

1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Town of Bedford Planning Board in connection with an application by Cosimo Tripi, James P. Murphy and Adelaide V. Murphy for approval of a residential subdivision on a 25.59 acre property located on Harris Road and New Street in the Town of Bedford, Westchester County, New York. The Positive Declaration and the SEQRA Full Environmental Assessment Form, upon which the Planning Board's determination of significance was based, are included in Appendix A.

This Draft Environmental Impact Statement examines the potential environmental effects that may result from a proposed residential development, known as the "Tripi Subdivision". Initially, the applicant submitted site plan drawings and a DEIS for a 19 lot conventional subdivision. Following consultation with the Planning Board, the applicant has prepared a 23 lot conservation subdivision plan that meets the Town Code requirements for Conservation Subdivision, consistent with Chapter 107-49 Conservation Subdivisions. This DEIS describes the potential environmental impacts of both the "Conventional Plan" and the "Conservation Plan". The Conservation Plan is the plan preferred by the Lead Agency and by the applicant.

The DEIS has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and Part 617 of the implementing regulations. The scope of the DEIS was established by a scoping outline developed by the Town Planning Board, acting as the SEQRA lead agency, in cooperation with all other involved agencies. The Planning Board adopted the Scope for a DEIS at a public scoping meeting on March 14, 2006. Additional information to be included in the scoping outline was required by the Planning Board and submitted to the design engineer, April 4, 2006. This Scope is included in this document in Appendix A. The applicant submitted drafts of the DEIS on May 8, 2007, December 5, 2008 and November 10, 2009. Following consultation with the Planning Board, a Conservation subdivision plan was prepared and is described, herein.

This Project Description chapter summarizes the layout, site plan and benefits of both the Conventional Plan and the Conservation Plan. Chapters 3.1 through 3.9 provide analysis of the project's potential impacts and mitigation measures, for specific resources or environmental concerns. Evaluation is provided for both of the Site Plan concepts. The traffic analysis has been completely revised from the previously submitted traffic study, since traffic access and distribution is completely different between the two plans. In the Conventional Plan a through road would be provided between Harris and New Street, and in the Conservation Plan, the only point of entrance and egress would be via New Street. These differences in traffic warranted a revised study (see Section 3.5 Traffic and Transportation). In addition, the fiscal analysis provided in Section 3.8 Socioeconomic has been updated with 2010 tax rates and 2010-2011 school budget information.

A summary of potential project impacts is provided in Table 2-1 Tripi Subdivision Impact Comparisons. The Conservation Subdivision Plan would result in less overall land development impacts, including grading and construction disturbance, which would result in the retention of more existing vegetation on the property. The Conservation Plan would result in 4 additional residential units, compared to the Conventional Plan, given that two affordable residential units will be provided. The additional residential units in the Conservation Plan would result in a

slightly higher overall development population, including school age children, when compared to the Conventional Plan. The fiscal impact to the Town and specifically to the Katonah-Lewisboro School District are comparable for the two plans, since the Conservation Plan would generate higher taxes than the Conventional Plan, given the additional residential units.

Public Need and Community Objectives

The objective of the applicant is to construct quality market-rate single-family detached residences that would appeal to households seeking to reside in the Town of Bedford.

Housing in the Town of Bedford, is presently dominated by single family detached dwellings. Almost 71 percent of the total units in the Town of Bedford are single family detached homes. As indicated in the Town's Comprehensive Plan, the character of the existing residential development with particular reference to the prevailing low density will be maintained.

The proposed project would provide an appropriately scaled, community-friendly development in close proximity to the Town's retail and commercial uses, transportation facilities and elementary school. This project will address the need for housing in a location that is accessible using the existing local and regional road system. The existing roadway network would provide access to the site without the need for extensive improvement, as indicated in the Town of Bedford Comprehensive Plan. The project site is located approximately one mile from the Bedford Hills train station and less than one mile from the Katonah station, both stations on the Metro North Harlem line.

Pedestrian access is an issue valued by the local community and the Planning Board. Although on-site sidewalks are not proposed for the Conventional Plan, sidewalks would be provided in the Conservation Plan. With either plan, the nearby Katonah Elementary School and local retail locations would be accessible by pedestrians from the project site, although, off-site continuous sidewalks are not provided to either the school or retail locations.

The applicant's project will reinforce the objectives and policies of the Town's Comprehensive Plan adopted in July, 2002 by: providing a development within the community that preserves and reinforces the Town's basic residential character, continues the existing pattern of density and will help ensure that the Town maintains an adequate supply and range of housing stock.

The proposed project intends to address the public and community objectives by accomplishing the following:

- Increase the Town's housing stock and help satisfy the high demand for single family residences in the Town of Bedford and in Northern Westchester County;
- Create a project that is compatible with the character of the community and the long range plans by the community for the area;
- Achieve a balance between development that will result in new community members and the cost of community services to support that development.
- There also exists a desire to accommodate seniors aged 55 and above with smaller sized residences and single level living.

Objectives of the Applicant

The Applicant, Cosimo Tripi, intends to create a community of high quality single family homes consistent with the residential character of the Town of Bedford, in an attractive, wooded setting. This objective would be achieved with either the Conventional subdivision plan or the Conservation subdivision plan. The project responds to a continued demand for single family housing in the Town of Bedford and Northern Westchester County.

This particular project is of a low density (approximately 1 to 2 acres per dwelling unit) and is expected to support housing developed in conformance with the Town's Zoning Ordinance and Comprehensive Plan which designate this area for low density/single family residential use.

An overview of the two proposed project plans, is summarized as follows:

Conventional Subdivision Plan

- The conventional plan would include the construction of 18 new market rate single-family homes, averaging 3,500 square feet (gross floor area) with three, four and five bedrooms (four bedrooms on average). One existing single family home was considered in the overall environmental review. The new market rate home sites are anticipated to sell for between \$1,000,000 and \$1,500,000. The anticipated selling price is comparable to existing new construction in the Town of Bedford, for homes with approximately 3,500 square feet and four bedrooms. The Multiple Listing Service for houses in Katonah and vicinity shows comparable new 4 bedroom houses generally priced above \$1,000,000, and houses in the Katonah Lewisboro School District on properties over one acre sold in December 2008 for \$900,000 and above.¹
- The conventional subdivision will involve a total of 19 lots, which includes the subdivision of an existing home located on Harris Drive, and the construction of eighteen (18) new homes.
- A total of 2,420 linear feet of roadway is proposed to be offered for dedication to the Town (no proposed private roads). The internal roads would be constructed with 24 feet in pavement width, within a 50-foot right-of-way, per Town of Bedford roadway regulations. The roads would be constructed with 6 inches asphaltic concrete and 8 inches gravel subbase. Access to all the nineteen residences will be off of the internal access road.
- The Applicant proposes to pay a recreation fee of \$10,000 per approved lot to the Town for the purpose of funding community recreation programs and facilities that would be available to the future residents of this project. No active recreation facilities are proposed in this subdivision.
- The project would result in approximately 8.44 acres of the existing vegetation and land (34 percent of the site) remaining undisturbed. Vegetation would be retained during construction by the installation of fencing at the limits of construction.
- Projected population in the Conventional development is 70 persons, consisting of 20 school aged children and a mixture of persons 18 years and older and younger than five.

¹ http://www.margotfriedlander.net/Westchester_County_MLS

- Municipal water will be provided to the project. Water service connections will connect the project to existing services located in Harris Road and in New Street. The proposed Conventional project is not connected to a municipal sewer and each lot will have its own septic system.

Conservation Subdivision Plan

- The Conservation subdivision will involve a total of 23 lots, which includes the subdivision of two existing lots (one existing home), located on Harris Drive, and the construction of twenty-two (22) new homes. Two of the 22 new homes will be affordable.
- The 20 new market-rate single-family homes, will range from approximately 2,500 to 3,500 square feet (gross floor area) with three and four bedrooms. The market rate homes are anticipated to sell for between \$750,000 and \$1,250,000. The anticipated selling price is comparable to existing new construction in the Town of Bedford, for homes of comparable size and four bedrooms. The two affordable homes will be priced at approximately \$385,000, consistent with the Town of Bedford affordability requirements (Section 125-29.6).
- The Conservation Subdivision will include a public looped access road, approximately 2,230 feet in length. Access to the development will be limited to New Street at the north side of the property. A 12 foot wide emergency access road will be provided from Harris Road, to the loop road. The looped roadway is proposed to be offered for dedication to the Town (no proposed private roads). The internal road would be constructed with 30 feet in pavement width, within a 50-foot right-of-way, per Town of Bedford roadway regulations. The 30 foot width would allow on-street parking in the event of private parties or gatherings at individual residences. The roads would be constructed with 6 inches asphaltic concrete and 8 inches gravel subbase.
- The Applicant proposes to pay a recreation fee of \$10,000 per approved lot to the Town for the purpose of funding community recreation programs and facilities that would be available to the future residents of this project. No active recreation facilities are proposed in this subdivision.
- The project would result in approximately 12.53 acres of the existing vegetation and land (47 percent of the site) remaining undisturbed. Vegetation would be retained during construction by the installation of fencing at the limits of grading.
- Projected population in this new development is 75 persons, consisting of 18 school aged children and a mixture of persons 18 years and older and younger than five. These population estimates may be subject to the design of specific residences, particularly for one level living.
- Municipal water will be provided to the project. The proposed Conservation Plan project proposes a community septic system located in the central portion of the site. The community septic system is subject to review and approval by the Westchester County Department of Health and the NYC Department of Environmental Protection.

Under either plan, the proposed project will provide a modern residential neighborhood for persons seeking to live in the Town of Bedford, and would produce a modest, sustainable use of land that is currently underutilized.

Benefits of the Project

Development of new housing in Bedford will provide social benefits to the local area and the region by increasing its workforce and the available pool of civic minded residents. Additionally, new homeowners who will reside at Tripi Subdivision will utilize area retail, personal service, and other commercial services. It is estimated that this development would generate revenues to businesses on retail goods and services. A portion of these expenditures would be made at local area restaurants, supermarkets, convenience stores, apparel and household goods stores, and service businesses.

