

1.0 INTRODUCTION

This Final Environmental Impact Statement (FEIS) has been prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations, 6 NYCRR Part 617. The FEIS provides responses to public comments received by the lead agency on the Draft Environmental Impact Statement (DEIS). The lead agency for this action pursuant to SEQRA is the Town of North Salem Planning Board, to which the application described below has been made. SEQRA prescribes that the lead agency is responsible for the adequacy and accuracy of this FEIS.

The FEIS consists of this document and its appendices, accompanying Site Plan drawings, referenced technical data and the accepted Salem Hunt DEIS (dated May 1, 2008), which is hereby incorporated by reference into this FEIS.

1.1 SEQRA Process

The Town of North Salem Planning Board, declared itself to be Lead Agency for a residential project on the site on March 9, 2006, pursuant to SEQRA. The Planning Board determined that the project may have a significant impact upon the environment and therefore, issued a Positive Declaration on April 5, 2006. The applicant submitted a Draft Scoping Document to the Planning Board on March 3, 2006. The scoping document was circulated to all involved and interested agencies, and was made available for public review. A public scoping session was held on May 3, 2006, to receive input from the Planning Board, the public and involved and interested agencies on issues to be addressed by the DEIS. The Final Scoping Document was approved by the Planning Board on June 7, 2006.

The DEIS and revisions to it were submitted to the Town of North Salem Planning Board on February 7, 2007, March 25, 2008 and April 18, 2008, respectively. The lead agency reviewed the DEIS for adequacy with respect to the document's scope and content for the purpose of public review. The Planning Board accepted the DEIS as complete on May 7, 2008 and issued a Notice of Completion of the DEIS on May 20, 2008. The document was noticed and circulated to involved and interested agencies and the public, per 6 NYCRR Part 617.12.

A public hearing was held on June 11, 2008, at which time the hearing was closed. The lead agency received written comments until July 30, 2008. Copies of all comments are provided in Appendix A: Public Hearing Transcript and Appendix B Comment Letters.

1.2 Summary of Plan Changes and Improvements

The applicant participated in public hearings with the planning board and its advisors where many comments regarding the project plans and their potential impact were presented. In response to those comments, the applicant revisited the project plans with his planning and design team to ascertain to what extent the plans could be modified to make the project a better fit for the town and reduce environmental impacts.

The currently proposed design and layout is described herein as the "FEIS Site Plan", while the former proposal is described as the "DEIS Site Plan". While the number of residential units of the project have not changed after the initial reductions from 90 to 75 to 65 units, substantial improvements to the project have been made and are reflected in the FEIS plan. The current FEIS Site Plan is presented in Figure 1-3 and the prior DEIS plan is presented in Figure 1-4. The Landscaping Plan for the FEIS layout is provided as Figure 1-5.

Modifications to the Site Plan have resulted in an improved project that would reduce potential impacts to wetland buffers, stormwater quality, wildlife habitat and visual impacts. One of the most notable changes, per the request of the town is the form of ownership of the units. The applicant has proposed a change from condominium ownership to townhouse ownership. This form of ownership produces substantially more tax revenues to the Town, the County and the North Salem School District, because townhomes are assessed based on market value, whereas condominiums are assessed using an income approach. The income approach to property assessment generally produces a much lower base assessment and thus generates lower taxes. The changes to the plan are summarized below, and a comparison of impacts between the former DEIS Site Plan and the proposed FEIS Site Plan is provide in Table 1-1 below.

Site Layout and Design

- The FEIS Plan proposes 65 units in 24 buildings. The buildings will consist of two, three and four unit townhomes. The DEIS Plan had only two and three unit buildings. By adding the four unit buildings to the plan, a more compact design was achieved, with a smaller footprint for the development as a whole. The FEIS Site Plan would require no variances from the zoning code, as further described below.
- The FEIS Plan now includes a Wastewater Treatment Plant (WWTP) for the treatment of wastewater from the development. The DEIS did not propose a treatment plant but simply a Subsurface Sewage Disposal System (SSDS) for the project. The WWTP was proposed following consultations with the Lead Agency and the regulatory agencies responsible for approving wastewater treatment for the project. The WWTP will be located in a 55 foot by 35 foot building (approximately 1,925 SF) located south of the project entry road in the same area where the DEIS Plan had the septic tanks (which are no longer necessary) and other equipment. Treated wastewater from the plant will be discharged to the SSDS located in the east-central portion of the site. Wastewater treatment is further described below and in Section 10.0, Utilities Comments and Responses.
- The FEIS Plan would reduce on-site impacts to wetland buffers from 0.8 acres to 0.45 acres, a reduction of 0.35 acres, compared to the DEIS plan.
- Wetland buffer disturbance will only occur for the entrance road (affecting the Wetland D buffer), temporary disturbance required for utilities, including a water line affecting Wetland B buffer (200 square feet), and stormwater lines and wastewater lines affecting Wetland D buffer (see Drawing SP-3.1 Grading and Utilities Plan East). The project may also include a foot bridge in Wetland D and an off-site stormwater conveyance pipe in the Wetland D buffer adjacent to June Road. The applicant has proposed mitigation for the total 0.45 acres of wetland buffer impact by providing 0.58 acres of wetland buffer enhancement planting in the buffers of Wetlands A, C, and D (see discussion below). This footbridge will only be constructed if it receives the necessary governmental approvals. The DEIS Plan proposed a boulevard entrance. Based upon comments from the Town, the FEIS Plan provides for a conventional two-lane entrance (see Figure 1-3 FEIS Site plan and Drawing SP-1).
- A pull-off with five parking spaces has been provided near June Road to allow for parents to drop off school children for school bus pickup at June Road.

- A gravel emergency access road would be provided close to the northern property line, in order to provide for emergency access in the event of the single entrance being blocked.
- In the FEIS plan, the residential buildings were shifted approximately 90 feet away from the northern property line. This modification allows for additional landscaping and buffer planting along the northern property line, as shown in Figure 1-5 Landscaping Plan (also see Drawings SP-2.1 and SP-2.2 Layout and Landscaping Plan).).
- A 100 foot setback has been maintained between southern property line and proposed residential structures. The southern property boundary would include the retention of existing trees within a 50 foot buffer but augmenting existing trees with extensive landscaping and buffer planting, as shown in Figure 1-5 Landscaping Plan (also see Drawing SP-2.1 and SP-2.2 Layout and Landscaping Plan).
- Based upon comments from the lead agency and neighbors, the proposed lighting for the project has been greatly reduced in terms of the number of proposed light fixtures, the height of fixtures and light intensity. A revised lighting plan is shown in Drawing LP-1 and this plan and the potential impacts from lighting are further described in Section 8.0 Cultural Resources.
- Pedestrian access and the continued use of the site by equestrians has also been provided in the FEIS Site Plan. Sidewalks are provided along the full length of the main access road and are provided to June Road. In addition, a walking path is provided to allow pedestrian access to Town owned land, Volunteer Park and the North Salem Middle School/ High School located southeast of the site. The path would run from near the proposed recreation center in a southeast direction across the wastewater disposal fields to the southeast corner of the site (see Figure 1-3 Proposed FEIS Site Plan). A six-foot wide foot bridge would be provided to cross the stream in that portion of the site. The location of the path would be marked by signs and no grading, filling or placement of stone or woodchips is proposed. Construction of the bridge in Wetland D will require wetland permits from the Town of North Salem, the NYSDEC and the US Army Corps of Engineers. The construction of the footbridge and the path are contingent upon receiving these approvals.
- A looped walking and bridle trail will be provided along the edges of the development. The trail system would be six feet in width and would run along the northern edge of the property, as well as along the southern edge of the site. The trails would allow equestrians to cross the site, entering at June Road and exiting the site at an existing bridle trail at the western edge of the site. The trail system would be for the use of Salem Hunt residents as well as for equestrians utilizing the Town's existing trail systems. The bridle trails will involve no grading or filling, but will be marked by signs and/or blazes located on trees.
- The applicant proposes to offer the Town of North Salem or a non-profit conservation organization (Section 501 (c)) conservation easements covering approximately 17.3 acres of land (approximately 43 percent of the site) as identified on the project plans. The easements are further described in the discussion of the Homeowners Association, below. At the request of the Lead Agency a professional herpetologist was retained to review habitat conditions on the site and a management plan has been developed to enhance and protect reptile habitat (see Section 4.0 Vegetation and Wildlife).

