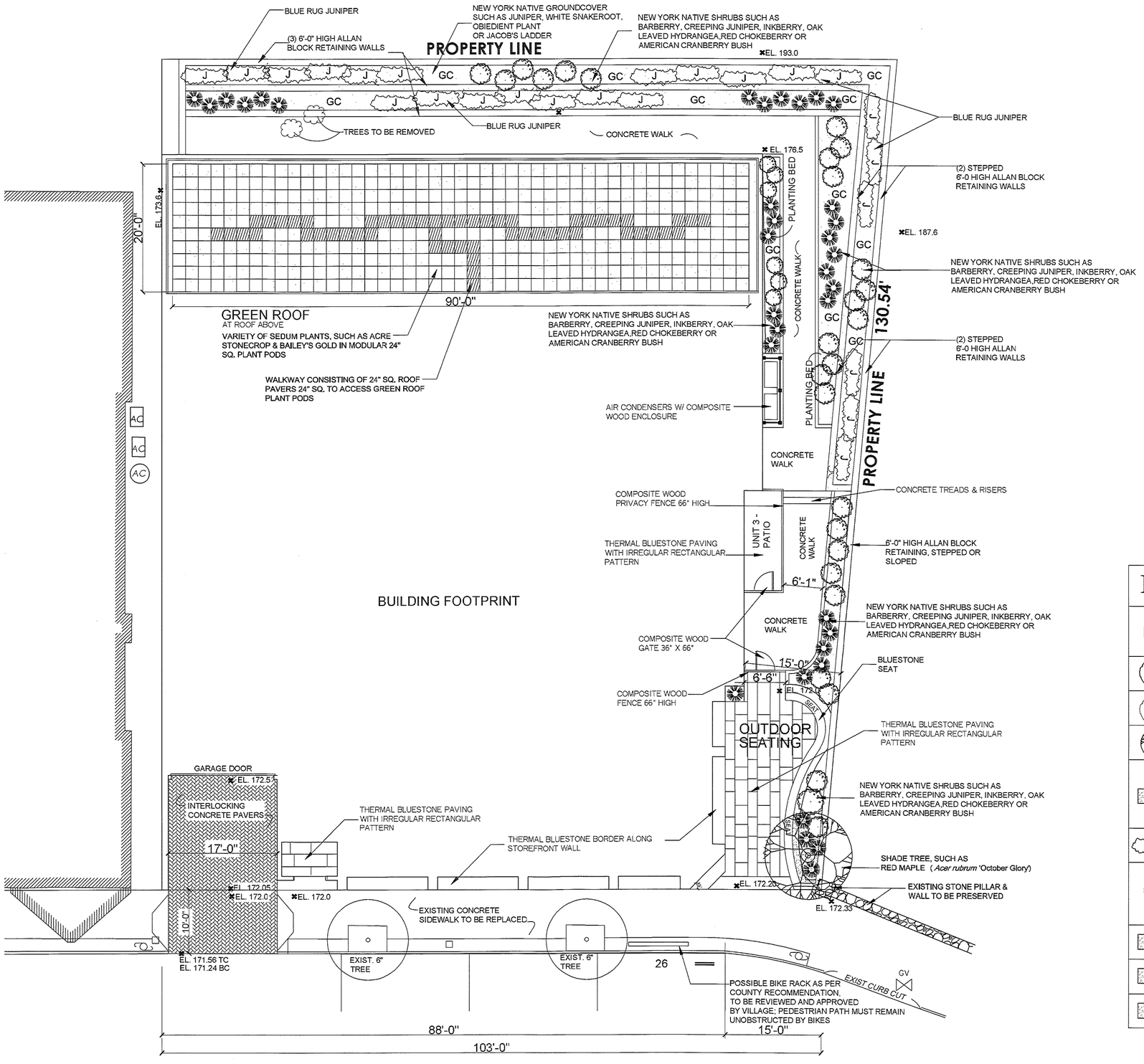
CEDAR COMMONS

WALL SECTION

SCALE: 1" = 1'-0"

