

3.6 Land Use and Zoning

3.6.1 Existing Land Use and Zoning

3.6.1.1 Existing Land Use of Project Site and Surrounding Area

The project site is comprised of 25.59 acres located on the north side of Harris Road, approximately 600 feet northeast of Bedford Road (New York State Route 117) in the Town of Bedford, Westchester County, New York. The site contains approximately 900 feet of frontage along Harris Road and lies in an area of existing residential development. The site consists of approximately 23.38 acres of second growth hardwood forests of various ages with rugged terrain.

The area surrounding the project site includes residential, commercial, vacant, community and public service land uses. The project site is located between two Metro North Train Stations (Katonah Station to the north and the Bedford Hills Station to the southwest). The commercial, vacant, community and public services in the vicinity of the project site are generally located south of Bedford Road (NYS Route 117) and the Saw Mill Parkway, whereas land uses north of Bedford and Harris Roads are predominately residential uses with scattered vacant, community and public service land uses. The majority of the commercial and retail uses in the areas surrounding the project site are interspersed in proximity to Saw Mill Parkway, a major regional transportation corridor linking commuters to regional workplaces. NYS Route 117 and Interstate 684 (I-684) provide the primary north-south access corridors through this portion of Westchester County.

The dominant land use adjacent to the project site is single family residential homes on partially wooded lots. Figure 3.6-1 illustrates existing land uses in the vicinity of the project site. Generalized land use depicted in the Bedford Comprehensive Plan and also illustrated in Figure 3.6-1 Existing Land Use, shows that the immediate vicinity of the subject property primarily includes single family residential uses with a mix of some institutional uses and vacant land.

3.6.1.2 Past Use of Project Site

The project site is predominately vacant, except for an existing house (Murphy residence) located at the entrance of the project site along Harris Road. This house would be included in the proposed subdivision. For much of the 1900's the site was operated as a vocational school with residences, known as Bailey Hall. All former structures associated with the school have been demolished and removed from the site. Refer to Section 3.9, Subsection 3.9.2, Historic and Archaeological Resources, for a discussion pertaining to the historical uses of the project site.

3.6.1.3 Access

An unimproved driveway transverses the project site and provides access to Harris Road from the south and New Street to north. This driveway is presently blocked to vehicular traffic at New Street by a guiderail. There is no other existing vehicular access to the property from public roads.

Access to the proposed subdivision would be constructed at new two points along both Harris Road and New Street.

3.6.1.4 Existing Zoning

Figure 3.6-2 shows the existing zoning of the project site and the surrounding area. As shown on Figure 3.6-2, the site vicinity is predominantly zoned for residential uses of medium to low densities.

The underlying zoning of the project site consists of two single-family residential zoning districts where approximately 18.65 acres is located within the R-1/2A Residence District and 6.94 acres is within the R-1/4A Residence District. The R-1/2A District is a one half acre residential district and the R-1/4A District is a one quarter acre residential zoning district. The Village Apartment District (VA) borders the subject property to the south.

Sixteen lots of the proposed subdivision would be located in the R-1/2A District and the remaining three lots would be located within the R-1/4A District.

The Town of Bedford Code provides for a Conservation Development plan (Article VI, Section 125-51) which applies to both the R-1/2A District and the R-1/4A District. It applies to properties which have a minimum contiguous area of 10 acres or five times the minimum lot size of the zoning district in which they are located, whichever is greater. The purpose of the Conservation Development is to encourage flexibility of design and development of land in such a manner as to preserve its natural and scenic qualities, and otherwise promote the planned and environmentally desirable use of land.

A Conservation Development Alternative has been developed for the property and is further described in Section 4.3 Conservation Development - Cluster Alternative.

The narrative below provides information on the zoning districts that comprise the project site.

R-1/2A Residence One-Half-Acre District

Present R-1/2A zoning allows single family dwellings. The R-1/2A residential zoning district cuts through the project site in the northern portion and extends off-site to the west. Properties fronting Bedford Road (Route 117) are generally excluded from this zoning district.

Permitted principal uses in the R-1/2A zoning district include the following:

- Crop farming,
- Public School,
- Municipal use, and
- Railroad station or bus passenger shelter

Uses permitted in all residential districts if approved as a conservation subdivision under §281 of the Town Law or as a conservation development.