Some of the benefits of the proposed project are the following:

- Provides new housing stock to meet the continuing demand and ownership opportunities for housing in the Town of Bedford and Northern Westchester County.
- Provides low density residential project, consistent with the Town's long range development objectives. The Conventional Plan would provide lots ranging from 0.6 to 2.75 acres in size. The Conservation Plan would provide a majority of lots (21 of 23 lots) approximately 0.275 acres in size.
- Provides an estimated 37 person-years of short-term employment for construction, including secondary employment resulting from the construction. Local construction contractors and building materials will be utilized whenever possible.
- Projected annual revenue to the Town of Bedford including municipal services would be \$94,072 for the Conventional Plan and \$91,180 for the Conservation Plan (2010 estimates. See Section 3.8 for further discussion).
- Projected annual revenue to the Katonah-Lewisboro School District would be \$393,214 for the Conventional Plan and \$381,128 for the Conservation Plan. This revenue is projected to be a net benefit to the school district. (2010 estimates. See Section 3.8 for further discussion)
- The Conventional Plan would retain approximately 8.44 acres of existing vegetation (33 percent of the site) through the use of construction fencing and adherence to the construction plans. The Conservation Plan would retain approximately 12.53 acres existing vegetation (48 percent of the site). The limits of disturbance are shown Figure 3.1-4 Grading Plan and in the attached full sized drawings.

Construction and Subsequent Maintenance

Construction of the proposed subdivision would commence after approvals and permits are secured from the various agencies. It is anticipated that construction would commence in 2012 and be completed by 2016. Construction period and potential impacts would be similar for both the Conventional Plan and the Conservation Plan.

The developer intends to subdivide the parcel and construct and install all roads, utilities, and homes on the project site. It is anticipated that construction of the roads and utilities will start upon Town approval, with the completion of all homes within five years of project approval.

Construction traffic will consist primarily of construction equipment arriving at the beginning of the construction period, trucks periodically delivering materials, and daily trips of construction

workers. Once foundations are set, it is estimated that one to two trucks delivering building materials can be expected to arrive and leave the site during each day of the construction period.

Trucks delivering fill material for the Conventional Plan (soil and crushed stone) would add an estimated 2 to 3 trucks per day during the first six months of construction when a majority of grading will occur. Therefore, an estimated three to five trucks per day can be expected during the busiest periods of construction (see discussion of construction traffic in Section 3.5 Transportation). The Conservation Plan would involve a balanced site with minimal fill material imported into the site. This modification would reduce the estimated truck traffic by approximately half or two to three trucks per day during the busiest periods of construction.

Soil erosion and sedimentation control plans have been prepared for proposed construction as recommended by the Westchester County Best Management Practices Manual. The applicant will post construction performance bonds with the Town of Bedford, per the requirements of the Town of Bedford Planning Board, as part of its land development approvals. These performance bonds will ensure that the sediment and erosion control measures are adequately installed and maintained during construction.

Monitoring and maintenance of the proposed stormwater management facilities during construction and after construction prior to acceptance by the Town will be the responsibility of the project developer. Funding and enforcement of monitoring and maintenance activities will be the responsibility of the developer as a part of the cost of construction. Actual costs to be incurred by the Town of Bedford in maintaining the proposed roads, water mains and stormwater features after acceptance are not known, however, any such costs will be offset to a degree by property tax revenues generated by the future homeowners at the subject site. The NYSDEC, pursuant to SPDES, has jurisdiction to enforce stormwater maintenance activities on the subject site after project completion.

The proposed project roads, water supply infrastructure, and stormwater management facilities will be offered for dedication to the Town following construction. Ownership and responsibility for year-round maintenance of the proposed roads and infrastructure (including snow and ice control and water lines, and stormwater facilities) will remain the project developer's until these facilities are accepted by the Town. Thereafter, operation and maintenance of the project road system, water supply infrastructure, and stormwater management facilities will be the responsibility of the Town of Bedford Highway Department. The project plans show the right-of-way lines and easement lines within which these facilities are located to allow Town access and control.

1.2 Approvals Required

The proposed action will require approvals from the following agencies:

- ◆ Town Planning Board
 - Subdivision Approval (Chapter 107)
 - Steep Slopes Permit (Chapter 102)
 - SWPPP Approval (Chapter 103)
 - Tree Removal Permit (Chapter 112)

- ◆ Town Board
 - Special Use Permit (for Conservation Subdivision Plan only)

- | | |
|--|---|
| | Transportation Corporation for Community Septic |
| • Town of Bedford - Water Department | Water Connections |
| • Town of Bedford - Highway Department | Road Permit |
| • Westchester County Department Of Health | Sanitary System Approval
Water Service Connection
Realty Subdivision |
| • NYS Department of Environmental Conservation | Coverage under SPDES General Permit # GP-0-10-001 for Construction Activities |
| • NYC Department of Environmental Protection | Community Septic System
Stormwater Pollution Prevention Plan |
| • NYS Department of State | Transportation Corporation for Community Septic |
| • NYS Office of Parks Recreation and Historic Preservation | Coordinated Review associated with NYSDEC SPDES Permit. |

Potential Impact Issues

This section of the Executive Summary provides a summary of the project's potential impacts and proposed mitigation measures, as listed by major subject categories.

1.3 Soils and Topography

Potential Impacts

The project has the potential to impact soils, steep slopes, and the bedrock present on the site, as a result of the required grading for construction. Mitigation measures are proposed to minimize these potential impacts.

Slopes Impacts

Impacts to steep slopes are directly related to the potential for soil erosion during construction. The majority of grading for the proposed Conventional project will occur in areas with slopes of less than 25 percent. Impacts to steep slopes of 25 percent or greater are related to the site entrance roadway, grading for the proposed homes and the associated Sub-Surface Treatment Areas (SSTA) on the project site.

Disturbance of these steep slopes (>25%) will require a permit as per Chapter 102 of the Town of Bedford Town Code. The permit is granted during the subdivision approval process assuming all the required information is provided to the Town Engineer and the Town Board.

The project engineer has evaluated the potential impact to steep slopes for the Conservation Plan, based upon the proposed grading for that plan. The majority of grading would occur in the north central and western portions of the site, where natural grades are more level. Disturbance to steep slopes would be required for a stormwater management basin and for the emergency access road. It should be noted that the emergency access road mostly follows the alignment of an existing paved driveway.

The required grading for the Conservation Plan would result in approximately 1.52 acres less disturbance to steep slopes than the Conventional Plan. The potential impacts would be offset by adherence to soil erosion and sedimentation control practices described in the Erosion Control Plan attached in the drawing set (Sheet No. 7).

Soils Impacts - Conventional Plan

Grading and recontouring of soils is required for the construction of roads, individual home sites and driveways, and the four (4) proposed storm water detention basins. Areas of proposed grade changes for the project development are shown in the grading plans attached to this document (Sheet No. 5). The total area of grading or site disturbance is estimated to be 17.15 acres.

The impacts to soils associated with this work are temporary in nature, relating to erosion hazards. The total area of permanent impervious surface is approximately 3.44 acres, including the new roads, houses and driveways as compared to the existing impervious surface area being approximately 1.29 acres, increasing the impervious surface on the property by approximately 2.15 acres. The disturbed areas not covered with impervious surface will be graded, seeded and landscaped, including the storm water management basins.

The project engineer has estimated that grading for the Conventional Plan will involve approximately 15,439 cubic yards of cut and 19,863 cubic yards of fill. The preliminary estimates indicate that there would be a required fill of 4,427 cubic yards over the entire site. Fill would include both soil and crushed stone for road beds. The project engineer will attempt to balance the cut and fill as the Site Plan is further finalized, during the Site Plan review process. Balancing the on-site material would reduce overall construction costs and the estimated construction truck traffic.

Soils Impacts - Conservation Plan

Grading and the disturbance of approximately 13.06 acres of the site would be required for the Conservation Plan. The majority of grading will occur in the northwest and central portion of the site, largely avoiding the slopes on the eastern and southern portion of the site. Two stormwater management basins would be graded and constructed in areas down-slope from the development to capture and treat stormwater. The level spreader proposed for the Conventional Plan would not be required for the Conservation Plan. The emergency access road would extend from Harris Road to the development and would involve grading in areas of steep slope. The Conservation Plan would result in 4.09 acres of less disturbance than the Conventional Plan. A cut-and-fill analysis has not yet been completed for the Conservation Plan, but based upon the smaller project footprint, less fill will be required for the Conservation Plan than the Conventional Plan.

A community septic system is proposed for the Conservation Plan, and that system would be centrally located, interior to the looped access road. Percolation test pits and deep test holes were completed in the summer of 2009 for the Conventional Plan. The soil tests completed for Conventional Lots 2, 3, 11 and 12 indicate that the soils in the proposed community septic area are adequate for the system. The Westchester County Department of Health may require supplementary testing for the community system.

The project engineer indicates that cut and fill volumes can be balanced on the site for the Conservation Plan. Given that the required overall grading is 4.09 acres less than the Conventional Plan grades can be adjusted to avoid the import of fill material onto the site.

Geology Impacts

Based upon test boring information and earthwork analysis approximately 6,640 cubic yards of rock would be excavated throughout the site for the Conventional Plan. Based upon a reduced project footprint (approximately 4.09 acres of less grading), less bedrock will need to be removed to construct the Conservation Plan compared to the Conventional Plan. Bedrock excavation would be done by mechanical means such as hammering or ripping. Any rock removed will be used on-site as road base. In the case that blasting is required, all precautions will be followed in accordance with Article IVA Blasting and Explosives of the Town of Bedford, Town Code (Chapter 125-48.1 to 125-48.20).

Mitigation Measures

Blasting Procedures

Should blasting be necessary, all blasting will meet all requirements of Title 12 of the New York State Code of Rules and Regulations as well and the Town of Bedford regulations (Chapter 125 of the Town Code). Blasting procedures would be the same for both the Conventional and the Conservation Plan.