A-13

CHRISTINAGRIFFINARCHITECT PC



PLANTING SCHEDULE

KEY	COMMON NAME *(Botanical Name)*	SIZE	NOTES
	EXISTING TREE		
	EXISTING TREE TO BE REMOVED		
	SHADE TREE, SUCH AS RED MAPLE (*Acer rubrum* 'October Glory')	2½" CAL.	
GC	NEW YORK NATIVE GROUNDCOVER SUCH AS JUNIPER, WHITE SNAKEROOT, OBIEDIENT PLANT OR JACOB'S LADDER		
J	BLUE RUG JUNIPER		
	NEW YORK NATIVE SHRUBS SUCH AS BARBERRY, CREEPING JUNIPER, INKBERRY, OAK LEAVED HYDRANGEA,RED CHOKEBERRY OR AMERICAN CRANBERRY BUSH		
SA	ACRE STONECROP (*Sedum Acre)*		
SF	BAILEY'S GOLD (*Sedum Floriferum, "Weihenstephaner Gold")*		
SS	ACRE STONECROP (*Sedum Spurum "Red Carpet")*		

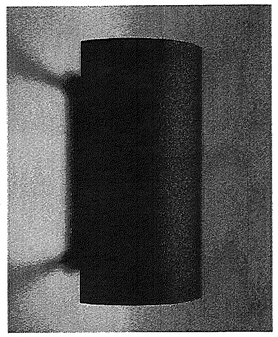
CEDAR COMMONS

LANDSCAPE PLAN

SCALE: $\frac{1}{8}$" = 1'-0"

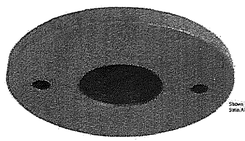
L-1

CHRISTINAGRIFFINARCHITECT PC



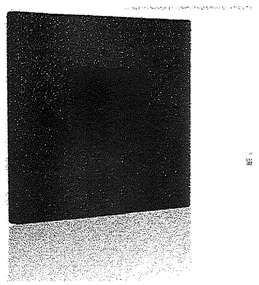
PHOENIX DAY
OUTDOOR SCONCE, #3110E
18" H x 9" W x 7 $\frac{1}{2}$" D
4 $\frac{1}{2}$" X 14" BACKPLATE
DARK ANTIQUE FINISH