Improvements to Stormwater Management

The proposed stormwater management for the FEIS Site plan has been extensively revised, based upon comments by the lead agency and involved and interested agencies. Revisions to the stormwater management plan involved meetings and multiple consultations with the Office of the Watershed Inspector General. The revisions have incorporated design techniques described in the NYSDEC publication *Better Site Design* (April, 2008) and the requirements of Chapter 10 of the NYSDEC Stormwater Design Manual, relating to phosphorous reduction. These design changes are intended to reduce the amount of stormwater that requires treatment and provides for more natural infiltration of stormwater. The revised stormwater management system, which will achieve a 0.28 pounds per year reduction in existing phosphorous loads from the site, is further described in Section 6.0 Wetlands/Watercourses and Buffers Comments and Responses. The SWPPP and accompanying site plans have been revised to incorporate specific requirements of Chapter 10 of the New York State Stormwater Management Design Manual (the Manual), as stated above, and are as follows:

- The stormwater treatment practices have been revised for the water quality volume of the one-year design storm in accordance with the Manual;
- The stormwater management practice for Design Line 1 has been revised from a Pocket Pond (P-5) to a Pocket Wetland (W-4). Following treatment in the Pocket Wetland, the water quality volume will discharge to a Surface Sand Filter (F-1);
- Several Better Site Design (BSD) techniques have been incorporated into the revised site plan, which reduce the post-development runoff volumes, as described below.

Better Site Design techniques that have been incorporated include the following:

- Roadway widths have been reduced from 24 feet to 20 feet to reduce impervious surfaces,
- Two cul-de-sacs shown in the DEIS Plan have been eliminated,
- Overall roadway length has been reduced by 375 feet,
- Pervious pavement will be used for all visitor parking, recreation area parking, driveways, and sidewalks. Collectively, these modifications would reduce impervious surface from 5.9 acres (DEIS Plan) to 4.3 acres for the FEIS Plan, a reduction of 1.6 acres or 27 percent.
- The modified FEIS Plan will include natural features and source controls for stormwater management. Approximately 50 percent of roof leader drains will discharge to rain gardens or grass swales.
- The area of proposed manicured lawn has been reduced substantially, compared to the DEIS plan. The current FEIS Plan will result in approximately 2.5 acres of new lawn area, which is a 46 percent reduction from the 4.6 acres of lawn proposed for the DEIS Plan.
- Approximately 9.2 acres of the site will be planted with low maintenance native grasses. Areas of meadow and native grasses are proposed for a common area between buildings within the central loop road, as well as for the wastewater disposal field. The use of this landscaping has several benefits. Low maintenance native grasses will not

require fertilizers or irrigation, avoiding both the potential for water quality impacts and reducing project water demand. This landscaping will also slow the rate of stormwater flow across the site, reducing the volume of stormwater needing treatment. Native grasses will also provide edge habitat for birds, small mammals and reptiles.

The native grasses proposed for the wastewater disposal area are part of a reptile management plan prepared by Herpetological Associates, Inc. This report is provided in Appendix E and is described in Section 4.0 Vegetation and Wildlife.

**Table 1-1
Salem Hunt Impact Comparisons**

Areas and Potential Impacts	Former DEIS Proposed Action (65 Multi-family residential units)	Current FEIS Proposed Action (65 Multi-family residential units)	Increase or Decrease of Impact from DEIS to FEIS
Natural Resource Impacts (acres)			
Total Construction Disturbance	20.3	20.2	Minor (< 1%) reduction
NYSDEC/ Town Wetland Disturbance	0	< 0.004 ***	Minor increase for installation of foot bridge
Wetland Buffer Disturbance **	0.8 on-site	0.3 on-site	63% reduction in on-site buffer disturbance
Wetland Buffer Disturbance as % of Total Buffer	9% of on-site buffer	3% of on-site buffer	63% reduction in on-site buffer disturbance.
Steep Slope Disturbance >15%	1.1	1.1	Same
Cut and Fill (cubic yards)	21,500 cy cut	5,000 cy fill	77% reduction
Developed Area (acres)			
Impervious Surfaces (buildings and paved surfaces)	5.9	4.3	27% reduction in impervious surfaces
Meadow	7.7	9.0	17 % more meadow
Lawn	4.6	2.5	46% less lawn
Landscaping (includes stormwater facilities)	2.1	3.3	57% increase in landscaping
Wetlands	8.1	6.7	Decrease due to recent wetland delineation of Wetland D (not due to project impacts)
Woods (uplands) undisturbed	11.6	13.1	Increase due to recent wetland delineation of Wetland D
Road Length	±2,878	± 2,675	13% reduction in road length
Community Resources			
Population	135	135	Same
School Age Children *	9 - 21	9 - 21	Same
Water Demand (gpd)	20,500	20,500	Same
Sewage Flow (gpd)	16,000	16,000	Same
Revenues to School District	\$356,517	\$695,805	95% increase in School District revenue
Revenues to Westchester County	\$73,844	\$144,119	95% increase in County Revenue
Revenues to Town of North Salem	\$73,882	\$144,194	95% increase in Town Revenue
Total Revenues to all Taxing Jurisdictions	\$504,246	\$984,118	95% increase in Total Revenue
Traffic			
Traffic Generation	Total AM Peak Hour Trips/ 36 Total PM Peak Hour Trips/ 42	Total AM Peak Hour Trips/ 36 Total PM Peak Hour Trips/ 42	Same
Source: Tim Miller Associates, Inc. and Insite Engineering and Surveying, P.C., 2008			
Note: ** - Buffer disturbance is on-site. Project would result in 0.15 acres of disturbance to the Wetland D buffer off-site buffer.			
* - This FEIS analyzed the fiscal impacts of 9 to 21 new school age children resulting from the project.			

Fee Simple Ownership

The FEIS Site Plan involves the construction of 65 two-bedroom townhouse style residential units, which is the same unit number as described in the DEIS. The FEIS plan would be structured as fee simple project and future homeowners would own the land under and around each of the residential units. The DEIS Site Plan proposed condominium ownership. Therefore, a subdivision approval would be required from the Planning Board and the Westchester County Department of Health for the currently proposed action. A fee simple alternative was discussed in the DEIS Section 14.7. A Preliminary Plat, which shows the proposed lot layout is provided as Drawing P-1 Preliminary Subdivision Plat.

The residential unit lot lines shown on the Preliminary Subdivision Plat are provided for unit ownership purposes only and do not relate to the maintenance responsibilities of the residents. The responsibilities of the Homeowners Association are further described below.

The gross fiscal benefits to the Town and the other taxing jurisdictions would be much more positive with the fee simple proposal compared to the DEIS Site Plan. Under a fee simple proposal, taxes are calculated using the market value of the residential units. Under the DEIS plan and condominium ownership, an income approach is used to estimate taxes. As shown in Table 1-1, total projected tax revenues to all jurisdictions would be \$984,118 using the fee simple method for 65 units, compared to \$504,246 using the income approach for 65 condominium units.

Zoning Compliance

The DEIS Site Plan would have required seventeen variances pertaining to the minimum separation distance required between the multifamily dwellings. In addition, variances were necessary for the minimum distances required between the proposed swimming pool and recreation building and the proposed recreation building and associated parking.

The proposed FEIS Site Plan would require no variances. As shown in Drawing SP-1, the buildings, structures, pool and streets meet all Supplemental Requirements of the Zoning Code (Section 250.19.1). The Plan meets all bulk, setback and building coverage requirements of R-MF/4 zoning district (See Drawing SP-1). A table showing the minimum required and provided separation distance between buildings is provided as Table 1-2 Multi-family Building Separation Distance Data. The Zoning Code requires a minimum separation distance of 1.5 times the height of the buildings for multi-family buildings. As shown in the Table, no variances are required for separation distance between multi-family buildings. The Code requires a minimum separation distance of 20 feet between single-family attached buildings and this distance is provided for all such buildings See Table 1-3. Building heights are shown in Figures 1-6 through 1-11.