- Two-family dwelling
- Townhouse dwelling
- Multifamily dwelling

Other accessory uses permitted (subject to other regulations listed) in the R-1/2A residential zoning district are:

- Accessory buildings and structures; tennis courts, paddle tennis courts and similar facilities without provisions for night play; swimming pools; garages for passenger or commercial vehicles; greenhouses; playhouses; garden houses; toolhouses; stables; barns; solar energy collectors and studios
- Tag sales
- Off street parking facilities
- Signs
- Keeping of animals

Other special permit uses (permitted under general requirements of Article VIII and the additional requirements listed) in the R-1/2A zoning district are:

- Landfilling and excavation
- Bus passenger shelter
- Private club
- Hospital, sanitarium or nursing or convalescent home
- Landscape nursery
- Private school
- Public utility substation, communication relay center
- Public utility transmission line
- Boarding of 10 or more horses
- Accessory apartments in existing single family residences
- Cemetery
- Temporary structures and uses
- Philanthropic or eleemosynary uses
- Church or other place of worship
- Group-care facility
- Cellular tower
- Child day-care center, school-age child care, nursery school

Table 3.6-1 Dimensional Regulations for Uses in the R-1/2A District	
	Minimum Required
Lot Area	20,000 sq. ft.
Lot Area Per Unit	20,000 sq. ft.
Minimum Effective Square Side (feet)	100 feet
Front Feet	35 feet
Lesser Side/Total Both Sides (feet)	20/45
Rear (feet)	50 feet
Stories	2 ½
Maximum Height	35 feet
Maximum Exposed Building Elevation	40 feet
Maximum Building Coverage	15 percent
Maximum Impervious Surface	30 percent
Minimum Cubage (Cubic Feet)	14,000
Source: Chapter 125, Zoning Town of Bedford Table of Dimensional Requirements	

R-1/4A Residence One-Half-Acre District

Present R-1/4A zoning allows single family dwellings. The R-1/4A residential zoning district cuts through the project site in the northern portion and extends off-site to the north.

Permitted principal uses in the R-1/4A zoning district include the following:

- Crop farming
- Public School
- Municipal use
- Railroad station or bus passenger shelter

Uses permitted in all residential districts if approved as a conservation subdivision under § 281 of the Town Law or as a conservation development.

- Two-family dwelling
- Townhouse dwelling
- Multifamily dwelling

Other accessory uses permitted (subject to other regulations listed) in the R-1/4A residential zoning district are:

- Accessory buildings and structures; tennis courts, paddle tennis courts and similar facilities without provisions for night play; swimming pools; garages for passenger or commercial vehicles; greenhouses; playhouses; garden houses; toolhouses; stables; barns; solar energy collectors and studios
- Tag sales
- Off street parking facilities
- Signs
- Keeping of animals

Other special permit uses (permitted under general requirements of Article VIII and the additional requirements listed) in the R-1/4A zoning district are:

- Landfilling and excavation
- Bus passenger shelter
- Private club
- Hospital, sanitarium or nursing or convalescent home
- Landscape nursery
- Private school
- Public utility substation, communication relay center
- Public utility transmission line
- Boarding of 10 or more horses
- Accessory apartments in existing single family residences
- Cemetery
- Temporary structures and uses
- Philanthropic or eleemosynary uses
- Church or other place or worship
- Group-care facility
- Cellular tower
- Child day-care center, school-age child care, nursery school

Table 3.6-2 Dimensional Regulations for Uses in the R-1/4A District	
	Minimum Required
Lot Area	10,000 sq. ft.
Lot Area Per Unit	10,000 sq. ft.
Minimum Effective Square Side (feet)	75 feet
Front Feet	35 feet
Lesser Side/Total Both Sides (feet)	15/35
Rear (feet)	40 feet
Stories	2 ½
Maximum Height	35 feet
Maximum Exposed Building Elevation	40 feet
Maximum Building Coverage	20 percent
Maximum Impervious Surface	40 percent
Minimum Cubage (Cubic Feet)	11,000
Source: Chapter 125, Zoning Town of Bedford Table of Dimensional Requirements	

3.6.1.5 Location of Existing Structures on Adjacent Properties

Existing single family detached houses are located adjacent to the project site on almost all sides. The Katonah Elementary School is located northwest of the project site and south of the project site, across Harris Road, are single family homes. The homes in this area are set back 100 feet and greater from Harris Road. The locations of existing structures on adjacent properties are illustrated in Figure 3.6-3 immediately following this Section.