Blasting operations will be conducted under the direct control and supervision of competent and licensed persons. The blasting contractor performing the work will be fully insured in accordance with the regulations. Once any required blasting sites have been identified, a general blasting schedule will be developed and a blasting permit will be obtained from the Building Inspector covering the specific blasting operation.

Soil Erosion and Sediment Control Plan

A Stormwater Prevention Pollution Plan (SWPPP) has been developed for both the Conventional Plan and recently for the Conservation Plan. The SWPPP for the Conservation Plan is provided in Appendix C-1 and the SWPPP for the Conventional Plan is provided in Appendix C-2. As indicated above, the Conservation Plan involves 4.09 acres of less grading and development, and less development on steep slopes. Therefore, the overall required stormwater management and treatment for the Conservation Plan will be less than for the Conventional Plan.

Erosion and sedimentation will be controlled during the construction period by temporary erosion control devices in accordance with a Soil Erosion and Sediment Control Plan developed specifically for this site and this project (see attached full sized drawing). The plan has been

developed by Petruccelli Engineering, the project Engineer. All sediment and erosion control measures are to be installed in accordance with the *New York Standards and Specifications for Erosion and Sediment Control, 2005* and the requirements of NYSDEC General Permit (GP-0-10-001).

The plan includes limitations on the area of disturbance, limitations on the duration of soil exposure, criteria and specifications for placement and installation of erosion control devices, and a maintenance schedule. A construction detail for each of the proposed soil erosion control devices (including temporary controls for use during the construction period) is provided on the attached full sized drawings. The following are “best management practices” that will be followed to insure proper soil erosion and sedimentation control.

1.4 Water Resources

Potential Impacts

The Conservation Plan would involve the temporary disturbance of 13.06 acres of the 25.59 acre Tripi Subdivision site, while the Conventional Plan would require 17.15 acres of disturbance: or a reduction of 4.09 acres. There are no wetlands, watercourses or water bodies on the project site. During field investigations, no surface seeps were observed on the Property.

Potential stormwater related impacts to downstream properties and receiving waters associated with the project may include: sedimentation during construction, post development increases in pollutant loading in stormwater, post development flooding from increases in the volume of stormwater discharged, and bed and bank erosion in receiving watercourses resulting from increased stormwater discharge velocities. These potential impacts are mitigated by the stormwater management practices outlined below.

The proposed stormwater treatment measures included in the SWPPP satisfy NYSDEC and NYCDEP standards by including an Erosion and Sediment Control Plan and provisions for stormwater treatment to avoid potential impacts on receiving waters and downstream properties. State standards for water quality treatment, as set forth in NYSDEC GP-0-10-001, specifically require the water quality volume (WQv) to be calculated, and treated, in accordance with the NYSDEC Stormwater Management Design Manual (the Manual). The stormwater practices proposed on the Tripi Subdivision site have been designed in accordance with the Manual and satisfy New York State mandates.

Sedimentation During Construction

Without adequate measures incorporated into the Proposed Action to offset potential impacts, the Project would have the potential to increase the volume and velocity of stormwater runoff from the site through land clearing and conversion of existing land cover into impervious surfaces and landscaped areas. If not controlled, these activities may lead to accelerated erosion and sedimentation during construction. Accordingly, an Erosion and Sediment Control Plan, that includes detailed construction sequencing, has been included in the SWPPP.

All soil erosion and sedimentation control practices would be installed in accordance with GP-0-10-001 and the Town of Bedford requirements. Prior to the commencement of any phase of this project that would result in the disturbance of soils, erosion and sediment control measures would be placed in accordance with the specifications on the construction drawings

and in the SWPPP. These measures would be maintained in effective condition and left in place until permanent vegetative cover is established. Refer to the SWPPP in Appendix C-1 and C-2 of this DEIS, and accompanying Erosion and Sediment Control Plan sheets for erosion and sediment control practices to be implemented.

During construction, areas of active disturbance would be limited to five acres and runoff from areas outside of disturbances would be diverted away from erodable soils.

Post-Development Runoff Quantity and Quality

Following construction, stormwater from the project site will discharge off-site and ultimately enter the Muscoot Reservoir. To offset potential impacts associated with stormwater runoff from the Tripi Subdivision site, a project specific SWPPP was developed in accordance with all applicable NYSDEC, and NYCDEP regulations and guidelines, including those in the NYS Stormwater Management Design Manual (2010 Amendments) and the New York Guidelines for Urban Erosion and Sediment Control. Specific attention has been paid to generally maintaining existing project site drainage divides, to attenuating post development increases in peak stormwater discharge rates and volumes, and to meeting NYSDEC and NYCDEP stormwater quality treatment criteria. All proposed treatment methods would comply with NYSDEC and NYCDEP stormwater treatment criteria.

Drainage Patterns

In the opinion of the Applicant's engineer, the proposed stormwater management system would not significantly alter the drainage patterns/watershed areas within the project site. Therefore, no significant short- or long-term effects to on-site or off-site hydrology are anticipated. The project would not result in impacts to the functions, importance and value of off-site wetlands, watercourses and water bodies.

Floodplains and Downstream Flooding

The proposed stormwater management plan would reduce stormwater runoff rates for the 2-through 100-year storm events to less than existing levels. Therefore, no downstream flooding-related impacts are expected to result from the proposed development.

Stormwater Discharges

A comparison of the peak flow discharges for existing and developed conditions under various storm events at the seven design points are summarized in Table 3.2-4. As the developed condition peak discharges would be relatively less than the existing condition, therefore there are no anticipated impacts to on-site or off-site surface water resources.

A comparison of the Conventional Plan estimated peak stormwater flows vs. The existing peak flows on the site is summarized in Table 3.2-6. The stormwater peak flows are reduced at a substantially greater rate under the Conservation Plan, as compared to the Conventional Plan.

Pollutant Loadings

To comply with the Watershed Regulations, the SWPPP developed for the proposed development must comply with the conditions of GP-0-10-001. Since the project site is in New

York City's Muscoot Reservoir watershed (part of the East of Hudson watershed), the NYCDEP is also an involved agency, and must ultimately approve the SWPPP prior to commencement of construction.

General Permit GP-0-10-001 and the Enhanced Phosphorus Removal Standards further requires that the Water Quality Volume (WQv) be treated in order to provide pollutant removal. By meeting the WQv requirements for the proposed project through employment of micropool extended detention ponds that are part of the SWPPP, the water quality objectives of the NYSDEC would be met.

Existing Wells on Adjacent Properties/Groundwater

This area of the Town of Bedford is served by municipal water (Consolidated Water District #1). Municipal water from this water district is proposed for this Project. None of the nearby residential properties obtain water from private wells.

All stormwater runoff from existing and created impervious surfaces shall be captured and treated before being discharged. The implementation of the NYSDEC approved stormwater treatment facilities would result in pollutant reductions for stormwater discharge. No significant adverse impacts to any unidentified off-site wells are anticipated.

Additional Mitigation Measures

It is anticipated the proposed mitigation measures incorporated into the Project design and Site Plans would offset any potential adverse impacts. No additional mitigation measures are proposed.

1.5 Air Quality

Potential Impacts

Air quality impacts associated with the proposed subdivision project were assessed to determine whether this proposal would have an adverse impact on the surrounding general population. As described in Section 2.0 Project Description, the overall scale and duration of construction would be similar for both the Conventional Plan and the Conservation Plan. The Conservation Plan, described herein, would involve less area of grading (3.76 acres or 22 percent less) than the Conventional Plan. Air quality impacts from construction activities for both the Conventional Plan and the Conservation Plan were assessed along with a determination of impacts from project-induced traffic along the primary access routes to and from the project site.

Construction Impacts

Potential short-term adverse air quality impacts that may result from the construction of the Proposed Project include fugitive dust and particulate matter from the clearing of the site and movement of equipment and vehicles across the site and emissions from the operation of the construction equipment and vehicles.

Fugitive and Airborne Dust

Construction activities on the project site would have a potential impact on the local air quality through generation of fugitive or airborne dust. Fugitive dust is generated during ground clearing and excavation activities, and generally when soils are exposed during dry periods. Throughout the construction period, earth moving and the passage of vehicles over temporary dirt roads and other exposed soil surfaces may also generate fugitive dust, particularly during dry and windy conditions. On-site mitigation measures are proposed as part of the project during construction to limit the dispersal of fugitive dust.

Residences along Harris Road, Westview Drive and New Street, closest to the proposed areas of grading, would have the greatest potential to be impacted by dust.

When conditions are favorable for dust generation, dust control can be provided through appropriate measures to reduce off-site impacts. Such measures include using water to spray unpaved areas, especially during dry weather conditions, to help reduce any dust on roads subject to heavy construction vehicle traffic, and a sweeping schedule. Harris Road and New Street will be swept as needed to avoid the creation of dust. The use of stone tracking pads at the Harris Road and New Street construction entrance and the washing of vehicle tires will greatly lessen the tracking of soil onto adjacent roadways.

Equipment and Vehicle Emissions

Construction-related air emissions will result from the use of diesel fuel as a source of energy for construction vehicles and equipment. Pollution from these engines comes from the combustion process in the form of exhaust. Well maintained diesel engines are more fuel efficient than gasoline engines, however, they are a source of some air pollutants.

Although exhaust emissions from construction equipment is not as significant as fugitive dust generation, particulate matter from diesel exhaust emission will be controlled through proper tuning of the vehicle engines and maintenance of the air pollution controls. This will minimize additional contribution to site-generated particulate emissions during construction.

Mitigation Measures

The anticipated duration of the construction period is approximately 60 months, for both the Conventional and the Conservation plans. Construction will occur during normal working hours, approximately 7 AM to 6 PM Monday through Saturday. No work is anticipated to occur on Sunday or on holidays. All construction vehicles and equipment would be expected to be well maintained and operated in an efficient manner, thereby minimizing air pollution to the greatest extent practicable.