Table 1-2 Multi-Family Building Separation Distance Data						
M-F BLDG. NUMBER (Next to Bldg. #)	AVG. ELEV. ALONG BUILDING WALL	F.F.E.	DIST. FROM AVG. ELEV. TO F.F.E. (ft.)	AVG. BUILDING HEIGHT (ft.) *	MIN. DIST. TO NEAREST M-F BUILDING	
					REQUIRED (ft.) **	PROVIDED (ft.)
3 (2)	575.00	576.50	1.50	20.44	30.66	44.4
3 (4)	575.50	576.50	1.00	19.94	29.91	30.0
4 (3)	577.00	578.00	1.00	19.94	29.91	30.0
4 (5)	576.50	577.50	1.00	19.94	29.91	30.0
5 (4)	575.00	576.00	1.00	19.94	29.91	30.0
5 (6)	575.00	576.00	1.00	19.94	29.91	30.0
6 (5)	573.50	574.50	1.00	19.94	29.91	30.0
6 (7)	573.50	574.50	1.00	19.94	29.91	51.5
7 (6)	571.50	572.50	1.00	19.94	29.91	51.5
7 (8)	571.00	572.50	1.50	20.44	30.66	31.0
8 (7)	569.00	570.00	1.00	19.94	29.91	30.3
11 (10)	560.00	561.00	1.00	19.94	29.91	30.0
11 (12)	558.50	561.00	2.50	21.44	32.16	38.0
12 (11)	553.50	554.50	1.00	19.94	29.91	38.0
12 (13)	549.00	551.50	2.50	21.44	32.16	40.5
13 (12)	542.00	544.00	2.00	20.94	31.41	40.5
13 (14)	540.00	542.00	2.00	20.94	31.41	37.9
16 (17)	556.00	557.00	1.00	19.94	29.91	31.0
17 (16)	559.50	561.00	1.50	20.44	30.66	31.0
17 (18)	560.00	561.00	1.00	19.94	29.91	41.9
18 (17)	561.50	563.00	1.50	20.44	30.66	41.9
18 (19)	562.00	563.00	1.00	19.94	29.91	32.0
19 (18)	565.75	568.00	2.25	21.19	31.78	32.0

* AVERAGE BUILDING HEIGHT = DISTANCE FROM AVERAGE ELEVATION ALONG BUILDING WALL TO MIDPOINT OF EAVE TO RIDGE (18.94' BUILDING HEIGHT USED FROM FINISHED FLOOR ELEV.)

** REQUIRED DISTANCE TO NEAREST MULTI-FAMILY (M-F) BUILDING = AVERAGE BUILDING HEIGHT x 1.5.

Table 1-3 Single-Family Attached Building Separation Distance Data		
S-F ATTACHED BLDGS. (Between Bldg. #'s)	DISTANCE BETWEEN BUILDINGS PROVIDED (ft.) ***	VARIANCE REQUIRED
1 and 2	33.6	NONE
9 and 10	31.0	NONE
14 and 15	37.3	NONE
20 and 21	26.4	NONE
21 and 22	21.2	NONE
22 and 23	20.8	NONE
23 and 24	24.0	NONE

*** NOTE: THE MINIMUM REQUIRED SEPARATION DISTANCE BETWEEN SINGLE-FAMILY (S-F) ATTACHED BUILDINGS IS 20 FEET.

1.3 Summary of Proposed Action

The applicant, Wilder Balter Partners, LLC proposes to construct 65 residential units on an approximately 40 acre property located on the west side of June Road, in the Town of North Salem, Westchester County, New York. The project is known as the Salem Hunt residential project. The subject property is located in an R-MF/4 Multi-Family Zoning District, and is designated on the Town of North Salem Tax Maps as Sheet 5, Block 1735, Lot 19. The northerly boundary of the subject property is coincident with the municipal boundary shared by the Town of North Salem, Westchester County and the Town of Southeast, Putnam County.

FEIS Site Plan and Layout

The revised proposal would consist of a residential development of 65 townhouse units in twenty-four (24) buildings, and a community center with an outdoor pool. A private community water supply and WWTP discharging to a community SSDS are proposed for the project. Stormwater management facilities will be provided to treat stormwater from paved areas and portions of the site covered with buildings. The proposed homeowners association for the Salem Hunt community will be solely responsible for the long-term maintenance of the community water supply system, WWTP and SSDS, , internal roads and stormwater management facilities. The proposed design and layout of the project are provided in Figure 1-3 Proposed FEIS Site Plan.

The proposed development will include twenty-four two story buildings, each with either two, three or four town-house style units and a one or two car garage. The residential buildings will be configured as follows:

Eleven 2-unit buildings,
Nine 3-unit buildings, and
Four 4-unit buildings.

The residential buildings in the FEIS Plan will be in full conformance with the supplementary regulations for high and medium density residential development, including R-MF/4 (Section 250-19.1 of the Town of North Salem Code). The buildings would be in compliance for all setback, height and separation distances provided in the Zoning Code. The layout of the buildings on the site is provided in Figure 1-3, Proposed FEIS Site Plan.

Thirteen of the 65 units (20 percent) will be designated Moderate Income Housing units pursuant to requirements of the North Salem Zoning Ordinance and will be subject to affordability limitations, per the Town Zoning Ordinance. The applicant anticipates applying for grants to support the construction of the MIH units. If this is the case, the units will comply with both the MIH requirements as well as the Westchester County affordability requirements.

Access to the development will be from a single entrance onto June Road across from Starlea Road. June Road becomes North Salem Road (Putnam County Route 55) north of the municipal and County boundary. The internal driveways in the development will remain private and will be maintained by the project's homeowners association. The proposed entrance and all internal roads will be 20 feet in width. The DEIS Site Plan included a boulevard entrance, but the entrance has been modified to a traditional two-lane entrance, following comments from the lead agency. In order to provide emergency access, a separate emergency access drive is provided with the FEIS Plan (see further discussion, below).

Emergency Access

An emergency access is shown in the FEIS Plan, given that the boulevard entrance is no longer proposed. The access is located on the northern edge of the property and would be utilized in the event that a portion of the project entrance road is blocked (see Figure 1-3 FEIS Site Plan). The emergency access would be 12 feet in width and approximately 1040 feet in length and constructed of pervious pavement. Locked security gates would be provided at the access point on the north side of the site entrance and between Buildings 13 and 14 (see Figure 1-3). The emergency access would be plowed in the winter, along with all other internal roads by the homeowners association.

The emergency access provides the benefit of providing a more narrow project entrance that is more consistent with the character of the Town of North Salem (compared to the formerly proposed boulevard entrance). Since the emergency access would be constructed with gravel, it would not add impervious surface to the development.

Comparison of Entrance Plans

The previous boulevard entrance proposed in the DEIS versus the current traditional roadway entrance with an emergency access is summarized as follows:

- The overall imperviousness associated with the entrance road has been reduced by decreasing the proposed road width from 24 feet to 20 feet.
- The overall width of construction of the entrance road has been reduced by eliminating the boulevard.
- As requested, a bus stop parking area has been provided using porous pavement. The new emergency access location provides a turn-a-round for vehicles utilizing the bus stop parking spaces.
- An emergency access was not provided on the previously evaluated entrance plan. A previously proposed emergency access off of June Road has been eliminated and replaced with an internal emergency access off of the entrance road, at the request of the Town.
- The stormwater management practices, on the north side of the entrance road have increased in size in compliance with *Chapter 10, Enhanced Phosphorus Removal Standards*, of the *Manual*.
- The currently proposed entrance road and emergency access design result in a negligible change in the overall site disturbance, compared to the former boulevard entrance (DEIS Plan).

The project entrance and the provision of an emergency access drive has been developed in consultation with the lead agency and its consultants. In addition, the applicant has met with the adjoining property owner to the north to discuss the project entrance and proposed relocation of a portion of the neighbors driveway. The entrance configuration is subject to review and comment by the Westchester County Department of Public Works. The modifications to the neighbors driveway are subject to review and comment by the Putnam County Department of Public Works and the Town of Southeast Highway Department.

School Bus Drop-off

A pull-off for five vehicles has been provided at the entrance to allow for school children to be dropped off at June Road for school bus pickup. The school bus drop-off was provided as an area for residents to safely park near the proposed bus stop area, at the project entrance and June Road. The project will result in an estimated nine to twenty-one children (see Response 11-6). A portion of these students would attend elementary school and a portion middle school and high school and therefore, not all students would be picked up or dropped off at the same time. In addition, a portion of the students may not use the bus service. Therefore, five spaces were provided. After dropping off, or picking up students, residents can pull into the paved portion of the emergency access entrance on the north side of the project entrance drive and then proceed westbound into the development.

Building Design and Layout

The proposed buildings will have traditional early American architecture and design, intended to be compatible with surrounding and nearby residential development. The proposed buildings will use make use of wood, architectural details, as well as earth-tone colors to ensure that the buildings are compatible with the wooded setting of the property and its adjoining properties.

Examples of building elevations are provided as follows:

- Figure 1-6, Proposed Building Elevation - Two Unit Front Garage;
- Figure 1-7: Proposed Building Elevation - Three Unit Front Garages;
- Figure 1-8: Proposed Building Elevation - Three Unit Front and Side Garages;
- Figure 1-9: Proposed Building Elevation - Four Unit Front and Side Garages.

The development will have six residential unit types and each will have two stories and a separate garage. The residential units will range in size from between 1739 square feet and 2321 square feet, without the garages. With the garage the units will range in size between 1969 square feet and 2707 square feet (see Table 1-4 Residential Unit Areas, below).