3.6.2 Land Use Plans

3.6.2.1 Current Comprehensive Plan

Town of Bedford Comprehensive Plan

In 1999 the Town of Bedford started updating its 1988 Town Development Plan. The Town's Comprehensive Plan (Plan) was completed in 2002 with the intention to review and update the Plan every 10 years. The purpose of the Comprehensive Plan is to provide the Town of Bedford with a basic framework and list of guidelines for the use and protection of land, population distribution, traffic circulation, and capital investment.

According to the Plan, the Town of Bedford intends to direct development pressures into the exiting discrete geographic areas that have the infrastructure to support development; these are the hamlets of Katonah, Bedford Hills and Bedford Village. The hamlets are the locus for compact, mixed, and integrated land uses supported by public utilities and transportation.

The underlying land use planning principles of the Comprehensive Plan are as follows:

One Space and Natural Environment: Permanent preservation of the natural environment shall receive the highest priority in the overall planning of future development in Bedford. The Town of Bedford will continue to emphasize the protection of its natural environment, including surface and ground water, hillsides and ridgelines, wetlands, through strict regulations and the construction of public sewers.

Residential Development: Bedford shall continue as a predominantly residential community of unique character with significant areas of open space, a range of housing densities based on its established settlement pattern, and a limited amount of lower cost housing types, including accessory apartments, multi-family housing, and affordable housing.

Business Development: The existing business districts in the hamlets of Katonah, Bedford Hills, and Bedford Village shall be walkable, function efficiently and attractively within their existing boundaries and shall benefit from the creation of public sewer systems.

Community Services and Facilities: Water supply and sewage disposal systems should be created to solve existing pollution problems in the hamlets and meet the needs of the town's existing and future population, based on existing zoning.

Transportation: The existing system of through, collector, and local roads shall be made to function as efficiently as possible and without the construction of new through roads.

Community Appearance and Historic Preservation: Much of Bedford's beauty derives from its history: its hamlets that anchor rural outlying areas, its dirt roads and stone walls, and its acclaimed historic structures and more modest reminders of a farming past. While absorbing continued population and housing growth, Bedford must continue to shape this growth so that its attractiveness remains deep-rooted and community-wide, rather than reduced to remnants.

The Future Land Use Plan

The future land use plan (land use plan), which is a subsection of the Comprehensive Plan, allocates the project site for institutional uses. Most of the land surrounding the project site is designated as medium density residential (zoned R-1/2 A and R-1/4 A). Areas designated for open space uses, as noted in the land use plan, lie east of the project site in and around the lands of the Saw Mill River Parkway Land. The areas set aside for low density residential within the Town (i.e. *rural and low density residential*) are generally located south and east of the project site. Rural density residential corresponds with the R-4 A zoning district and is defined as areas with lot sizes of four acres or greater per dwelling unit. Low density residential corresponds with the R-1 A zoning district and is defined as areas with lot sizes of one acre or greater per dwelling unit.

Westchester County Patterns

In 1995, the Westchester County Planning Board formally adopted a policies and strategies statement to guide land use in the county, entitled Patterns for Westchester: The Land and the People. Patterns offers a broad policy framework for governmental action to guide the county's future physical development. Although the primary purpose is to provide a set of standards for the Westchester County Planning Board, Patterns proposes a range of strategies through which county and municipal governments may implement their common planning goals.

Policies from Patterns that are applicable to the proposed project include the following:

- Channel development whenever possible to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.
- Preserve and protect the county's natural resources and environment, including its ground water resources, water bodies, wetlands, coastal zones, and significant land resources which include unique natural areas, steep slopes and ridge lines, and prime agricultural land.

According to Patterns, new development in Westchester should be located primarily in existing development centers and within already developed transportation corridors. Indeed, the significant intensification of development and redevelopment in existing centers and corridors is endorsed, in order to discourage urban fragmentation and sprawl. Through the revitalization of older centers it is asserted greater employment and residential opportunities may be created, and more undeveloped open space areas in the county preserved.

The Patterns document recommends development densities for the project site consistent with the County's "Medium Density Suburban 2 - 7" designation. Land use intensity in this category would provide a gross residential density (GRD) of between 2 and 7 dwelling units per acre. For comparative purposes, the Patterns guidelines also recommend for the 2-7 designation a range of floor area ratios (FAR) between 0.05 and 0.2.