EL CAPITAN
SERIES SCONCE
BY BK LIGHTING,
BRONZE



RECESSED LIGHT
BY BK LIGHTING,
BRONZE

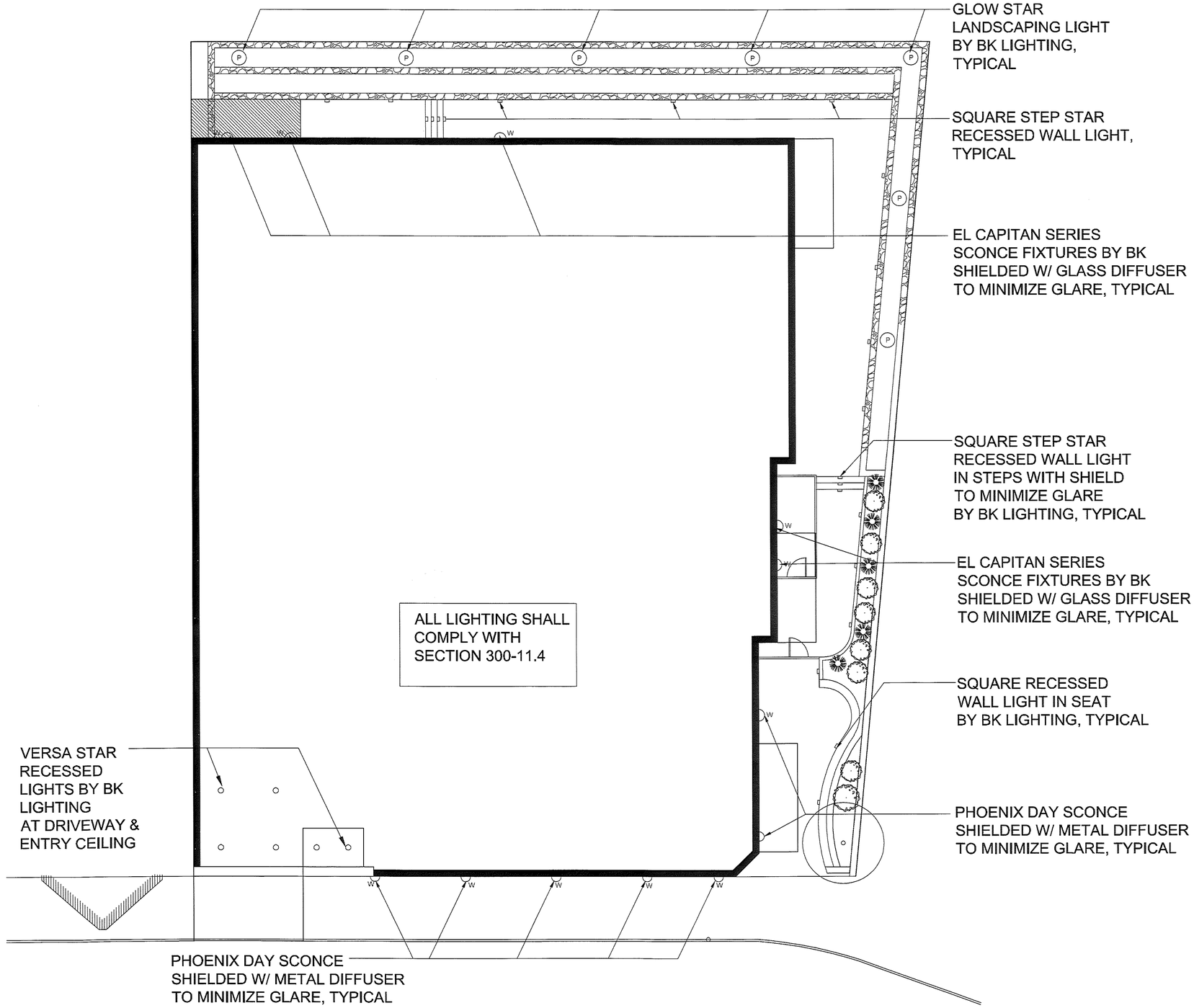
GLOW STAR PATH LIGHT
BY BK LIGHTING,
STYLE 'J', 12" H.
BRONZE



STEP STAR
RECESSED WALL LIGHT
BY BK LIGHTING,
BRONZE

EXTERIOR LIGHT FIXTURES

SCALE: N.T.S.