Through the incorporation of dust control measures and construction vehicle measures to control emissions, no short- or long-term significant air quality impacts as a result of construction operations are anticipated and no further mitigation measures are proposed.

1.6 Terrestrial and Aquatic Ecology

Potential Impacts

Areas of disturbance are defined as the limits of construction disturbance and grading necessary to construct the internal road system, utilities, residences and driveways. Residential building construction would result in open areas around each residence which would be landscaped.

Conventional Plan Impacts

The Conventional Plan described in this DEIS would involve the temporary disturbance of 17.15 acres (approximately 67 percent) of the 25.59 acre Tripi Subdivision site for the construction of the residences, driveway, internal roadways, Subsurface Treatment Areas (SSTA) and stormwater management facilities. Areas of deteriorating asphalt from the former Bailey Hall development remain on the site. The remainder of the site is wooded with some areas of overgrown lawn near former site buildings. A total of nineteen new residences would be created across this portion of the site resulting in the loss of 15.86 acres of existing vegetation and its conversion to new landscaping (13.71 acres) and buildings, roads and driveways (3.44 acres) The home sites would be integrated into surrounding areas on the site that are to be undisturbed, principally the steep slope areas of the property.

Conservation Plan Impacts

The proposed Conservation subdivision plan would also result in the loss of existing vegetation and wildlife habitat on the property, although to a lesser degree than the Conventional Plan. Under the Conservation Plan a total of 11.77 acres of existing vegetation would be removed and converted to either homes, roads and driveways or to landscaped lawn and plantings.

As shown in the grading plan for the Conservation Plan, 21 proposed residences, the looped access road and the community septic system are clustered in the northwest portion of the site. Approximately 12.53 acres of existing vegetation in the eastern and southern portions of the site will be retained and preserved with a conservation easement.

Impacts to Vegetation

In all areas of the site, the removal of trees would be subject to the Tree Preservation provisions of Chapter 112 of the Town Code that provide guidelines for the protection of trees on private properties of the hamlets.

While the existing vegetative community of the proposed development is widely dominated by invasive and generally non-native plant species that offer only moderate wildlife habitat and food sources, some of the existing trees are large and do provide both habitat and food sources for some wildlife. These trees, where healthy, will be preserved to the extent practicable. Invasive vines (multiflora rose, oriental bittersweet, etc.) encountered while clearing will be removed by physical means. It is presently anticipated that the construction of homes on the proposed subdivision (both Conventional and Conservation plans) would result in some of the larger trees throughout the site being removed incidental to grading work associated with providing new road and driveway access to the lots.

The proposed Conventional development would result in disturbance to 15.86 acres of upland woodland vegetation and overgrown fields on the project site. Under post-development conditions, approximately 8.44 acres of existing vegetation would remain on the site. This represents a disturbance to approximately 65 percent of the existing vegetation. The majority of areas which will remain undisturbed by construction are located on individual lots. While no formal preservation of trees or vegetation will be maintained on the site for the Conventional Plan, any future tree removal, construction or grading by individual homeowners will be subject to the Town Code and requirements.

The proposed Conservation Plan would result in the disturbance to 11.77 acres of existing woods and overgrown fields on the site. Following development, approximately 12.53 acres, or approximately 50 percent of existing woodlands and overgrown fields on the site would remain. The majority of this vegetation would be retained on common land, owned and maintained by the future homeowners association, outside of the individual residential lots (see Figure 3.1-5 Grading for Conservation Plan). A conservation easement will be placed on this land to ensure the long term preservation of this open space.

The Conservation Plan will include street tree planting at the outer perimeter of the entire looped road. Street trees will be planted at intervals of approximately 80 feet or one tree per residential lot. Given the community septic system interior to the looped road, street trees will not be planted in this area. Ornamental bushes and shrubs will be planted within the right-of-way, along the interior of the looped street. The septic fields inside the looped road will be planted with areas of turf-grass and wildflower mix. As indicated above, a strip of land 20 feet in width will be preserved at the rear yards of Lots 10, 11, and 12, at the western property border near West View Drive. This area will be preserved as common land, owned and maintained by the homeowners associates. Existing vegetation in this area (mature and mid-sized trees) will be maintained to the extent possible. Evergreen trees will be planted to supplement the existing vegetation and to buffer the views into the site from West View Drive.

Impacts to Wildlife

As described above, the proposed Conventional development would retain approximately 8.44 acres of the existing mixed vegetation that presently serve as wildlife habitat on the project site. Approximately 12.53 acres of habitat would be retained under the Conservation Plan. The proposed construction would not result in any grading or disturbance to these naturally vegetated areas. This retained vegetation would continue to provide habitat for most wildlife species that occur on the site, as none of the species occurring on the property are solely dependent on large tracts of undisturbed habitat.

A long term impact associated with the loss of vegetation at any development project is the reduction is the reduction of wildlife habitat by the removal of food sources, cover and breeding sites necessary to sustain wildlife. Most wildlife is expected to emigrate from disturbed areas of this site to forested habitats which exist near the site, such as large forested tracts surrounding Muscoot Reservoir to the east or to smaller wooded sites such as Katonah Park to the north. Smaller mammals currently using the property, such as squirrels, mice, opossum, and raccoons may move to other residential properties with vegetation similar to what is found on-site. Therefore, no significant adverse regional impact on wildlife would occur as a result of this project.

There is a single SEQRA designated Critical Environmental Area (CEA) within Bedford, on lands located approximately one mile or greater to the south and southeast of the project site. This CEA underlies a geographic area that overlays an aquifer within the Town and would not be expected to be impacted by the proposed development, which is downstream of this CEA.

Neither field observations nor the NYSDEC NHP database, identified the presence of any rare, endangered, or unusual plant or animal species on or in the vicinity of the subject property. Further, based upon on-site evaluations, the project site would be limited in the number of uncommon or unusual species that it could support.

Additional Mitigation Measures

It is anticipated that the proposed mitigation measures incorporated into Best Management Plan features of the construction plan for this Project would offset to the extent practicable any potential for the limited adverse impacts described above. No additional mitigation measures are proposed for the terrestrial and aquatic resources on the site or within the Town.

1.7 Traffic and Transportation

Potential Impacts - Build Condition Traffic

Based upon comments from the Town of Bedford Planning Board, the project has been modified from a 19 lot Conventional Plan to a 23 lot preferred Conservation Plan including a public looped access road with a single connection onto New Street.

In the Conventional Plan, a through road would be provided between Harris Road and New Street. The Planning Board expressed concern about the potential overuse of this through road as a short-cut by local drivers. The Conservation Plan proposes a single entrance and egress via New Street. The traffic analyses for the two alternative plans have been conducted separately, due to the difference in trip generation and access locations, which resulted in differing traffic distribution patterns. As stated previously, the Traffic Impact Analysis previously conducted for the Conventional Plan is included in it's entirety as Appendix F.

The benefit of the Conservation Plan over the Conventional Plan is elimination of the proposed through road between Harris Road and New Street, avoiding a potential cut through from New Street to Bedford Road (NYS Route 117). Nearly all project traffic will now enter and exit the site via a connection to New Street. One new home and the existing home on Harris drive will use the existing driveway on Harris Road for access. Sight Distance considerations are also improved in the Conservation plan as sight distance is better from New Street at Huntville Road than at Harris Road and Bedford Road. The Conservation Plan design proposes a reduction of 190 feet in road length and also eliminates the steep grade from Harris Road to the interior of the project included in the Conventional Design.

Conservation Plan Site Access

The proposed Conservation plan project would result in the construction of 23 single family residential units. The proposed Conservation Plan eliminates concerns about vehicles using the roads in this development as a short cut from Huntville Road to Bedford Road (NYS Route 117). The majority of the site (21 dwelling units) will have a single access point and an emergency access. The main access will be provided via a connection to New Street which

intersects with Huntville Road. The Applicant proposes to offer the roadway, water mains, and drainage and stormwater facilities for dedication to the Town, which would become the responsible entity for the maintenance of said appurtenances. the remaining new unit and one existing unit would have driveway access to Harris Road.

The Conservation plan will include a public looped access road, approximately 2,230 feet in length. Access to the development will be limited to New Street at the north side of the property. A 12 foot wide emergency access road will be provided from Harris Road, to the loop road. The looped roadway is proposed to be offered for dedication to the Town (no proposed private roads). The internal road would be constructed with 30 feet in pavement width, within a 50-foot right-of-way, per Town of Bedford roadway regulations. The 30 foot width would allow on-street parking in the event of private parties or gatherings at individual residences.

Conservation Plan Project Trip Generation and Distribution

The proposed Tripi Subdivision Conservation plan is anticipated to generate 25 trips during the a.m. peak hour and 27 trips during the p.m. peak hour. The anticipated trip distribution of the Tripi Subdivision Conservation Plan was evaluated in the traffic study. The trip distribution as shown refers only to the lots around the loop access road. The trip distribution considers existing traffic flows, access to the Saw Mill River Parkway and Interstate-684, in addition to the local road network in the Town of Bedford and surrounding area. The US Census indicates 18.5 percent of the Town's population travel to work via mass transportation. The close proximity of the site to both the Bedford Hills and the Katonah train stations on the Metro North Commuter Rail Line was also considered in the traffic distribution.

In order to provide a maximum impact analysis, no reduction in traffic was calculated for the close proximity to mass transit. The project as proposed would add six inbound and eighteen outbound trips at the New Street and Huntville Road intersection in the a.m. peak hour; and would add sixteen inbound and ten outbound trips during the p.m. peak hour.

Conventional Plan Project Trip Generation

As previously mentioned, the complete Traffic Impact Analysis for the Conventional Plan is included as Appendix F. Due to the increase in the number of total units shown on the Preferred Conservation Plan, the Conventional Plan results in one less a.m. peak hour trip and four less p.m. peak hour trips than the Preferred Conservation Plan.