Areas to the north of the project site are recommended for "Medium Density Suburban 1-3" designation of between 1 to 3 dwelling units per acre while areas to the south and east of the project site are recommended for the lowest density development, which is between 0.2 and 1.5 dwelling units per acre.

3.6.2.2 Future Development Trends and Pressures

As indicated in the Comprehensive Plan, overall, the residential character of Bedford -- ranging from moderate-density suburban to rural density -- is expected to be maintained. With increasing housing demand and development pressure continued through out the Westchester and Putnam County area, new housing developments are anticipated in this area. Also noted in the Plan, Route 117 will remain as the main corridor for commercial uses.

3.6.3 Potential Impacts

3.6.3.1 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. Alternatives to the proposed subdivision are illustrated and discussed in Section 4.0, Alternatives.

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 (see Figure 3.6-3). The proposed residential uses are anticipated to be consistent with this adjoining institutional use. Section 3.9 of this DEIS addresses noise regulations and the potential impacts of the proposed action.

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.

3.6.3.2 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. Table 3.6-3 summarizes the proposed lot size distribution.

Table 3.6-3 Lot Size Distribution		
Zoning	Lot no	Lot Size - Square Feet (Acres)
R-1/4 A	1	65,353 (1.5)
	4	39,815 (0.9)
	5	45,906 (1.1)
R-1/2 A	2	34,315 (0.80)
	3	33,450 (0.80)
	6	30,557 (0.70)
	7	26,251 (0.60)
	8	26,546 (0.60)
	9	53,713 (1.2)
	10	76,774 (1.8)
	11	29,457 (0.70)
	12	37,066 (0.90)
	13	120,059 (2.8)
	14	86,469 (2.0)
	15	54,845 (1.3)
	16	45,371 (1.0)
	17	55,811 (1.3)
	18	68,958 (1.6)
	19	58,412 (1.3)
	19 lots	Total
Source: Petruccelli Engineering, PE, Drawing 4/5 dated 2.15.08; Tim Miller Associates, Inc.		

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).

As noted, access to the proposed subdivision would be constructed at new two points along Harris Road and New Street. The proposed subdivision would include the construction of a 1,700 foot access road, Road A, that would transverse the site and connect to Harris Road to the south and New Street to the north. Seven of the nineteen proposed lots would be located along this access road. A central access road (Road B) along with two cul-de-sacs (Roads C and D) would connect to the main access road where the remaining eleven lots would be located. The existing single family home will continue to have access from Harris Road. All onsite roadways would be 24 feet in width with a 50 feet right-of-way.

The proposed subdivision would yield a density of one home per 1.35 acres of land. The project would be constructed in phases over a multi-year period. See Sheet No. 8, Erosion Control Plan for the illustrated phasing sequence of the proposed action.

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 (as seen in the Figure 3.6-4 Proposed Conventional Subdivision Plan).

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. The regulations require that "at least 10 percent of units in any residential subdivision of land in any single family zoning district shall be established as affordable housing units in any one or combination of methods", as provided in the Code. The affordable housing provision in the Town Code allows for: construction of housing on-site, off-site within the Town of Bedford, fee-in-lieu payment, or the donation of land suitable for the construction of affordable housing. 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. The Conventional Plan recommends regulating land use through dimensional requirements in the Zoning Code, preservation of sensitive land, and review of the proposed site plan, architecture and landscape architecture for compatibility with the existing character of the Town. As

described above, the proposed plan would meet the zoning requirements. The project architecture has not been developed at this time but the applicant proposes to provide residential architecture that would be consistent with examples in the vicinity that reinforce the valued character of established Bedford neighborhoods. As discussed in DEIS Section 3.1, overall disturbance to the project site is proposed to involve approximately 64 percent of the site, of which approximately 52 percent would be returned to a landscaped condition. The project has been designed to avoid steep slope disturbance to the greatest extent practicable and preserves portions of the southern and eastern perimeter in natural woodland cover. As noted, the Conventional development is not proposed as a cluster subdivision.