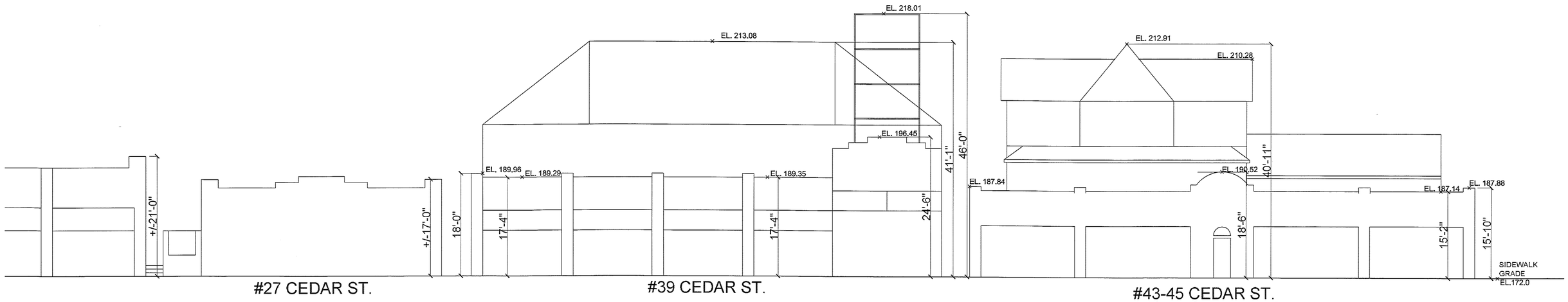


EXTERIOR ELECTRICAL PLAN

SCALE: $\frac{1}{8}$" = 1'-0"