Build Condition Level of Service

Construction of the Tripi Conservation Plan project will result in no changes to the operating level of service at any of the approaches for the intersections studied. All movements will continue to operate at level of service C or better upon completion of the project. There is no degradation in the Levels of Service at the affected intersections with the addition of trips generated by the Tripi Conservation Plan. The complete Traffic Impact Analysis for the Conventional Plan is provided in Appendix F.

The preferred Conservation Plan generally results in a decrease in delays at the approaches in the study intersections. The overall delay at the signalized intersection of Harris Road and NYS Route 117 decreases by 1.6 seconds in the a.m. peak hour and 3.1 seconds in the p.m. peak hour as a result of the Conservation Plan. The level of service for Huntville Road passing the New Street intersection continues to operate at the most efficient level of service A. Delays on New Street marginally increase by two seconds or less, due to all the site generated traffic using this access.

Sight Distance at New Street

As shown on the site plan, the available sight distance measurements for New Street at Huntville Road is 500 feet on each side of New Street. There is sufficient stopping sight distance in both directions to meet the AASHTO recommendations for an operating speed of up 30 miles per hour.

Traffic from Construction Activity

The proposed project will result in on-site construction activity, and the addition of construction traffic to local roads. The applicant proposes to utilize both Harris Road and New Street as construction access points for both the Conventional Plan and for the Conservation Plan. While Harris Road provides the shortest distance to Route 117, the required entrance road and utility construction at New Street will necessitate using it as a construction entrance. The construction entrance at Harris Road will have the same site distance as the final emergency access; greater than 500 feet in both directions. Construction vehicles and employees will park on-site at all times. Materials and equipment storage will be located on site.

The designated construction traffic route will be Harris Road, eastbound to Bedford Road / NYS Route 117, and then will utilize designated NYS Route 117, both westbound (south) and eastbound (north). A construction traffic routing plan is provided as Figure 3.5-13.

Construction traffic will consist primarily of construction equipment arriving at the beginning of the construction period, trucks periodically delivering materials, and daily trips of construction workers. Construction workers typically arrive and depart the work site prior to peak hours of traffic as will the initial construction equipment.

The estimated 4,427 cubic yards of material for the Conventional Plan would equate to approximately 6,640 tons of material (using a multiplier of 1.5 tons per yard). If 20 tons per truckload is used, the 6,640 tons would require 332 truckloads of material. Over a six month period of major grading and site-work the 332 truckloads would equate to approximately 2 to 3 truckloads per day (assuming 20 working days per month). The preferred Conservation Plan would eliminate the need for construction traffic relating to cut and fill operations.

School Bus Traffic

As detailed in the Community Services section, the Tripi Subdivision is located in the Katonah Lewisboro School District. It is anticipated that up to 18 school age children will reside at the Tripi development if constructed under the Conservation Plan. The Project is located less than ½ mile south of the Katonah Elementary School and about 3 miles away from the Junior High/High School Campus. The school district policy is to bus all elementary students who reside more than ½ mile from their school and all other students who live more than 1 mile from the school. The Katonah Elementary school is located on Huntville Road within ½ mile of the

project site, thus the elementary school students will either walk or be driven to school. Transportation for the public middle school and high school students and private school students is anticipated to be accommodated by the existing bus transportation routes².

Pedestrian Access following Development

As described above, local roads that adjoin the site do not have sidewalks, including a portion of New Street and Harris Road. Future residents of the Tripi subdivision would be able to walk or bicycle to the Katonah Elementary School using the edge of New Street for approximately 900 feet and then utilize the existing sidewalk along Huntville Road (see Figure 3.5-12 Pedestrian Access Plan).

Future project residents who wanted to walk into the commercial hamlet of Katonah would utilize the portion of New Street with no sidewalks, cross Huntville Road using the sidewalk on the west side of New Street and then use the sidewalk along Valley Road to the Village Green. This route is approximately three-quarters of a mile in length and the majority has sidewalks.

The NYSDOT has allocated funding to construct sidewalks along Valley Road to connect new and existing sidewalks from Cherry Street to Huntville Road. This will add to the overall pedestrian connectivity in the project vicinity.

Traffic Mitigation Measures

The project is expected to generate 25 vehicular trips in the a.m. peak hour and 27 trips in the p.m. peak hour. The Tripi Conservation Plan project is not expected to result in a decline in traffic operations on the local road network thus, no external transportation mitigation measures are proposed.

Conventional vs. Preferred Conservation Plan

Under either the Conventional Plan or the Conservation Plan there is no change to the operating level of service for any approach at either of the studied intersections. All movements will operate at Level of service C or better upon completion of the project.

The benefit of the Conservation Plan over the Conventional Plan is elimination of the potential cut through from New Street to NYS Route 117. Sight Distance considerations are also improved in the Conservation Plan as sight distance is better from New Street at Huntville Road than at Harris Road and Bedford Road. The Conservation Plan design also eliminates the steep grade from Harris Road to the interior of the project included in the Conventional Design.

The Conservation Plan will also be able to be built as a balanced site, requiring no cut or fill materials being transported to or from the site. This results in the elimination of approximately 332 truckloads of fill material which equates to approximately 2 to 3 truckloads per day over a six month period of initial grading.

Based upon the projected levels of service, and the potential improvements as a result of the preferred Conservation Plan, no off-site mitigation measures are proposed.

² Phone Conversation with Jim Minihan Director of Transportation Services, October 8, 2010.

1.8 Land Use and Zoning

Potential Impacts

Land Use

The proposed Conventional Plan would involve the subdivision of land into 19 single family residential lots in a primarily residential neighborhood. The Conservation Plan would involve a cluster subdivision with 23 single family residential lots, including 2 affordable homes. The proposed development would replace undeveloped vacant land with single family detached homes and associated infrastructure.

The proposed residential subdivision is expected to be compatible with the existing land use pattern of development that has occurred within the surrounding area of the project site, particularly areas north of Bedford and Harris Roads. The proposed road layout of the irregular shaped property would conform to the area's existing road system. The proposed action is not anticipated to create an impact to the existing land uses surrounding the project site. Furthermore, in the Applicant's opinion, the project may also result in a positive impact by introducing new customers to the existing commercial/retail corridors in the project's vicinity.

As noted above, the project site is located in close proximity to the Katonah Elementary School. The project site and proposed homes would not be visible from the Katonah Elementary School given the 300 feet of existing mature woods and vegetation in the southeast corner of the school property. The proposed residential uses are anticipated to be consistent with this adjoining institutional use.

Construction of the project will increase the built density of the Town of Bedford. Views of currently vacant land will be replaced by views of attractive single family homes. Visual resources are addressed in Section 3.9 of the DEIS.

No adverse land use impacts are anticipated as a result of construction and occupation of Tripi Subdivision. The proposed layout avoids disturbance to steep slopes on the south eastern portion of the property, while maintaining compatibility with the project vicinity's land use patterns and residential densities.

Zoning

Conventional Plan

Under the proposed Conventional Plan the Applicant proposes to subdivide the undeveloped 25.59-acre property, currently consisting of three parcels, into 19 single-family residential lots. Single-family detached dwellings are permitted uses allowed by right in the underlying R-1/2 A and the R-1/4 A zoning districts. The subdivision would include house lots ranging from 0.6 acres (26,251 square feet (sf)) to 2.75 acres (119,954 sf) in the R-1/2 A zone. Whereas, the R-1/4 A zone would consist of house lots ranging in size from 0.9 acres (39,815 sf) to 1.5 acres (65,579 sf). The lot sizes conform with the zoning requirements in the R-1/2 A and R-1/4 A zoning districts. The minimum lot requirement for the R-1/2 A and R-1/4 A zones are 20,000 sf and 10,000 sf, respectively. The proposed subdivision would yield a density of one home per 1.35 acres of land.

The 19 Conventional homes will average 3,500 square feet (gross floor area) with three, four and five bedrooms (four bedrooms on average). The building height of these market rate homes will not exceed 35 feet (two and half stories).

Conservation Plan

Under the proposed Conservation Plan, the project would involve a cluster subdivision with 23 single family lots, including 2 affordable homes. The affordable homes will be the same size and design as the market rate homes. A total of 21 new homes would be clustered around a looped access road in the northwest portion of the property, while one new home and an existing home (Murphy residence) would access Harris Road in the southern portion of the site. The primary access to the subdivision would be from New Street, while an emergency access would connect Harris Road to the main access road.

The project is designed in conformance with the Conservation or cluster subdivision provisions in the Town Code (Section 107-22B and C) the project lot size and building setbacks have been modified from the residential districts in which the project lies (underlying R-1/2A and R-1/4A zoning districts). The proposed 21 lots in the northwest portion of the site would have lot sizes of 0.275 acres in size. The proposed new residence on Harris Road would have a lot size of 0.76 acres, consistent with the R-1/2A Zoning District. The Conservation subdivision would have an overall density of 1.11 residences per acre.

Compatibility with Town Zoning Code

The proposed Conventional single family residences are a permitted use within the R-1/2A and R-1/4A zoning districts, as identified within the Town zoning regulations. According to the project engineer, each of the proposed residential lots would comply with the dimensional requirements stipulated in the zoning code.

The project will comply with the Affordable Housing regulations in the Town Code (Section 125-29.6). The regulations were enacted to encourage new subdivisions to provide opportunities for affordable housing in the Town. While no residential units in the Conventional subdivision plan are proposed as affordable, the applicant will comply with the requirements of the code, in consultation with the Planning Board.

The Conservation Plan would conform to the provisions for Conservation Subdivisions (cluster subdivisions) per Section 107-50.1 of the Town Code. Conservation Subdivisions are subject to Planning Board approval for incorporating modifications to the applicable zoning provisions. The size of the proposed lots, the building setbacks and overall Conservation subdivision density was discussed with members of the Planning Board. As indicated above, two of the 23 residential units will be affordable and consistent with the Town's affordable housing requirements (Section 125-29.6). Consistent with the Conservation Development regulations in the Town Code (Chapter 107-50.1), the Conservation Plan will require approval by Town Board.