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 Town of Bedford Comprehensive Plan recommends continued population and housing growth along the established patterns of density and uses. The Plan describes this pattern as "essentially one of locating higher density single-family homes near to the hamlet centers, where supporting services such as shopping, community facilities, public utilities are concentrated, with a gradual transition to lower densities as distance from these centers increases." Further, the Plan states that "bulk of single-family residential development within the central portions of Bedford Hills and Katonah -i.e., surrounding those areas developed with business and multi-family housing -is and should continue to be of smaller lots in the medium density range."¹The proposed development would be a medium density subdivision located in a medium density residential community with public water and transportation facilities. It would have an overall density of 0.74 residence per acre for the Conventional Plan and a slightly higher density of 0.90 residence per acre for the Conservation (cluster) subdivision plan. The subdivision plans would be designed to complement the existing land use and community character while providing additional housing opportunities.

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 site lies within an existing low to medium-density residential neighborhood, with community facilities such as a firehouse and schools nearby. Major access routes (Route 117 and I-684)

¹ Town of Bedford, New York Comprehensive Plan, July 2002, page 46.

and existing public bus lines are in the vicinity of the project site. Commuter railroad facilities are also nearby with the Bedford Hills Metro North station located at distance of around one mile from the project site. 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.

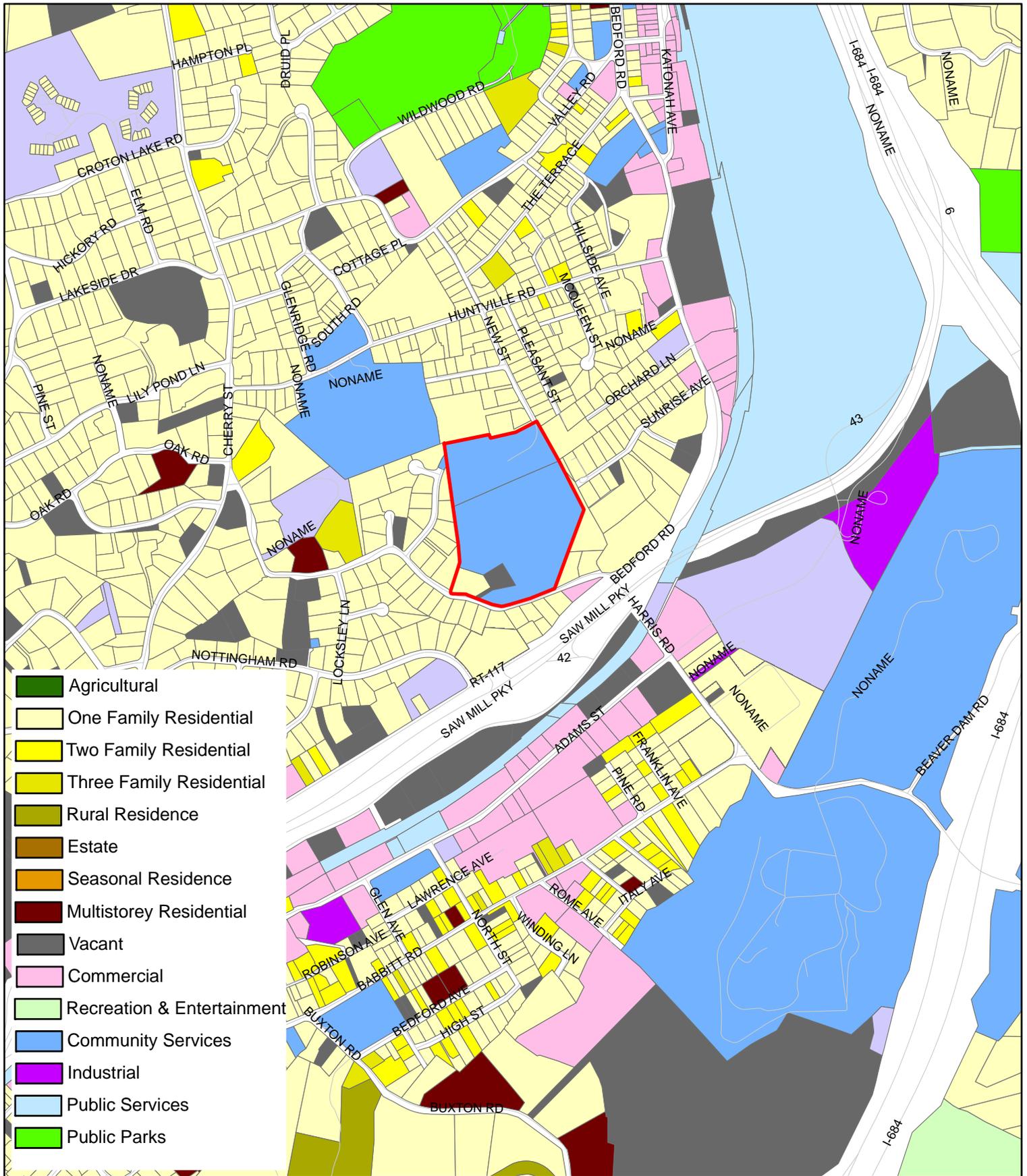
3.6.4 Mitigation Measures

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.

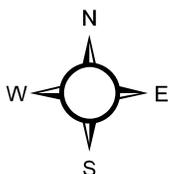
The Conservation Plan would provide a cluster subdivision designed to provide an attractive residential development with reasonable lot sizes (0.275 acres) and a community septic system. The cluster subdivision allows the preservation of approximately one-half of existing vegetation on the site. The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



- Agricultural
- One Family Residential
- Two Family Residential
- Three Family Residential
- Rural Residence
- Estate
- Seasonal Residence
- Multistorey Residential
- Vacant
- Commercial
- Recreation & Entertainment
- Community Services
- Industrial
- Public Services
- Public Parks

Project Site



FS EQ: Tripi Subdivision\GIS\LandUseMap.Mxd

**Figure 3.6-1: Existing Land Use
Tripi Subdivision**

Town of Bedford, Westchester County, New York

Source: Westchester County GIS Department

Prepared by Tim Miller Associates, Inc.

Scale: 1" = 1,000'

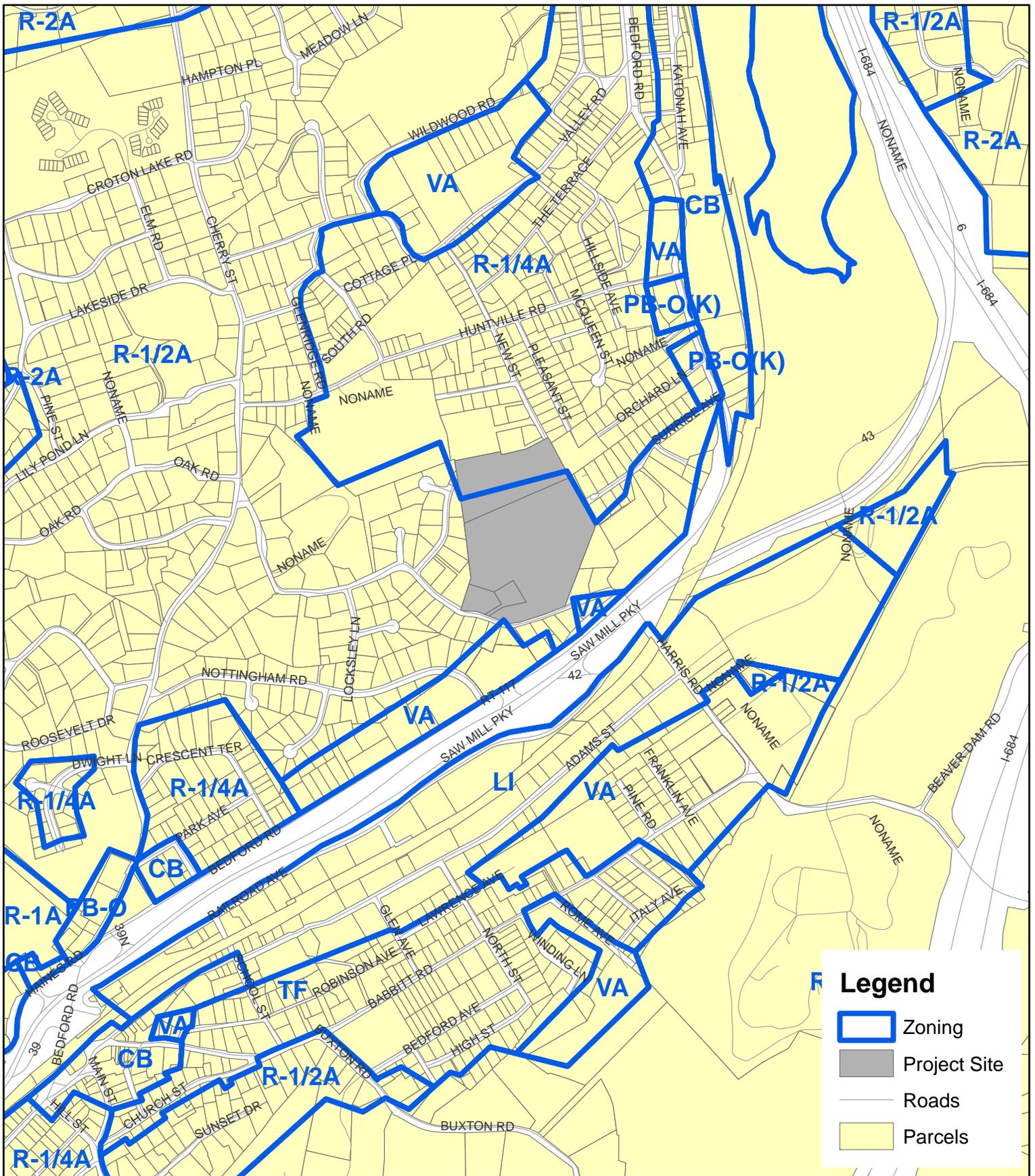
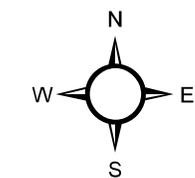