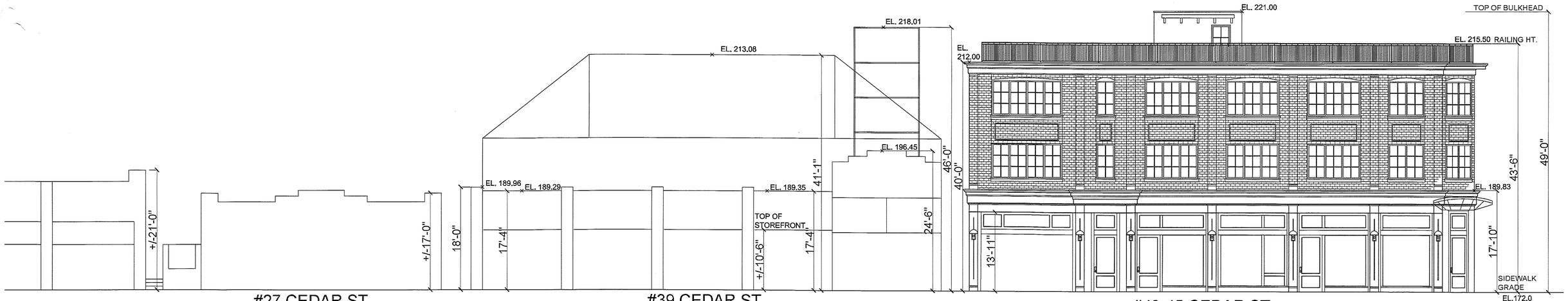
E-1

CHRISTINAGRIFFINARCHITECT PC



#27 CEDAR ST. #39 CEDAR ST. #43-45 CEDAR ST. EXISTING BUILDING

CEDAR STREET - EXISTING



#27 CEDAR ST. #39 CEDAR ST. #43-45 CEDAR ST. PROPOSED BUILDING

CEDAR STREET - PROPOSED

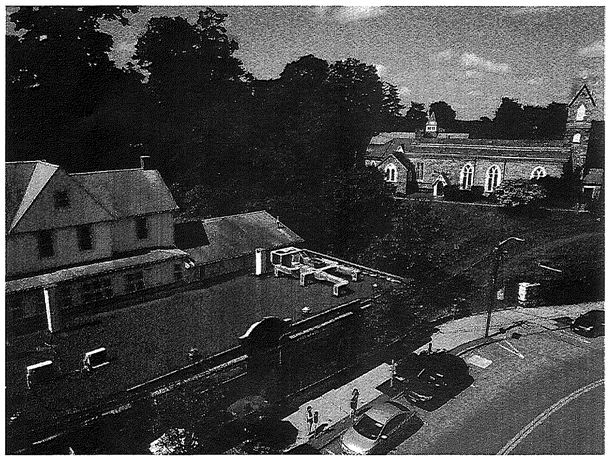
CEDAR COMMONS

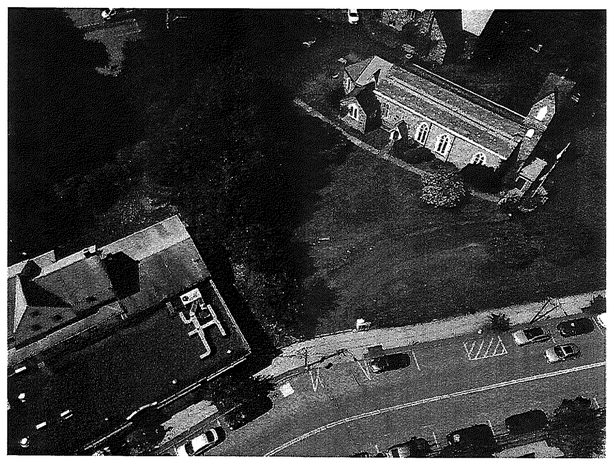
STREETSCAPE

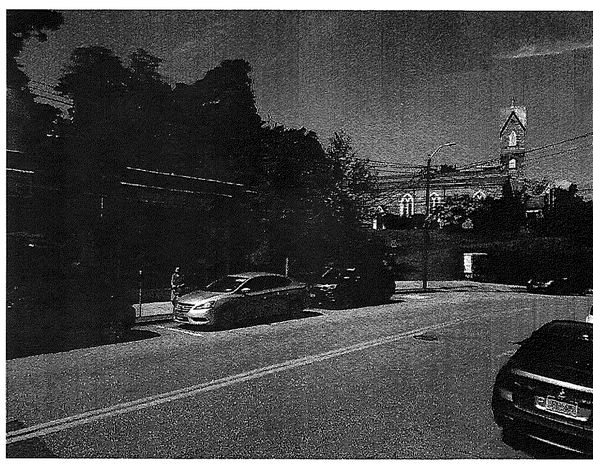
SCALE: 1/8" = 1'-0"