Compatibility with Town Subdivision Regulations

The Tripi Subdivision has been designed by the project engineer to comply with all the provisions of the Town Subdivision Regulations (§107 of the Town Code).

Compatibility with the Town of Bedford Comprehensive Plan

The Applicant believes that the Tripi Subdivision would meet the goals and objectives for land use and residential development set forth in the Town of Bedford Comprehensive Plan.

Following consultation with the Planning Board, the applicant has developed a Conservation or cluster subdivision plan, consistent with the Zoning Code. The Conservation subdivision would provide a well designed cluster subdivision consisting of 23 residential lots, which would result in the preservation of approximately one-half of the existing vegetation on the property. The proposed community septic system and smaller lot size allows more dense residential development and the preservation of more existing vegetation and undisturbed steep slopes on the property, as compared to the Conventional Plan. The Conservation plan would provide 2 affordable homes, consistent with the affordable housing requirements of the Town of Bedford. The Conservation Plan is consistent with the goals of the Comprehensive Plan.

The Tripi Subdivision would be located in close proximity to the existing businesses within the Town of Bedford and public transportation (i.e. Metro North Railroad). The Bedford Hills train station is around one mile to the south from the project site while the Katonah train station is about one mile to the north from the project site. Both train stations are located on the Metro North Harlem line connecting to Grand Central Station.

Compatibility with Westchester County Patterns

With an overall density of one home for each 1.35 acres, the proposed Conventional subdivision would have a density at the lower end of the density recommended by Patterns. The overall density of the Conservation subdivision would be one home for each 1.11 acres. The subject development would comply with the Westchester County Patterns to channel development to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.

Mitigation Measures

The proposed Conventional development has been designed to cause the minimum practicable amount of removal of existing vegetation for the development of the roads, infrastructure, and house lots. Proposed house sites have been located toward the front of the proposed lots to preserve large rear yards in their natural cover. If only the proposed structures shown on the attached plan set are built, then the rear yard setbacks would generally be greater than two times the required minimum dimension.

There are no mechanisms proposed, such as deed restrictions or conservation easements, to prevent the Conventional lots from being further subdivided in the future. It should be noted, however, that the proposed number of lots represents the maximum number of viable lots that the applicant could establish on the project site given the existing environmental conditions and septic constraints, and thus no further subdivision could take place in conformance with the existing zoning standards. Restricting further subdivision will be discussed during the subdivision review process.

The Conservation Plan would provide a cluster subdivision designed to provide an attractive residential development with reasonable lot sizes (0.275 acres) and a community septic system. The cluster subdivision allows the preservation of approximately one-half of existing vegetation

on the site. The portion of the site not contained on individual residential lots would be owned and maintained by a future homeowners association and preserved by a conservation easement.

No other land use impacts have been identified that would result from implementation of the proposed development. The proposed plan for single family residential housing has been designed to complement the surrounding development. This project will have no effect on land use and zoning. Therefore, no further mitigation measures are needed or proposed.

1.9 Community Services

A population projection for the proposed Tripi Subdivision has been based on demographic information for the "single-family" housing type for reported in the Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers (2006). The demographic multipliers provided for total household size, and total school-age population, for four bedroom homes in the Northeast region are 3.67 and 1.058 persons, respectively.

Based on the above, the proposed Conventional Subdivision is projected to increase the Town's population by 70 persons, including 20 school aged children, when fully occupied. Given the combination of three and four bedroom homes proposed for the Conservation subdivision, that plan is projected to increase the Town's population by 75 persons including 18 school age children. Based on information provided by the Westchester-Putnam School Boards Association (Facts & Figures 2004-2005), approximately 8.5% of school-age children in the Katonah-Lewisboro School District attend private or parochial schools.

Police Protection - Potential Impacts and Proposed Mitigation

Development of 19 single-family homes will create a potential demand for additional police services. Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (1994), two police personnel should be provided per 1,000 persons. Using this standard, the projected increase of 70 persons has the potential to increase police staffing needs by less than a quarter of a staff person. This estimate would also apply to the Conservation subdivision, with an estimated population of 75 persons. According Chief Chris Menzel, Town of Bedford Police Department, the proposed Tripi Subdivision will potentially have minimal impact on the Department.³

Additional revenue provided via property taxes from the developed project could be used to increase staff or hours of operation, if necessary, and thus offset the potential increase in police services resulting from this project.

Education - Potential Impacts and Proposed Mitigation

As per the planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (1994) The maximum number of students projected to enroll at the Katonah-Lewisboro School District from the proposed Conventional development would be 19 or 0.5 percent of the total number of students (3,868) projected by the District in the 2009-2010 school year. The Conservation development would result in approximately the same ratio of new students, given the estimated 17 projected students from the subdivision. The introduction of students into various grade levels over a multi-year period would ameliorate

³ Chief Chris Menzel, Bedford Police Department, phone conversation, April 9, 2007.

the effect of the increase in school district enrollment associated with this project. The approval and construction period of this project provides time to allow the Katonah-Lewisboro School District to implement measures for the introduction of new students from this and other area projects. The declining enrollment trends will also provide available infrastructure and classroom space to accommodate new students.

Revenue provided via property taxes from the developed project would be available to increase school staff, facilities/equipment or bus trips, if necessary, to offset the potential increase in educational services resulting from this project. Please refer to DEIS Section 3.8, Socioeconomics, for additional information relating to tax revenues.

Fire Protection - Potential Impacts and Mitigation

The proposed subdivision roads are designed to accommodate fire engines. Access to the subdivision is proposed from both Harris Road and New Street. Fire hydrants are proposed to be located within the subdivision. Proposed homes will be less than 35 feet in height in conformance with Town zoning requirements.

Development of 19 to 23 single-family homes will create a potential demand for additional fire protection services. Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (1994), 1.65 fire personnel should be provided per 1,000 population. Using this standard, the projected increase of 70 to 75 persons has the potential to increase fire protection staff by less than a quarter of a staff person.

Additionally, the Katonah Fire Department would receive revenues of \$12,651 provided through property taxes from the Conventional subdivision project, which could be used in the future to increase manpower or facilities/equipment, if necessary. The Conservation subdivision is projected to provide \$12,262 to the Katonah Fire Department through taxes.

As no impacts to fire protection services are anticipated, no mitigation measures are proposed.

Public Water Supply - Potential Impacts and Mitigation

The proposed residential dwellings will be served by the Town of Bedford Consolidated Water District # 1. The proposed project site will be connected to the Town's water supply system through an existing water main located on Harris Road.

With an anticipated water usage of 150 gallons per bedroom per day, the total anticipated daily water demand for the proposed Conventional subdivision would be 11,400 gpd. The Conservation subdivision, with a mix of 3 and 4 bedroom homes is estimated to require 12,750 gpd.

The water supply demand for the proposed Tripi Subdivision development represents approximately 0.8 percent of the 1.3 million gpd pumping capacity and 1.4 percent of the 800,000 gpd currently supplied by BCWD No. 1 to its service area. As described above, the Town is in the process of developing a connection to the NYCDEP Delaware Aqueduct system, as well as a water treatment plant that is now under construction. The engineer has prepared hydraulic calculations showing that there would be sufficient water pressure and volume at the highest elevation of the project.

The proposed Conventional Subdivision is anticipated to generate tax revenue of \$12,546 to the District. The Conservation subdivision is projected to generate \$12,160 to the District. Chapter 3.8, Socioeconomics, contains information relating to the tax revenues.

The project parcel is partially located on the groundwater aquifer used by the Town of Bedford Consolidated Water District No. 1. It should be noted that because each residence will be served by a septic system, approximately 85 percent of the groundwater withdrawn would be returned to the aquifer through percolation from the septic system leach fields. The total estimated consumptive use (or water lost) would be approximately 776 gpd for the entire development or 40.9 gpd for each residence.

As no impacts to the water supply system are anticipated, no mitigation measures are proposed.

Sewer Services - Potential Impacts and Mitigation

No public sewer system is located in the immediate vicinity of the project site.

The proposed Conventional residences will be served by individual Subsurface Treatment Areas (SSTA) and the Conservation (cluster) subdivision would be served by a community septic system. The total estimated sewage flow from the Conventional Subdivision is estimated to be 11,400 gpd, while the Conservation plan estimated flow is 12,750 gpd.

A detailed discussion of on-site soils can be found in Chapter 3.1, Geology, Topography and Soils, of this DEIS. Percolation and deep tests were conducted in 1992 and in 2009 for the SSTA's. The results of the 2009 soils testing is provided in this DEIS (see Section 3.1 Geology and Soils). At the time of submission to the Westchester County Department of Health (WCDOH) and the New York City Department of Environmental Protection (NYCDEP) new deep and percolation tests will be required to be conducted, witnessed, and approved by those agencies.

The sanitary systems will be properly installed according to New York State Department of Health (NYSDOH) and WCDOH standards.

No mitigation related to wastewater is proposed.

Solid Waste - Potential Impacts and Mitigation

Residents of the proposed Tripi Subdivision will individually contract with private carters for refuse and recycling services. Residents would most likely chose curbside or driveway pick up, which currently operate on weekly schedules.

The per household rate for solid waste generation according to the Urban Land Institute's 1994 Development Impact Handbook, is 0.00175 tons per person per day. The Conventional Subdivision projects an increase in population by 70 persons, resulting in an estimated solid waste generation of 0.12 tons per day, or 3.6 tons per month. The Conservation subdivision with an estimated population of 75 persons would generate 0.13 tons per day or 3.9 tons per month.

No dumpster, compactors or solid waste storage areas are proposed for the proposed project. All solid waste will be stored at individual houses in residential trash cans and collected according to carter schedule.

No mitigation related to solid waste disposal is proposed.

Hospitals, Health Care, Ambulance Services - Potential Impacts and Mitigation

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (1994), four hospital beds are needed per 1,000 persons. Using this standard, the projected increase of 70 to 75 persons has the potential to increase hospital beds serving the area by less than 0.3 beds.