Figure 3.6-2: Existing Zoning
 Tripi Subdivision
 Town of Bedford, Westchester County, New York
 Source: Westchester County GIS Department
 Prepared by Tim Miller Associates, Inc.
 Scale: 1" = 1,000'



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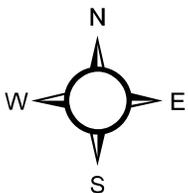
Figure 3.6-3: Existing Structures on and around the Project Site

Tripi Subdivision
 Town of Bedford, Westchester County, New York

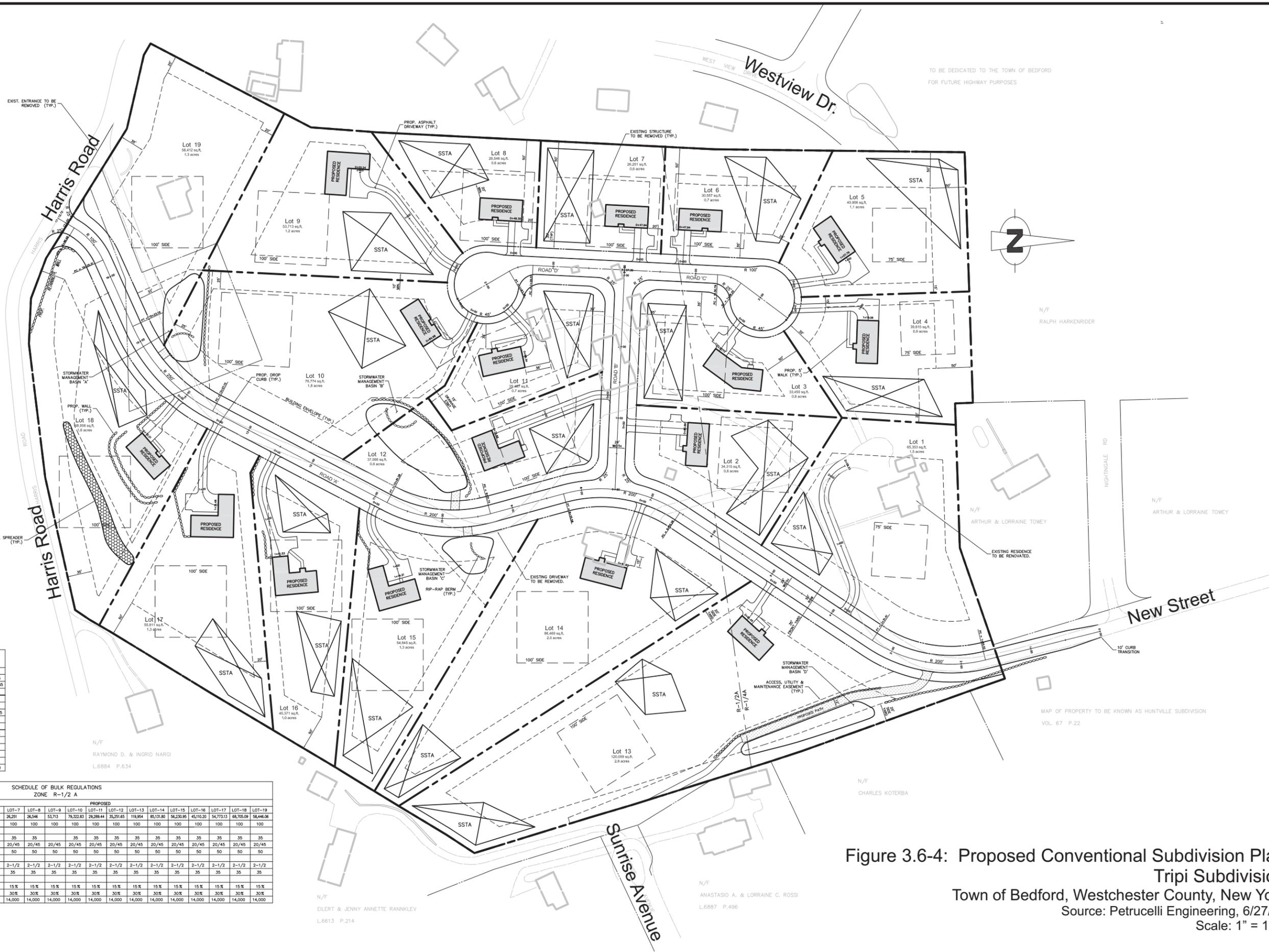
Source: Westchester County GIS Department &
 NYS GIS Clearing House