Table 1-4 Residential Unit Areas						
Unit Type	First Floor	Garage	Total Footprint	Second Floor	Total Unit Size	Total Size w/ Garage
Unit 1 (MIH Unit)	792	230	1,022	947	1,739	1,969
Unit 2	1,008	384	1,392	948	1,956	2,340
Unit 3	1,404	383	1,787	681	2,085	2,468
Unit 4	960	386	1,346	960	1,920	2,306
Unit 5	1,496	386	1,882	825	2,321	2,707
Unit 6	1,026	386	1,412	948	1,974	2,360

Note: Source J. Karhu Architect, 2009
 First floor measured to exterior side of exterior walls and to centerline of unit separation walls.
 Second floor measured as first. Second story space above living room, foyer, stair, attic and storage areas excluded.

The residential buildings are located along an approximately 1860 foot long internal road and are mostly located in the central and southern portion of the site (See Figure 1-3 Proposed

FEIS Site Plan). The project layout and residential design has been designed around the natural site conditions such as wetlands and steeper slopes and concentrates the development in areas of the site with optimal soils and topography. In preserving the on-site wetlands and much of the wetland buffer, natural open space will be retained on the property, particularly along the eastern and western edges of the site. Open space will also be provided between building groupings west of the entrance road, upon entering the developed portion of the property. The majority of the existing stone walls on the property will be preserved.

Residential buildings will be located along the main roadway (Road "A") and a shorter internal road (Road "B") which provides a looped road access through the center of the development. Cul-de-sacs are not proposed for the FEIS Site Plan.

The development will include a 5,000 square foot, two story clubhouse building located at the northeast portion of the development, visible as residents and visitors enter the developed portion of the site. The recreation building is intended for the Salem Hunt residents and their guests and will include a separate parking area with 14 spaces. The recreation building will contain a large lounge with meeting space for community gatherings and a fitness center. The recreation building will include a 25 foot by 50 foot heated outdoor swimming pool with a fenced and landscaped common area.

Two stormwater management basins are located near the project entrance and will treat stormwater from the eastern portion of the site. Two additional basins located in the western portion of the property will treat stormwater from the western drainage area. The size and design of the basins have been modified from those proposed in the DEIS, based upon comments from the lead agency and involved and interested agencies. Revisions to the stormwater management facilities are further described in Section 6.0 Wetlands/ Watercourses and Buffers.

A revised Landscaping Plan is provided in the attached set of drawings as Drawings SP-2.1 and SP-2.2 Layout and Landscaping Plan. A schematic planting schedule is provided in the Plan. The proposed homeowners association for the Salem Hunt community will be responsible for the long-term maintenance of the proposed landscaping. The revised Lighting Plan shows the locations of proposed lighting on the site (see Drawing LP-1). The Lighting Plan was substantially modified from the plan presented in the DEIS, to reduce the overall lighting of community space. Project lighting and measures to reduce the potential impacts of lighting upon neighbors to the site are described in Section 8.0 Cultural Resources Comments and Responses.

An updated cut and fill analysis has been completed by the applicant's engineer based upon the revised grading plans. The earthwork has been modified from 26,000 cubic yards of export (DEIS Site Plan) to 0 yards of export. The FEIS Plan requires 5,000 cubic yards of imported select fill material for the construction of the SSDS area. The elimination of exported material and the major reduction of material requiring transport to and from the site will reduce the number of truck trips during project construction. Construction traffic is further described in Section 9.0 Traffic and Transportation Comments and Responses.

Construction of the Salem Hunt residential development will begin with the site work. Within 6 months of commencing site work, the applicant will open a sales office and begin marketing and constructing homes. It is anticipated that construction will commence on a new building every three to four weeks. The applicant will market the MIH units simultaneous with the

marketing of the market-rate homes. Prices of the market rate homes will be adjusted up or down to promote a steady pace of sales and therefore construction. MIH homes will be completed and ready for occupancy as the buildings they are located in are completed.

Parking

The parking calculations completed for the project are based upon Section 250-29.A of the Zoning Code and the Table of General Use Requirements for the R-MF/4 District. The required and provided parking calculations are provided on Drawing SP-1 Overall Preliminary Site Development Plan. Based upon the Code, 116 spaces are required and 217 spaces are provided on the current plan (including spaces within garages). The parking spaces provided exceed the required spaces by 101 spaces. A total of 86 visitor spaces are provided. Visitor spaces include 21 parking spaces distributed along the access roads through the site, one (1) visitor parking space provided in each of the 65 proposed driveways. A total of 14 spaces are provided for the recreation building.

Although Section 250-29.A allows credit for one parking space for each driveway, 52 of the proposed driveways can accommodate two vehicles for an additional 52 parking spaces, resulting in a total of 138 actual visitor parking spaces. Based upon these calculations, two visitor spaces will be provided per unit. Based upon the applicant's past experience and the Code requirements, the number and distribution of provided parking spaces is adequate and appropriate.

Water Supply and Wastewater Treatment

Water Supply

The Salem Hunt development will be served by a private community water supply, and a private WWTP with discharge to a subsurface sewage disposal system. The WWTP is proposed for the FEIS site plan, whereas a SSTS was proposed for the DEIS plan. Four water production wells have been drilled on the property and three wells will be utilized for the community water system; wells 2, 3 and 4. Well locations are shown on Figure 1-3 Proposed FEIS Site Plan.

Two (2) 25,000-gallon underground water storage tanks will be provided on the north side of the recreation building parking lot for fire protection water storage. These tanks will be accessible to the Croton Falls Fire District at all times. Based upon discussions with the Croton Falls Fire District, the District has requested the ability to utilize the storage tanks for both on-site and off-site emergency use, if necessary. The applicant has agreed to such usage and will formalize access and usage in an agreement with the Fire District. The applicant will initially fill the tanks with a tanker truck. A low level alarm will be installed in each tank with an audio visual alarm installed in the adjacent recreation building. The alarm would identify when the water level has dropped due to usage or a leak in the tank. The tanks will be maintained by the Homeowners Association.

A third water underground storage tank will be located on the south side of the recreation building parking lot. This tank will be used for the storage of potable water for the development. The water level in this tank will be maintained through an automated system connected to the water supply and treatment system. The tank will be maintained through the homeowners association as part of the community water supply system.

Wastewater Treatment

The project wastewater treatment system has been redesigned and now includes a WWTP which will discharge to a SSTS. The wastewater treatment plant was proposed following discussions with the Lead Agency, the New York State Department of Environmental Conservation (NYSDEC), the New York City Department of Environmental Protection (NYCDEP), Westchester County Department of Health (WCDOH) and the Office of the Watershed Inspector General.

The WWTP and redesigned SSDS are described in the Preliminary Wastewater System Report (Appendix G). Wastewater treatment will utilize the Biologically-Engineered Single-Sludge Treatment (BESST) system, manufactured by Purestream ES, LLC. The treatment process is expected to produce treatment effluent with less than 10 mg/l (ppm) biochemical oxygen demand (BOD₅), 10 mg/l total suspended solids (TSS) and 10 mg/l total nitrogen (TN). The treatment system will also remove phosphorus by chemical precipitation. The WWTP will collect and entirely treat the sanitary flow from the development, and no treatment of the discharge will be required by the soil, as with a traditional subsurface treatment system. The discharge from the plant will be treated to a level that could be discharged to a surface water body or stream.

The WWTP will be contained in a building located south of the project entrance road and on the north side of the subsurface wastewater disposal fields (see Figure 1-3 Proposed FEIS Site Plan). The sewage treatment plant building will be architecturally consistent with the residential buildings. An elevation of the building is provided in Figure 1-12: Sewage Treatment Plant Building Elevation and the floor plan is provided as Figure 1-13: Sewage Treatment Plant Building Plan. In addition, the building will be partially screened by landscaping with street trees and flowering ornamental trees (see Drawing SP 2.1 Landscaping and Layout Plan East).

Access to the building will be provided by a 12 foot wide driveway. The driveway will provide adequate parking area for the one to two vehicles required at any one time for routine plant maintenance. No signs will be associated with the plant. A single building mounted light near the front entrance will provide the only outdoor lighting for the plant building. The proposed building mounted light will be the same used for residences, a dark-sky compliant down-light fixture with a 100-watt incandescent lamp, which will be fully shielded. An illustration of the light is provided in Figure 8-3 Building Mounted Light Detail. Overall lighting impacts from the project are further described in Section 8.0 Cultural Resources.

The proposed subsurface wastewater disposal areas are located on the eastern side of the project access driveway, in the east-central portion of the site. The proposed wastewater disposal area was located in the portion of the property with soils, drainage and topography best suited for the discharge of effluent from the development.

Wastewater Treatment Operation and Maintenance

The FEIS subdivision plan requires that the community water supply system and the community wastewater treatment system be owned by a waterworks corporation and transportation corporation, respectively. As a result, the Town will need to create water and sewer and sewer districts that incorporate the Salem Hunt property. As described above, the water and sewer districts and all aspects of water and sewer operations and maintenance will be the responsibility of the Salem Hunt Homeowners Association, and not the Town.