V-1

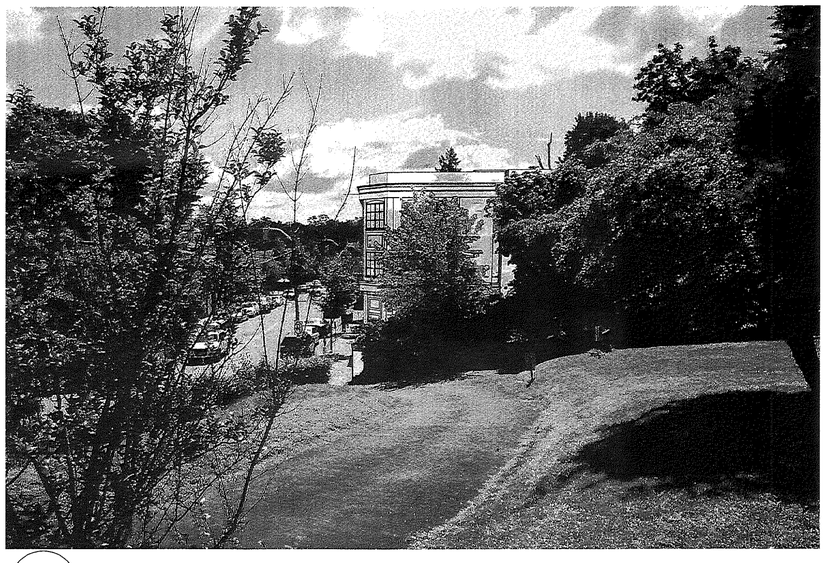
CHRISTINAGRIFFINARCHITECT PC



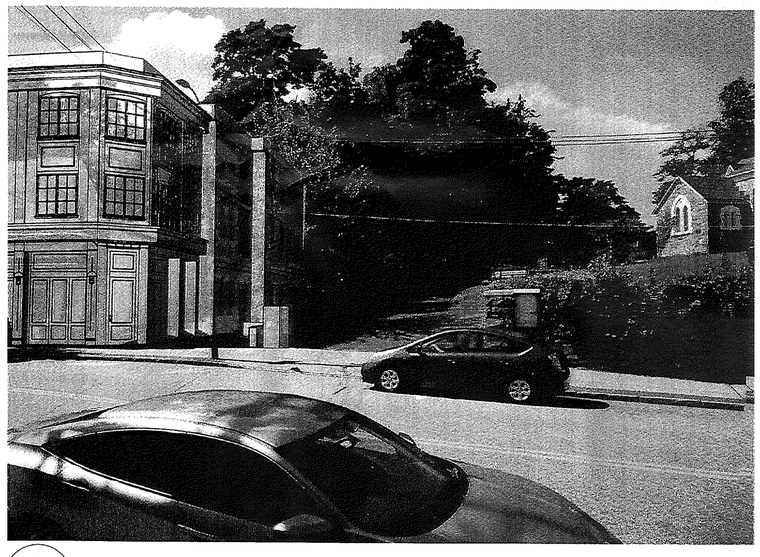




EXISTING VIEWS OF ZION EPISCOPAL CHURCH



1 VIEW FROM ZION EPISCOPAL CHURCH



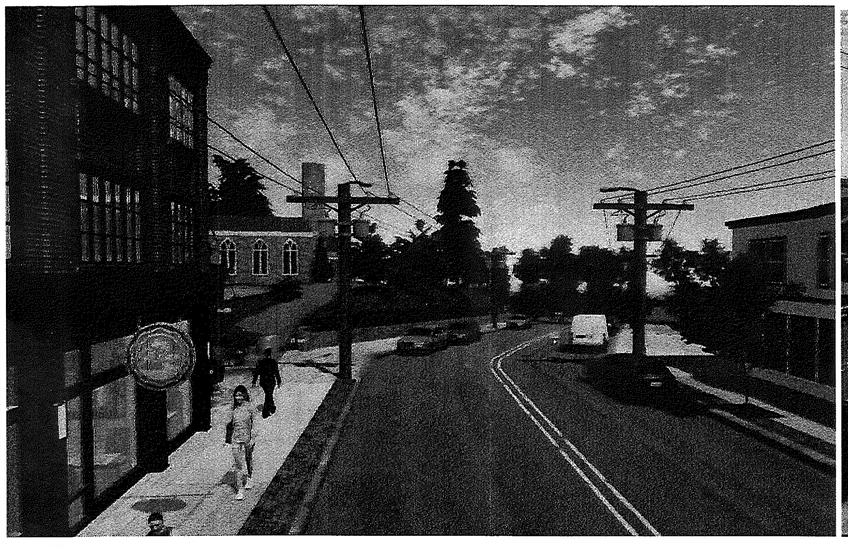
2

3

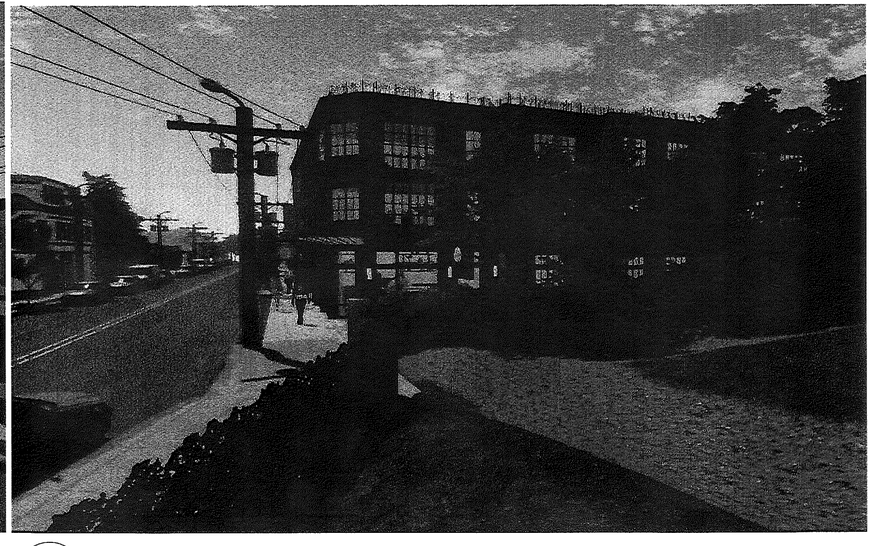