Prepared by Tim Miller Associates, Inc.

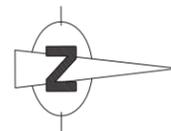
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TO BE DEDICATED TO THE TOWN OF BEDFORD
FOR FUTURE HIGHWAY PURPOSES



SCHEDULE OF BULK REGULATIONS
ZONE R-1/4 A

ITEM	REQUIRED	PROPOSED			
		LOT-1	LOT-4	LOT-5	LOT-19
MINIMUM LOT AREA (S.F.)	10,000	45,374	38,875.36	43,825.65	
MIN. EFFECTIVE SQUARE SIDE	75	75	75	75	
MINIMUM YARDS					
FRONT (FT)	35	35	35	35	
LESSER SIDE / TOTAL	15/35	15/35	15/35	15/35	
REAR (FT)	40	40	40	40	
MAXIMUM HEIGHT					
STORIES	2-1/2	2-1/2	2-1/2	2-1/2	
FEET	35	35	35	35	
MAXIMUM BUILDING COVERAGE					
BUILDING (%)	20%	20%	20%	20%	
IMPERVIOUS SURFACE (%)	40%	40%	40%	40%	
MINIMUM CUBAGE (C.F.)	11,000	11,000	11,000	11,000	

SCHEDULE OF BULK REGULATIONS
ZONE R-1/2 A

ITEM	REQUIRED	PROPOSED																	
		LOT-2	LOT-3	LOT-6	LOT-7	LOT-8	LOT-9	LOT-10	LOT-11	LOT-12	LOT-13	LOT-14	LOT-15	LOT-16	LOT-17	LOT-18	LOT-19		
MINIMUM LOT AREA (S.F.)	20,000	34,315	33,450	30,357	26,291	28,346	53,713	79,322.83	29,289.44	35,251.85	119,954	85,191.80	58,230.95	45,116.20	54,733.13	68,705.09	58,448.06		
MIN. EFFECTIVE SQUARE SIDE	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
MINIMUM YARDS																			
FRONT (FT)	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35		
LESSER SIDE / TOTAL	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45	20/45		
REAR (FT)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
MAXIMUM HEIGHT																			
STORIES	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2	2-1/2		
FEET	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35		
MAXIMUM BUILDING COVERAGE																			
BUILDING (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%		
IMPERVIOUS SURFACE (%)	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%		
MINIMUM CUBAGE (C.F.)	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000		

Figure 3.6-4: Proposed Conventional Subdivision Plan
Tripi Subdivision
Town of Bedford, Westchester County, New York
Source: Petrucci Engineering, 6/27/05
Scale: 1" = 130'