The Homeowners Association will contract with a private firm for the routine operation and maintenance of the WWTP. According to the WWTP design engineer, the operator of the treatment plant will visit the plant approximately one hour per day, seven days a week. Once per month, the operator may visit the site for four hours conducting preventative maintenance.

Waste activated sludge will be thickened on site but will still be removed in liquid form by pump truck for off-site disposal in a permitted facility. Sludge removal will be necessary approximately once per month. A capped suction pipe will be extended outside the building wall so that sludge removal can be done without the plant operator, similar to fuel oil deliveries.

All noise-producing equipment (blowers and generator) will be located inside the building. The blowers will each be housed in a sound-attenuating enclosure. The blowers will run most of the time or all of the time, as determined by the operator. The emergency generator will be fitted with a critical-grade exhaust silencer, the kind used at hospital installations, which will reduce noise levels from around 95 dBA to 70 dBA. (These values are approximate because the generator has not been sized yet.) By comparison, a lawnmower produces about 90 dBA. Unless there is a power outage, the generator will only run on an exercise cycle for 15 minutes once a week.

No odors are anticipated from the WWTP since the wastewater will be aerated to maintain aerobic conditions. Stand-by blowers will be provided, and the generator will maintain the treatment process if there is a power failure. The plant design engineer is allowing space in the building for a package odor control unit to be installed, if required by an approval agency. It is the design engineer's opinion that an odor control unit is not necessary.

The only outdoor tank proposed will be the dosing pump station for the disposal fields. It will be an underground tank, with a covered access riser at finish grade. This tank will be located on the south side of the proposed WWTP building.

Wastewater Treatment Plant Building Potential Impacts

The proposed wastewater treatment plant building would be located south of the entrance road, in the former location of a subsurface wastewater pretreatment facility, as described in the DEIS. The building will be a single story and approximately 55 feet by 35 feet or 1,925 square feet in size. As shown in Figure 1-12: Sewage Treatment Plant Building Elevation, the building will have simple, utilitarian architecture, but with materials and details consistent with the residential buildings. As described above, all wastewater treatment facilities will be either contained in the building or will be underground.

A summary of potential environmental impacts for the WWTP is provided in Table 1-5, below.

Table 1-5 Wastewater Treatment Plant Potential Impacts	
<i>Potential Environmental Impact Issue</i>	<i>Potential Impact</i>
Land Use and Zoning	The WWTP building will meet all zoning, height and setback requirements. The WWTP building's architecture will be consistent with the residential buildings in the development. No land use and zoning impacts are anticipated from the building.
Vegetation and Wildlife	The WWTP building is proposed within the project development footprint, between the access road and the SSDS fields. Construction of the building will not result in the expansion of the project limits of disturbance or the additional loss of vegetation and wildlife. No specific impacts to vegetation and wildlife are expected from the WWTP.
Groundwater	The wastewater treatment plant is not expected to impact groundwater resources. The plant will utilize a minimal amount of water for cleaning and maintenance purposes. The groundwater analysis provided in the DEIS indicates that the project has adequate on-site water supply. Treated wastewater from the plant will be disposed of through a subsurface wastewater disposal system of trenches. The plant will be designed to meet the requirements of the WCDOH, NYCDEP and the NYSDEC, ensuring protection of groundwater resources.
Wetlands/Watercourses and Buffers	The WWTP building is not located in the 100 foot wetland adjacent area (100 foot buffer). Stormwater from the building and driveway impervious surface will be managed through the project stormwater management system. The building is not expected to result in impacts to wetlands, watercourses or buffers.
Geology/ Soils and Topography	The building for the WWTP will not result in additional grading or soil disturbance, since the building is located within the existing project limits of disturbance. The building is sited on slopes of less than 15 percent. No impacts to geology, soils or topography are expected from the WWTP building.
Cultural Resources	Historic Resources: Construction of the WWTP will not result in any impact to historic or archeological resources according to the cultural resource study prepared for the project. Visual Resources: The single story 55 foot by 35 foot WWTP building has been designed to be architecturally consistent with the residential buildings in the development. The proposed building is internal to the development, and therefore will not result in new or additional visual impacts to the public traveling on June Road or to neighbors north of the project. The building will be partially screened from the access road with ornamental trees and bushes. The building is not expected to result in significant visual impacts.
Traffic and Transportation	The WWTP will result in approximately one additional trip per day for the plant operation and maintenance. The plant will not result in significant impacts to the local traffic and transportation.
Utilities	A description of the WWTP is provided in this FEIS. The treatment plant and related wastewater facilities will require review and approval by the WCDOH, NYCDEP and the NYSDEC. Given the required plant design review and approval process, the WWTP is not expected to result in significant impacts.
Community Facilities and Services	The WWTP will be owned and operated by a transportation corporation, managed by the Salem Hunt Homeowners Association. All aspects of water and sewer operations and maintenance will be the responsibility of the Salem Hunt Homeowners Association, and not the Town. The facility is not expected to impact North Salem community facilities and services.

Given that the proposed WWTP building is located within the proposed development footprint that was analyzed in the DEIS and this FEIS, the building is not expected to result in additional environmental impacts, as summarized in the table, above. The single story building has been designed to be architecturally compatible with the residential buildings at Salem Hunt. The building will be visible to drivers traveling on June Road/ North Salem Road, but the view of the

building will be partially obscured by proposed landscaping of ornamental trees and bushes planted along the entrance drive. As indicated above, the building lighting will be provided by a single building mounted light at the northwest facing building entrance. The light will be a fully shielded, dark-sky compliant down-light fixture with a 100-watt incandescent lamp. The building lighting will not result in off-site lighting impacts.

Bridle and Walking Trails

The applicant has included trails on the FEIS Plan. Based upon several conversations with the Lead Agency and the North Salem Bridle Trails Association (NSBTA), the applicant is agreeable to granting a non-exclusive bridle trail easement to the NSBTA for the "construction" and maintenance of trails. "Construction" would involve the placement of signs or blazes on trees and the clearing of brush or branches. The trails would not be subject to any grading or placement of any fill. Establishment and maintenance of the trails will be the obligation of the NSBTA, and use of the trails will be subject to the rules established by the NSBTA, including restricted or prohibited use of the trails during the wet season. If the applicant and the NSBTA enter into such an easement agreement, the use of the trails would be open to residents of Salem Hunt as well as for equestrians utilizing the Town's existing trail systems.

The trail system would be approximately six feet in width and would run along the northern edge of the property, as well as along the southern edge of the site (along the Havell property boundary), and then would traverse through portions of the 100-foot regulated buffer of Wetland D, exiting the site on the opposite side of the entrance road from which it began. As such, the trail forms a complete loop on the site. It also connects to an off-site existing bridle trail at the western edge of the site. Proposed trail routes are shown in Figure 1-3 Proposed FEIS Site Plan.

The trails would allow equestrians to cross the site, entering at June Road and exiting the site at an existing bridle trail at the western edge of the site. The trails location was designed to maintain the existing equestrian trail system, minimize resource impacts and maintain the privacy of future Salem Hunt residents. The trail has been relocated in the north-central portion of the site (Wetland B and C) to avoid the wetland buffer, to the extent possible.

While the trails would cross through Town and NYSDEC wetland buffers, the equestrian trails would not directly impact wetlands (see discussion in "Impacts to Wetlands and Wetland Buffer" below). The equestrian trails would cross the following mapped soil units: Pompton silt loam (Pw), Charlton loam (ChB/ChD), Sutton loam (SuB), and Ridgebury loam (RdB)(source: Soil Survey of Putnam and Westchester Counties, New York, USDA, SCS). These soils have a hydrologic group rating, related to estimated run-off, of B (Charlton, Pompton and Sutton) and C (Ridgebury). Soils range from high infiltration (A) to low infiltration (D). The Ridgebury, Sutton and Pompton soils are described as having construction limitations for seasonal wetness. Based on the soil survey the trails will traverse moderate to well drained soils, as well as poorly drained and somewhat poorly drained soils. Some of the aforementioned soils are subject to seasonal wetness. As described above, use of the trails will be subject to the rules established by the NSBTA, including restricted or prohibited use of the trails during the wet season.

At the request of the Lead Agency and its consultants, a pedestrian connection is being provided from the Salem Hunt development to the Town owned land located southeast of the project site. The walking path would provide access to Town owned land, Volunteer Park and

the North Salem Middle School/ High School. The path would extend from near the proposed recreation center in a southeast direction across the wastewater disposal fields to the southeast corner of the site (see Figure 1-3 Proposed FEIS Site Plan). The location of the path would be marked by signs and no grading, filling or placement of stone or woodchips is proposed, other than through the SSDS area.