MASSING STUDIES OF PROPOSED BUILDING

CEDAR COMMONS
MASSING STUDIES

4



5



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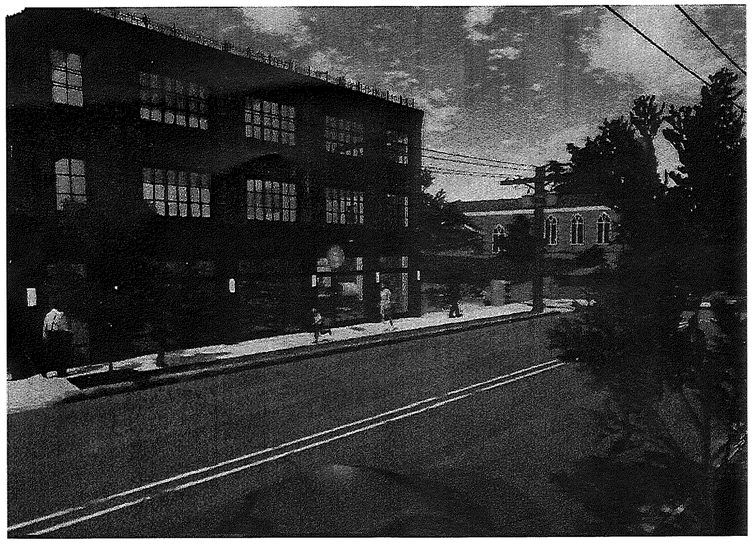

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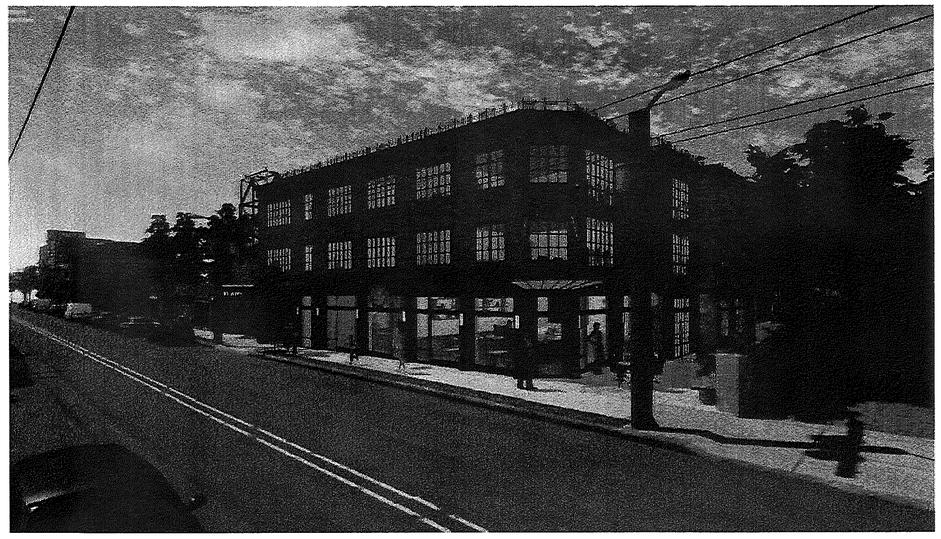