The standard for Emergency Medical Services, according to the Urban Land Institute's 1994 Development Impact Handbook, is 4.1 full-time personnel and 1 vehicle per population of 30,000. Additionally, it is estimated that a population of 1,000 persons generates 36.5 calls for emergency medical services annually. Using these standards, the addition of 70 to 75 persons from the Tripi Subdivision development would generate a demand for approximately 0.009 personnel and 0.0023 vehicles and an increase of approximately 2.5 emergency medical service calls per year.

Additional revenue provided through property taxes from the developed project could be used to help increase Corps staff, hours of operation, or facilities/equipment, if necessary, to offset the potential increases in hospitals, health care, or ambulance services. DEIS Section 3.8, Socioeconomics, contains information related to tax revenues.

The proposed project would not have a measurable impact on emergency services such as ambulance or hospital care.

No mitigation related to emergency medical services is proposed.

Social Services - Potential Impacts and Mitigation

Potential Impacts

The potential impacts of this project include increased need for elderly, disabled, and children day care. Out of the total 70 to 75 persons projected to reside at the proposed project, there would be expected to be approximately 9 elderly, 7 disabled, and 18 children requiring day care based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (1994).

Most day care facilities in the vicinity are private, while some are public, supplemented through revenues received from the federal, state or local government depending on income and a variety of other qualification requirements. Additional tax revenues from this proposed project available to the publicly funded services could be used to offset the potential increases in social services resulting from this project.

Utilities (Electric, Telephone, and Gas) - Potential Impacts

According to telephone conversations with each of the utility providers, service would be readily provided to the proposed Tripi Subdivision without adverse impacts to existing supply systems. All utility lines installed to serve the proposed development would be placed underground, as required by the Town of Bedford Code.

Recreation Facilities - Potential Impacts and Mitigation

The proposed project will add a projected 70 to 75 persons to the Town of Bedford's population and increase the local demand for recreation facilities and open space. The impact of the development would be offset by the Town requirement for land or fee-in-lieu for new subdivisions. With a per-lot recreation requirement, mitigation of the demand for recreation services would be directly proportional to the number of lots developed.

The applicant, in accordance with the Town Code, will pay a recreation fee of \$10,000 per newly-subdivided lot. These fees, in combination with tax revenues generated to the Town of Bedford by the proposed development, can be expected to be used toward the continued provision of recreation services to Town residents.

1.10 Socioeconomics

Demographics - Potential Impacts

Nineteen single family homes with an average of four bedrooms are proposed in the Conventional Subdivision Plan. A total of 23 homes are proposed for the Conservation Subdivision Plan.

The addition of 70 to 75 people to the Town's population represents a 0.38 to 0.41 percent increase over the Year 2000 recorded population. The New York State Economic Development Department estimated that the Town of Bedford experienced a continued growth trend with an estimated increase of about 2.58 percent between 2000 and 2004 (the population of the Town in 2004 was 18,600). The addition of the residents from the Tripi Subdivision project is not anticipated to produce any potentially adverse demographic effects, therefore no mitigation measures are proposed.

Fiscal Analysis - Potential Impacts

Projected Assessed Value

In order to project the property tax revenues that would be generated by the proposed project, the market value and the assessed value for the Tripi Subdivision project is estimated.

Consistent with fiscal impact methodology⁴, the property tax revenues have been determined by considering what would be generated if the development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising costs of

⁴ The Fiscal Impact Handbook, Robert Burchell and David Listokin, 1978.

public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things being held constant.

The Tripi Subdivision development would result in the conversion of predominantly vacant land into a residential development. The increased market value of the project site, with these improvements, would result in an increase in property tax revenues.

Conventional Subdivision

The projection of future taxes which would result from development of a 19 lot Conventional Subdivision is based on an average selling price for each home (with land) of \$1,250,000, for a projected total market value of \$23,750,000. The assessed value of the project was calculated by multiplying the market value by the 2010 residential assessment ratio (equalization rate) applicable to the Town of Bedford. The residential assessment ratio for the Town of Bedford was 8.8 percent in 2010. The total projected assessed or taxable value of Tripi Subdivision Conventional Plan is \$2,090,000.

Conservation Plan

The Conservation Plan includes a mix of three and four bedroom units with market rate house prices ranging from \$750,000 to \$1,250,000. The projection of future taxes which would result from development of a 23 lot Conservation Plan is based on an average selling price for each 4 BR home (with land) at \$1,250,000; half of the 3BR Homes (with land) at \$1,000,000; half of the 3BR Homes (with land) at \$750,000; and each 3BR Affordable Home (with Land) at \$385,000 for a projected total market value of \$23,020,000. The assessed value of the project was calculated by multiplying the 2010 market value by the Town of Bedford's current 8.8 percent residential assessment ratio. The total projected assessed or taxable value of Tripi Subdivision Conservation Plan is estimated to be \$2,025,760.

Projected Property Tax Revenues

Based on the foregoing, the tax revenues to be generated by the proposed project were determined using the anticipated market values for each scenario.

Conventional Subdivision

The total project-generated tax revenues from the Conventional Subdivision is estimated to be \$559,774 annually. The Katonah-Lewisboro School District would benefit from the largest increase in revenues and receive approximately \$393,214 annually. The Town of Bedford would receive \$33,924 annually. Westchester County would receive approximately \$72,488 annually. Annual property tax revenues that would accrue to the Town Highway would be \$23,361 and the Open Space Levy would receive \$1,772 annually. Katonah Fire Department would receive approximately \$12,651 in annual revenues, and Katonah Park and Light would receive \$7,564 and \$1,180 annually, respectively. The Town of Bedford Paramedics is expected to receive \$1,075 annually. The Bedford Consolidated Water District is expected to receive \$12,546 annually.

Conservation Plan

The total project-generated tax revenues from the Conservation Plan is estimated to be \$542,569 annually. The Katonah-Lewisboro School District would benefit from the largest increase in revenues and receive approximately \$381,128 annually. The Town of Bedford would receive \$32,881 annually. Westchester County would receive approximately \$70,260 annually. Annual property tax revenues that would accrue to the Town Highway would be \$22,643 and the Open Space Levy would receive \$1,717 annually. Katonah Fire Department would receive approximately \$12,262 in annual revenues, and Katonah Park and Light would receive \$7,331 and \$1,144 annually, respectively. The Town of Bedford Paramedics is expected to receive \$1,042 annually. The Bedford Consolidated Water District is expected to receive \$12,160 annually.

Katonah-Lewisboro School District

The proposed Tripi Subdivision project would generate annual property tax revenues of between approximately \$393,214 to 381,128 to the Katonah-Lewisboro School District. Since school costs typically represents the largest share of costs associated with any residential development, the cost to the school district is calculated.

Based on information from the Business Office of the Katonah Lewisboro School District⁵³ (KLSD) the budget for the 2010-2011 school year for the Katonah-Lewisboro School District totaled \$109,281,408, of which approximately 57 percent relates to direct programming cost and transportation. Of this total, \$97,125,146 was raised by the school tax levy; the remainder of the costs are paid through state aid and other revenue sources. According to the Business office of the KLSD, the school district's enrollment was approximately 3,750 students in the 2010-2011 school year. Thus, the per capita student cost for curriculum and transportation to be raised through the property tax levy is approximately \$14,696 per student.

Conventional Subdivision

It is estimated that 20 school age children would be generated by the proposed Tripi Conventional Subdivision development. Based on information provided by the Westchester-Putnam School Boards Association in its publication Facts & Figures 2005-2006⁶, approximately two school-aged children of the total of 20 generated from the Tripi Subdivision project could be expected to attend private or parochial schools (nonpublic). Therefore, it can be estimated that a total of 18 school-aged children residing at Tripi Subdivision would attend public schools in the Katonah-Lewisboro School District. The additional 18 introduced to the Katonah-Lewisboro School District would increase the direct programming and transportation costs to the District by \$264,528 annually. The residences in the Conventional Subdivision would generate \$393,214 in annual school tax revenues. Thus, based on this analysis the impact on the school district budget would be positive, resulting in an annual net benefit of \$128,686 to be used toward capital and other district expenses. The additional students would be introduced to the Katonah-Lewisboro Union Free School District over a period of six years or more.

⁵³ Phone conversation with School District Business Office, November 2010 and KLSD School Publication Kaleidoscope, June 2010.

⁶ Facts & Figures 2005-2006, Westchester-Putnam School Boards Association: Approximately 7.83 percent of school-age children in Katonah-Lewisboro Union Free School District attend non-public schools.

Conservation Plan

It is estimated that 18 school age children would be generated by the proposed Tripi Conservation Plan development. Similar to the discussion above, it can be assumed that two students may attend private schools, thus it can be estimated that a total of 16 school-aged children residing in the Tripi Conservation Plan would attend public schools in the Katonah-Lewisboro School District. The additional 16 introduced to the Katonah-Lewisboro School District would increase the direct programming and transportation costs to the District by \$235,136 annually. The residences in the Conservation Plan would generate \$381,128 in annual school tax revenues. Thus, based on this analysis the impact on the school district budget would also be positive, resulting in an increased annual net benefit of \$145,992 to be used toward capital and other district expenses. Similar to the Conventional Subdivision, the additional students would be introduced to the Katonah-Lewisboro Union Free School District over a period of six years or more.

Mitigation Measures

No mitigation measures are proposed.

1.11 Cultural Resources - Potential Impacts

Visual Resources

The proposed Conventional Plan project will convert approximately 17.15 acres of vacant wooded property to residential use. The Conservation Plan would involve less grading involving approximately 13.39 acres and less grading in the eastern and southern portions of the site. Grading activities to prepare the site will result in minor topographic alterations that will alter some views of the site. Construction of residential dwellings and lawns will likewise alter views. Portions of the property will appear more open with the removal of the tree canopy as viewed from the surrounding roads and residential areas that adjoin the site. While no off-site vantage point was identified from which more than a small portion of the project development will be viewed, the following discussion describes potential changes that will be visible from area roads. Computer generated simulations of key post-development views were prepared to illustrate these changes. The discussion in Section 3.9.1 Visual Resources, considers the post-development views for both the Conventional Plan and the Conservation subdivision plan.