A six-foot wide foot bridge would be provided to cross the stream in that portion of the site. As described above, construction of the bridge in Wetland D will require wetland permits from the Town of North Salem, the NYSDEC and the US Army Corps of Engineers. The construction of the footbridge and the path through the NYSDEC wetland are contingent on receiving these approvals.

Homeowners Association

A homeowners association will be formed as a Limited Liability Corporation (LLC) by the applicant to manage operation and maintenance of all common areas, facilities and infrastructure for the Salem Hunt residential development. Since the project is now proposed as fee simple ownership project, the condominium structure described in the DEIS no longer applies to the project. The association would be declared effective when 15 percent or more of the units are under contract. This must occur before the project sponsor closes and transfers title on the first home.

When approximately 75 percent of the homes have been sold, the applicant, as the homeowners association sponsor would establish a board of directors maintaining one seat for the unsold units. When all of the homes have been sold, the sponsor would remove itself from the homeowners association board and the homeowners would manage all applicable land, facilities and operations.

The applicant proposes to place a Declaration of Covenants, Restrictions and Easements on record, which will define the common areas and establish the Homeowners Association's maintenance obligations. The Salem Hunt Homeowners Association will be responsible for the operation and maintenance of all common areas and infrastructure for the development, including:

- roadways, sidewalks, driveways, parking areas
- clubhouse and pool
- emergency access road and gates (plowed through winter)
- fire fighting water tanks
- wastewater treatment plant building, facilities and infrastructure
- water control building and related infrastructure (storage tank)
- storm water basins
- landscaped areas and natural areas
- walking trail and pedestrian bridge
- stone walls
- play area
- primary and expansion SSDS area

As described above, the residential unit lot lines shown on the Preliminary Subdivision Plat are provided for unit ownership purposes only and do not relate to the maintenance responsibilities of the residents. Maintenance obligations of the Homeowners Association will also include

landscaping of the residential lots, plowing residential driveways, as well as maintenance of the exterior of the homes including siding, roofing, gutters, leaders and decks. Maintenance responsibilities are described in the letter from the applicant to the Town Attorney Roland Baroni Jr. dated April 15, 2009 (see Appendix C).

The applicant proposes to offer, for the benefit of a Section 501(c) non-profit organization or the Town of North Salem, conservation easement(s) covering approximately 17.3 acres of land (approximately 43 percent of the site) as identified on the project plans. The applicant will reserve the right to make any improvements within the conservation lands which may be identified on the approved site plan, or which may otherwise be approved by the Planning Board in the future. The conservation easement(s) shall be subject to the Declaration and Bridle Trail Easement, as well as be subject to the rights of the homeowner's to establish, maintain and utilize the proposed walking trail and pedestrian bridge as shown on the project plans.

Impacts to Wetlands and Wetland Buffer

The Applicant is seeking authorization to conduct the following regulated activities within 100 feet of Wetland B and Wetland D as shown in the drawings SP-3.1 and SP-3.2, Grading and Utility Plan. No activities other than construction of a pedestrian foot bridge are proposed in any wetland on, or off, the project site.

Proposed activities in the wetland buffers, include:

1. Construction of the project entrance at June Road within the buffer of Wetland D;
Wetland buffer disturbance on-site: 10,048 s.f. (0.23 acres)
Wetland buffer disturbance off-site: 4,586 s.f. (0.11 acres)
2. Construction of a stormwater pipe and outfall within the Wetland D buffer;
Wetland buffer disturbance: 2,536 s.f. (0.058 acres)
3. Installation of a water main connection in the Wetland B buffer;
Wetland buffer disturbance: 200 s.f. (0.005 acres)
4. Installation of a stormwater conveyance pipe on the eastern side of June Road within the Wetland D buffer. Wetland buffer disturbance off-site: 1,536 s.f. (0.035 acres)
5. Installation of subsurface wastewater disposal system at edge of Wetland D buffer;
Wetland buffer disturbance: 388 s.f. (0.009 acres)

In addition, the applicant proposes the construction of a foot bridge to cross a stream in Wetland D, or the NYSDEC designated Wetland L-32. The bridge will be constructed on piles with no fill, excavation or dredging in the wetland. The bridge will be constructed of wood, and will be approximately 30 feet in length. Approximately four pairs (eight total) of 9-inch diameter piles will be installed into the wetland to support the bridge. The bridge would be constructed with small track mounted equipment to minimize disturbance. For the purposes of this analysis the proposed wetland disturbance can be assumed to be approximately 180 s.f (the approximate footprint of the bridge). The actual wetland disturbance resulting from the installation of eight wooden piles would be less.

Given that Wetland D is regulated by the Town of North Salem, the NYSDEC and the US Army Corps of Engineers, wetland permits will be needed from these agencies to construct the bridge. The bridge and therefore the pedestrian connection through Wetland D will not be constructed if approvals and permits for the work cannot be obtained.

Proposed Trails in the Wetland Buffer

As described above, the applicant has proposed a system of bridle and walking trails through the site. The trails will cross through portions of the on-site wetland buffers (Wetland A, B, C and D buffers). The trail route is shown in Figure 1-5 Landscaping Plan. The pedestrian path connection to Town land southeast of the site will cross through Wetland D (NYSDEC Wetland L-32). In order to minimize potential impacts to the wetland buffers or wetlands, no grading, fill or ground disturbance is proposed. The trail routes will be identified by signs or blazes placed on trees. The trail has been relocated in the north-central portion of the site (Wetland B and C) to avoid the wetland buffer, to the extent possible.

A summary of wetland buffer and wetland impacts is provided in Table 1-6, below. Potential impacts to wetlands and wetland mitigation are further described in Section 6.0 Wetlands.

Table 1-6 Wetland and Wetland Buffer Disturbance (acres)				
Wetland ID	Wetland Disturbance	Wetland Buffer Area	Wetland Buffer Disturbance	Percent of Buffer Disturbed
Wetland A	No Disturbance	1.37	0	0
Wetland B	No Disturbance	4.89	0.005*	0.1%
Wetland B/C*	No Disturbance			
Wetland D On-site (NYSDEC L-32)	180 s.f. **	2.92	0.30	10.3 %
Total (On-Site)	0	9.18	0.305	3.3 %
D Off-site (NYSDEC L-32)	No Disturbance	117	0.15	0.13
Notes: * Buffers B and C overlap on the site. ** Disturbance related to installation of piles for foot bridge. Actual disturbance to the wetland will be less. Source: INSITE Engineering, Surveying and Landscaping, P.C.				

The following elements have been incorporated into the plan for mitigating impacts to the Town, NYSDEC, and ACOE regulated wetland as a result of buffer disturbance:

1. The removal of invasive species within wetlands and buffer areas. For further discussion see Response 4-10.
2. Planting of appropriate native species in select buffer areas. Species will be chosen which are known to be resistant to deer, browsing, which is known to be a serious issue on the Salem Hunt site. It is the intense deer browsing that is occurring at the site which has eliminated many native species, with only resistant invasive species, i.e., japanese barberry left to dominate the shrub layer. The submitted landscape plans show approximately 0.58 acres where additional buffer plantings will be provided, and identify

an additional one half acre of wetland that will be restored with the removal of multiflora rose and phragmites (near June Road and the proposed site access).

3. Conservation and other easement agreements will be established for approximately 17.3 acres (43 percent of the site) including buffer and all wetland areas, and are likely to also include a maintenance agreement with the North Salem Bridle Trails Association group.

The buffer enhancement planting would enhance and replace the wetland buffer functions. Wetlands are further discussed in Section 6.0 Wetlands Comments and Responses.

Required Approvals

The DEIS included a table which listed the required approvals for the proposed action, and the listed involved agencies. The table has been updated, as follows:

Table 1-7 Project Approvals, Reviews and Permits		
<i>Agency</i>	<i>Permit or Review</i>	<i>Regulatory Status</i>
New York City Department of Environmental Protection (NYCDEP)	Review for WWTP Stormwater Pollution Prevention Plan	Pending
New York State Department of Environmental Conservation (NYSDEC)	Wetlands Permit Water Supply Permit SPDES GP-0-08-001 Permit	Pending
New York State Department of Health (NYSDOH)	Review of water supply plans	Pending
New York State Department of State	Transportation Corporation Waterworks Corporation	Pending
Westchester and Putnam County Department of Public Works	Permit for improvements within County right-of-way *	Pending
Westchester County Department of Health	Review of water and wastewater treatment systems	Pending
Town of North Salem Planning Board	Wetlands Permit	Pending
Town of North Salem Planning Board	SEQR and Site Plan Review	FEIS under review for completeness
Town of North Salem Town Board	Transportation Corporation Waterworks Corporation Formation of Water and Sewer Districts	Pending
Town of North Salem Architectural Review Board	Review of plans and elevations	Pending
Town of North Salem Planning Board	Approval of a Stormwater Pollution Prevention Plan pursuant to the Town of North Salem Code Chapter 193	Pending
Putnam and Westchester County	Review pursuant to GML 239	Pending
US Army Corps of Engineers (ACOE)	Jurisdictional Determination	Pending
Town of Southeast Planning Board	Review of site access and Site Plan	Pending
Town of Southeast Highway Department	Review of site access	Pending
* Note: Improvements will be made in the right-of-way in both Westchester and Putnam Counties. Putnam County will review only the adjacent residential driveway relocation; all other aspects will be subject to Westchester County's jurisdiction.		