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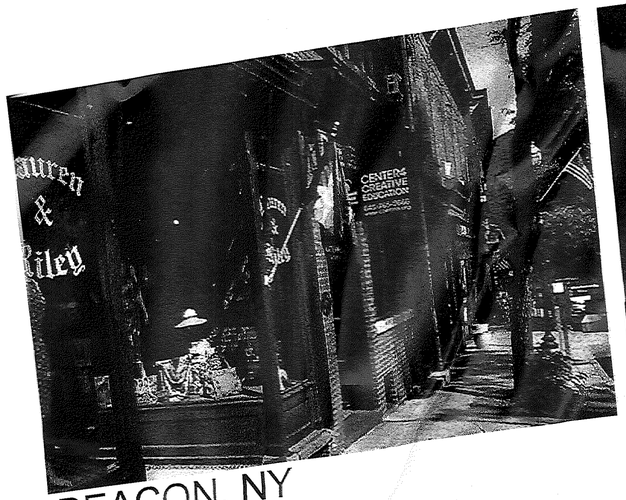
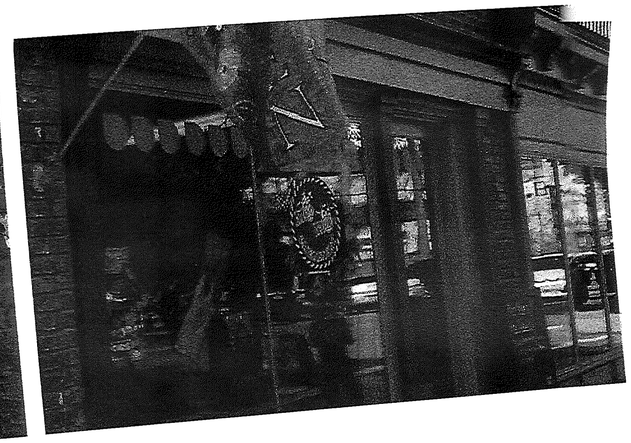
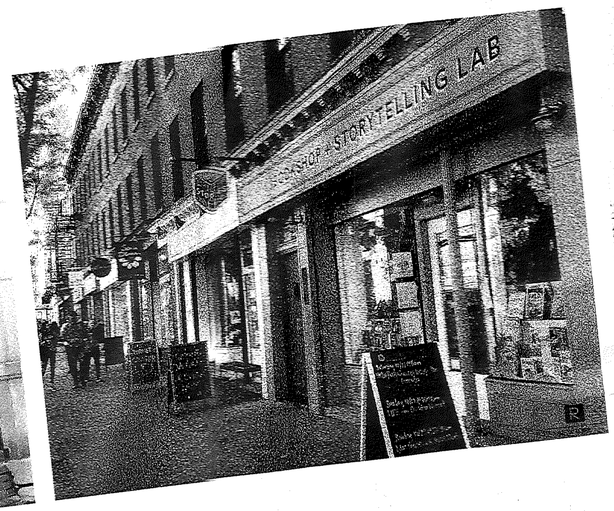
CEDAR COMMONS

MASSING STUDIES



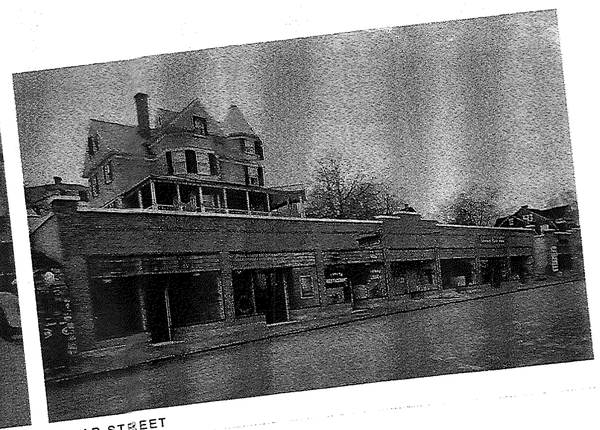


BEACON, NY



STOREFRONTS

CEDAR STREET



CEDAR STREET

MAIN STREET

MAIN STREET

DOBBS FERRY HISTORICAL PHOTOS

CEDAR COMMONS

INSPIRATION IMAGES

V-4

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