Lighting Impacts on Surrounding Residential Uses

Lighting on individual house lots (interior lights and exterior area lights) will create new visibility of portions of the project from adjacent properties at night. This change is not expected to cause significant adverse effects on the local neighborhoods, which are also residential uses.

Preservation of Natural Features and Open Space Character

The proposed Conventional Plan project has been designed to fit into the existing landscape while minimizing the necessary area of tree clearing and landform alteration to the maximum extent practicable. Due to site grading constraints, SSTAs have been located near property boundaries in several locations, and as a result, open lawn areas will replace existing woods. On the east side of the property these open lawn areas will be set within or adjacent to significant areas of undisturbed woods. On the west the arrangement of these open lawn areas

will allow views into the site from residences on West View Drive. A continuous wooded buffer will remain on either side of the site entrance on Harris Road. All existing vegetation, including mature trees outside of the proposed limits of disturbance will be preserved. Construction fencing will be placed at the designated limits of disturbance and no clearing, tree cutting or removal of vegetation will be permitted beyond those limits.

The Conservation Plan would require approximately 4 acres less grading and vegetation removal than the Conventional Plan. In addition, large contiguous areas in the eastern portion of the site will not be disturbed. Therefore, post-development views into the site from surrounding roads will be more screened and the existing wooded character of the site maintained, especially from Harris Road. Views into the site from West View Drive and from the end of New Street will be changed, and new residences and opened tree canopy will be visible.

In summary, existing vegetation and topography prevent broad views of the Tripi subdivision. As described above, changes in the visual environment will include views of several houses and openings in the woods seen from several locations along residential roads in the vicinity. The character of the dwellings and the density of development will be compatible with the existing residential surroundings. The proposed project is not anticipated to result in a significant visual impact from any off site location.

Mitigation Measures

The proposed development has been designed to be integrated within the surrounding setting, and the architectural styles will be compatible with the existing residential neighborhoods. Where the regrading and construction will open up views from residences on West View Drive and near Sunrise Avenue, new evergreen landscape buffer plantings is proposed to provide screening as shown in Figure 3.9-9 and Drawing No. 14 Streetscape Plan. No other mitigation is proposed.

Historic and Archaeological Resources - Potential Impacts

A Phase IA Literature Review and Sensitivity Analysis and Phase I B Archaeological Field Reconnaissance Survey were prepared by CITY/SCAPE: Cultural Resource Consultants for Tim Miller Associates and completed in June 2008.

Historic Resources on the Site

In the Phase 1A Analysis, the location and environmental conditions of the site were assessed, historic maps were consulted to identify the potential for historical resources on the site, and a survey of structures and cultural remains on the site was conducted.

The historic map research identified the past ownership of the subject property and former dwellings and structures on the site. In the mid 19th century the land within the project area was own by J. Birdsall. In the early twentieth century the property, which had previously been two parcels, became one parcel owned by the Florence Nightingale Holding Corporation and was used for the Florence Nightingale School which later was known as Bailey Hall. The Bailey Hall school operated under a succession of owners from 1918 until 1986. In its beginnings the school was co-educational but evolved into a vocational school for handicapped men and boys. The school formerly contained a residence, barns, workshops, a school building and summer cottages. Further details regarding the historical use of the site is provided in the Phase 1A

Literature Review and Sensitivity Analysis prepared by Citi/Scape: Cultural Resource Consultants (see Appendix G).

Phase 1B Study

For the Phase 1B Report the property, with the exception of disturbed areas, rock outcrops, and areas with slopes greater than 12 percent, was subjected to systematic archaeological testing. A total of 366 shovel tests were excavated on the site in areas considered to have potential to yield prehistoric cultural material. Of these tests, none yielded prehistoric cultural material. Shovel tests placed around the perimeter of the existing structures and the remains of former structures yielded cultural material dating to the mid 20th century.

Having completed research to identify the nature of the historic remains on the subject property, CITY/SCAPE: Cultural Resource Consultants concluded that the structures present are associated with the Florence Nightingale School/Bailey Hall, which occupied the site between 1918 and 1986. They further concluded that none of the structures or remains of structures meet the criteria for listing on the National Register of Historic Places. No evidence of the 19th century Birdsall house was identified within the project area, nor was there any evidence of artifacts associated with it. No prehistoric cultural material of any kind was recovered from the Tripi Subdivision site. Based on these findings, it is the conclusion of CITY/SCAPE:Cultural Resource Consultants that no additional archaeological investigation of the site is warranted. The results of the Phase 1A and Phase 1B studies have been forwarded to the NYS Office of Parks Recreation and Historic Preservation (OPRHP) for review and concurrence with the project historic resource consultant recommendations.

Historic Resources Mitigation

Since the proposed Tripi Subdivision is not anticipated to impact any prehistoric or historic cultural remains on the site no mitigation is proposed.

Noise - Potential Impacts

After development Tripi Subdivision will introduce residential uses that are compatible with the residential uses to the east, north and west, and will not introduce any major stationary source of noise. The Tripi Subdivision residences will not introduce a source of noise that is different from typical of residential neighborhoods. The proposed residential uses are not anticipated to add noticeable noise to the area.

Sources of noise introduced by the project will include:

- Normal residential activities, including lawnmowers;
- Residential vehicular traffic;
- Heating and air-conditioning equipment.

Noises generated by the proposed development will be similar in character to those currently generated by the residential dwellings in the vicinity of the site. Noise levels after construction of Tripi Subdivision are anticipated to remain within that allowed by the Town of Bedford Code and recommended by the DEC.

Short Term Noise Impacts During Construction

Local daytime ambient noise levels will increase both on and off of the project site during the five year construction period of the proposed Tripi subdivision. The discussion of construction related noise provided below applies to both the Conventional subdivision plan and to the Conservation subdivision. Construction activities and the operation of construction equipment are an expected and required consequence of any new construction project and cannot be avoided. The level of impact from these construction noise sources depends upon the type and number of pieces of construction equipment being operated, the duration of the construction activities, as well as the distance of the receptor from the construction sites. Thus, some noise impacts will be expected. It is important to note that noise resulting from construction activities is a temporary impact, and will cease upon completion of the project.

Katonah Elementary School

The closest sensitive receptors to the site are residences located along Westview Drive, to the west of the site, and residences north and east of the site. The residences located south of the site are separated by a local road, Harris Road, and therefore the noise from the vehicular traffic along Harris will effect those residences more than the short term construction noise proposed to occur on the subject property. The Katonah Elementary School grounds are adjacent to the proposed Tripi Subdivision development however the actual school building is approximately 750 feet away from the closest limits of disturbance in the northeastern corner of the site. A wooded area and field located on the school property, separate the school from the Tripi Subdivision site. This wooded area will reduce the noise somewhat from the construction of the proposed subdivision.

Blasting

Blasting may be required for construction of the proposed project, as described in Section 3.1 Geology, Soils & Topography. Construction methods, other than blasting will be used such as hammering, cutting, ripping, or chipping. Should blasting be necessary, it is anticipated that residences closest to the property will experience periodic increases in noise from blasting. In a case that blasting is used, the effects of blasting noise on neighboring residences will be mitigated, to the extent possible, as described below.

Noise Mitigation

The anticipated duration of the construction period is approximately 36 months. Construction will occur during normal working hours, approximately 8:00 a.m. to 6:00 p.m. Monday through Saturday. No work will be permitted on Sunday or on holidays. All construction vehicles and equipment will be expected to be well maintained and operated in an efficient manner, thereby minimizing noise to the greatest extent practicable.

It is anticipated that nearby properties will experience temporary elevated noise levels at occasional periods during the estimated three year construction period. This is a temporary, construction-related, unavoidable impact.

The project construction manager will work with the Town Engineer regarding any noise complaints from either residents or the Katonah Elementary School. Any noise complaints from

the school or residents will be directed to the Town Engineer or representative and forwarded to the construction manager for resolution.

If blasting is required for project construction, a potential mitigation measure would be to limit blasting to times when school is not in session. This would limit blasting to school vacation periods or on Saturdays. However, if blasting is proposed for Saturdays the Town of Bedford Building Inspector would have to waive provisions in the Town Code related to noise. Although the blasting code (§125-48.1 to §125-48.20) allows blasting on Saturdays the noise code (Chapter §83) states that blasting is not permitted on Saturdays.

Blasting

Should blasting be necessary, all blasting will meet all requirements of Title 12 of the New York State Code of Rules and Regulations as well and the Town of Bedford regulations (Chapter 125 of the Town Code).

Blasting operations will be conducted under the direct control and supervision of competent and licensed persons. The blasting contractor performing the work will be fully insured in accordance with the regulations. Once any required blasting sites have been identified, a general blasting schedule will be developed and a blasting permit will be obtained from the Building Inspector covering the specific blasting operation.

The proposed project is not anticipated to have long-term impacts to noise. Therefore, no additional mitigation measures are proposed.

1.12 ALTERNATIVES

Section 617.9(b)(5) of the regulations implementing SEQRA requires that a draft environmental impact statement include a description and evaluation of the range of reasonable alternatives to the proposed action which are feasible, considering the objectives and capabilities of the project sponsor. The range of alternatives must include the "No Action" alternative.

In addition to the No Action alternative, this DEIS evaluates two alternatives Senior Conservation Alternative and Reduced Lot-Count Alternative. These two alternatives are described and evaluated below.

As described throughout this document, the applicant has prepared a Conventional site plan and a Conservation Plan, which conforms to the requirements in the Town Code (Chapter 107-50.1 Conservation Subdivisions). The Conservation Plan is a single family residential subdivision with an modified layout that clusters the subdivision on more level portions of the site. This Conservation Plan Alternative is only referenced in this Alternatives chapter, but its potential impacts and mitigation measures have been thoroughly described throughout this DEIS.

The Senior Conservation Alternative described in this section involves multifamily buildings consistent with Section 125-51 through 125-56 of the Town of Bedford Code.