1.4 FEIS Format

The FEIS is arranged in sections, with comment summaries and responses arranged by subject area similar to the DEIS. A comment summary, in some cases, may incorporate more than one individual comment on the same subject, followed by a response to that comment. Written comments were received from the following, and are attached in full in Appendix A.

Table 1-8 Comment Letter, Author and Date		
Letter #	Author	Date
1	Francis Tuoti, Chair, North Salem Historic Preservation Commission (e-mail)	June 11, 2008
2	Christopher and Julia Tolman, Resident (e-mail)	June 11, 2008
3	Marilyn Shanahan, SEQRA Coordination Section, New York City Department of Environmental Protection (NYCDEP)	July 9, 2008
4	Karen Kurrasch, Resident (e-mail)	July 10, 2008
5	Theresa Havell, Resident	July 21, 2008
6	Letter Purposely Omitted	None
7	Russell Urban Meade, CPG, Senior Hydrogeologist, The Chazen Companies	July 24, 2008
8	Frank Annunziata, P.E., Project Manager, Hahn Engineering	July 25, 2008
9	Edward Gordon, Resident	July 26, 2008
10	-Letter Purposely Omitted	-None
11	Ed Burroughs, AICP, Deputy Commissioner, Westchester County Planning Department	July 28, 2008
12	Jessica Bacal, Chair, SQRA Land Use Committee, Westchester County Planning Department	July 23, 2008
13	Theresa Havell, Resident	July 28, 2008
14	Fay Muir, Croton Watershed Clean Water Coalition, Inc.	July 28, 2008
15	Suzannah Glidden, Hands Across the Border	July 28, 2008
16	A. Peter Rusillo, John Collins Engineers, Inc.	July 30, 2008
17	Hilary Smith, AICP, Senior Planner and Joseph T. Bridges, PhD, Senior Biologist, Matthew D. Rudikoff Associates, Inc.	July 30, 2008
18	Scott Ballard, Environmental Analyst, New York State Department of Environmental Conservation (NYSDEC)	July,30, 2008
19	Phil Bein & Charles Silver, Watershed Inspector General	July, 30, 2008
19b	Richard Claytor, Horsley Witten Group, Inc.	July 29, 2008
20	Edward & Ervin Raboy, E & Y Operating Corp.	July 30, 2008
21	James L Simpson & William Wegner, Riverkeeper	July 30, 2008
22	Michael Palma, Chairman; Edward Isler, Donald Raskopf, David Wilklow, Architectural Review Board Town of North Salem	July 30, 2008
23	Ashley Ley, Planner, AKRF Environmental and Planning Consultants - On behalf of the Town of Southeast Planning Board	August 13, 2008
24	Richard Claytor, Principal; Neal Price, Senior Hydrogeologist; Tom Lee, Senior Wastewater Engineer, Horsley Witten Group, Inc.	September 2, 2008

The transcript of the DEIS public hearing is included as Appendix B. The sources of each comment are referenced. A table which lists each commentator with reference to their individual comments and the response and page number is provided as Table B-1 in Appendix B. The format of the comments and responses is as follows:

Comment # (Source): Comment summary text.

Response #: *Response text.*

Substantive and relevant comments taken from the letters and hearing transcript are marked in the margins of Appendix A and B, with references to the FEIS comment/response numbers.

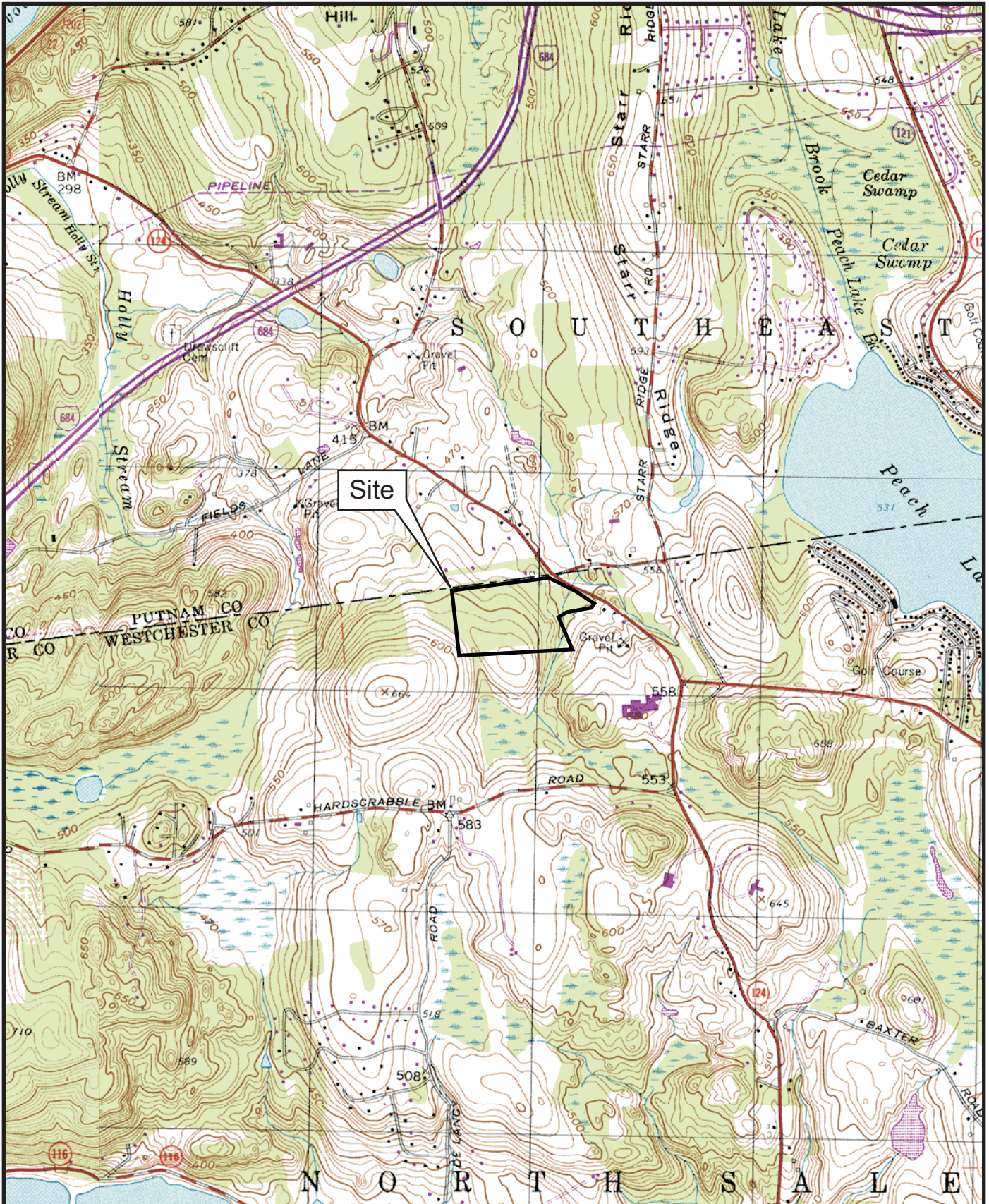


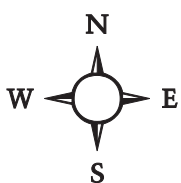
Figure 1-1: Location Map

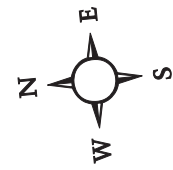
Salem Hunt

Town of North Salem, Westchester, New York

Base Map: USGS 7.5-minute Topographic Map, Lake Carmel Quad

Scale: 1" = 2,000'





File 05196 12/18/08
JS/05196/Fels

Figure 1-2: Aerial Photo
Salem Hunt
Town of North Salem, Westchester, New York
Source: NYS GIS Clearinghouse, 2004
Scale: 1" = 870'

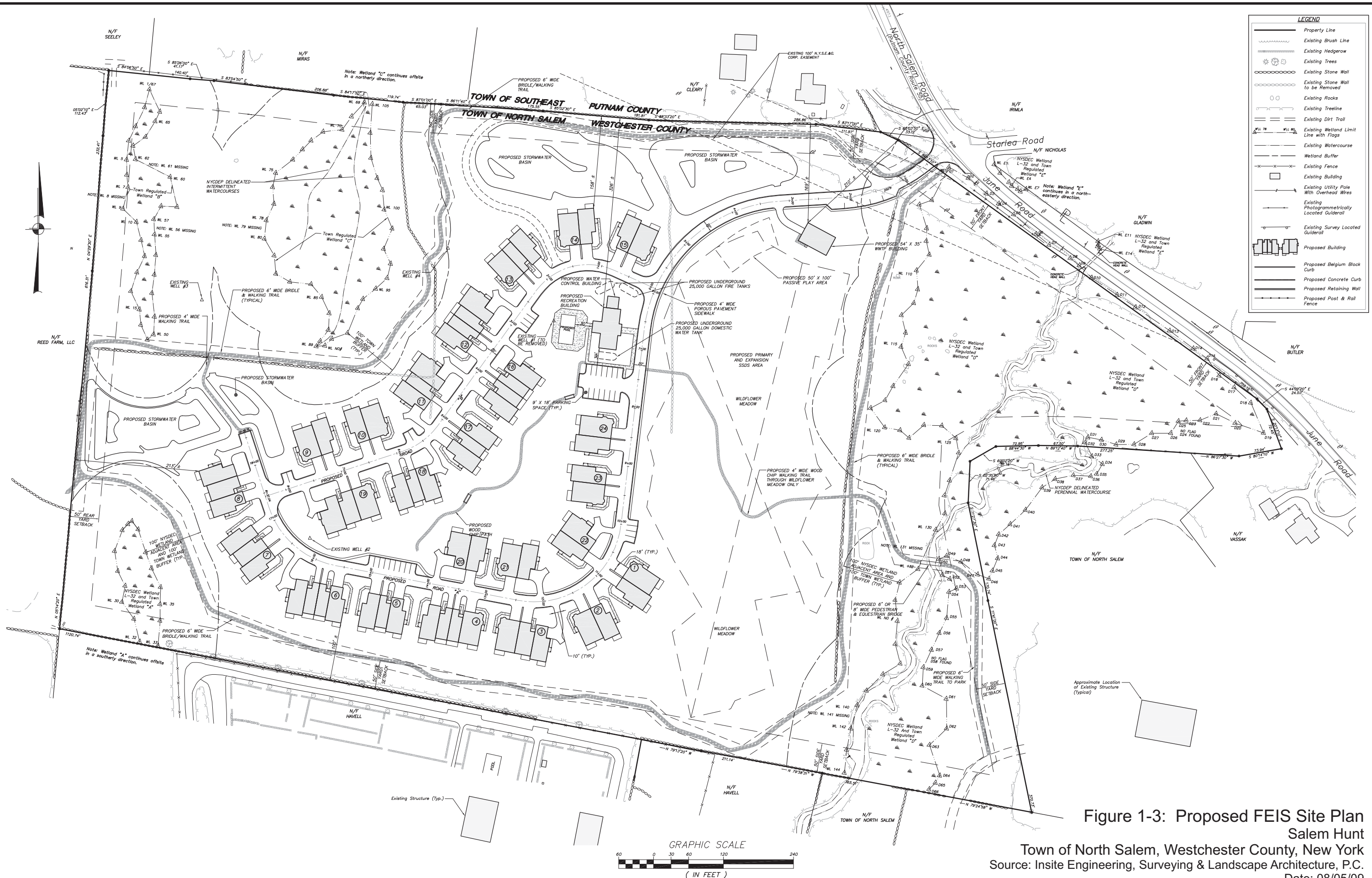
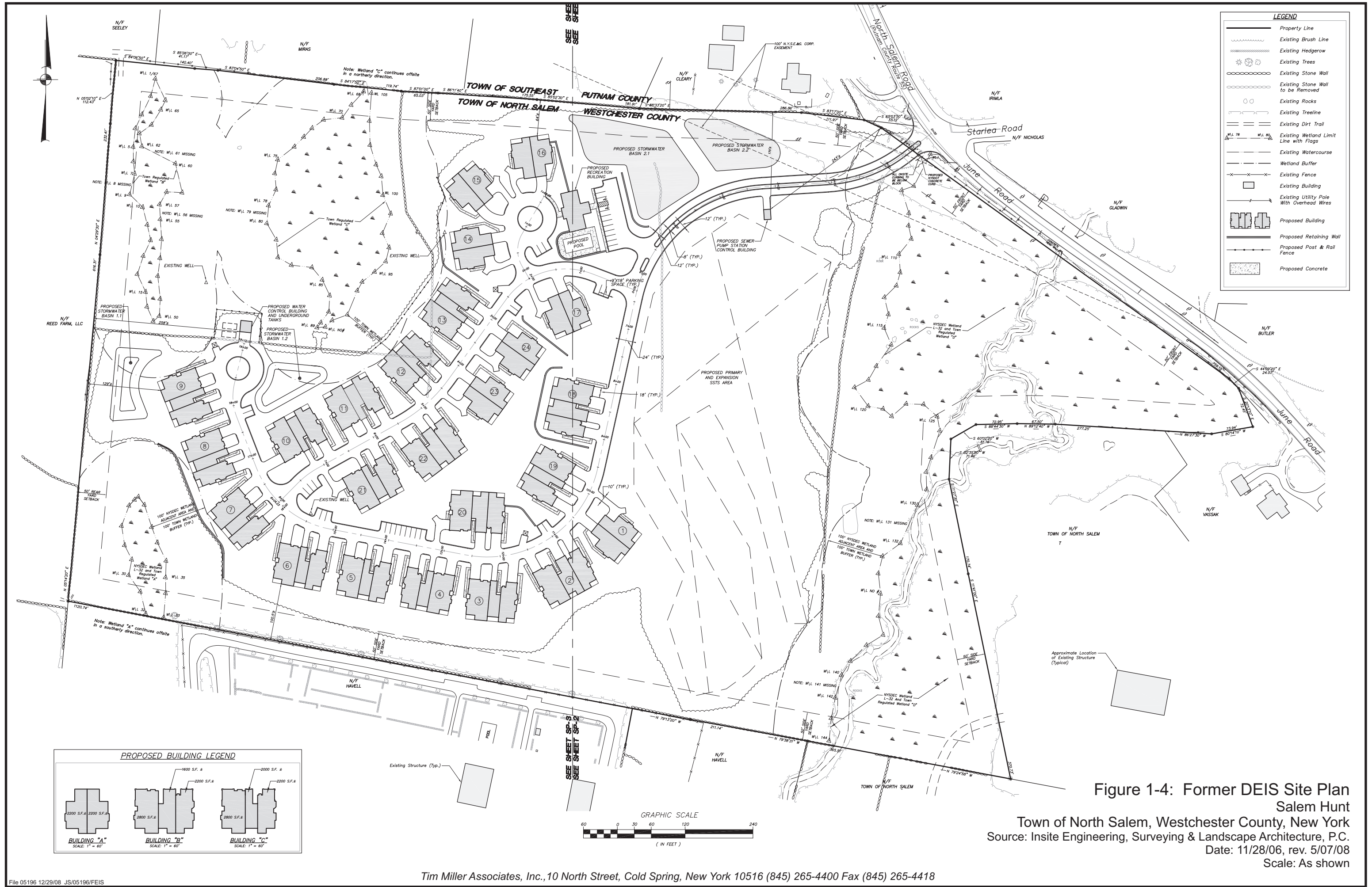


Figure 1-3: Proposed FEIS Site Plan
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 08/05/09
 Scale: As shown



LEGEND

- Property Line
- Existing Brush Line
- Existing Hedgerow
- Existing Trees
- Existing Stone Wall
- Existing Stone Wall to be Removed
- Existing Rocks
- Existing Treeline
- Existing Dirt Trail
- Existing Wetland Limit Line with Flags
- Existing Watercourse
- Wetland Buffer
- Existing Fence
- Existing Building
- Existing Utility Pole With Overhead Wires
- Proposed Building
- Proposed Retaining Wall
- Proposed Post & Rail Fence
- Proposed Concrete

PROPOSED BUILDING LEGEND

2200 S.F. ±	2200 S.F. ±	2200 S.F. ±
2800 S.F. ±	2800 S.F. ±	2800 S.F. ±
1600 S.F. ±	2000 S.F. ±	2000 S.F. ±
BUILDING "A"	BUILDING "B"	BUILDING "C"
SCALE: 1" = 60'	SCALE: 1" = 60'	SCALE: 1" = 60'

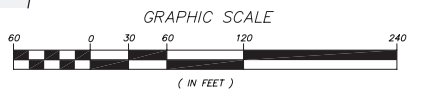


Figure 1-4: Former DEIS Site Plan
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 11/28/06, rev. 5/07/08
 Scale: As shown

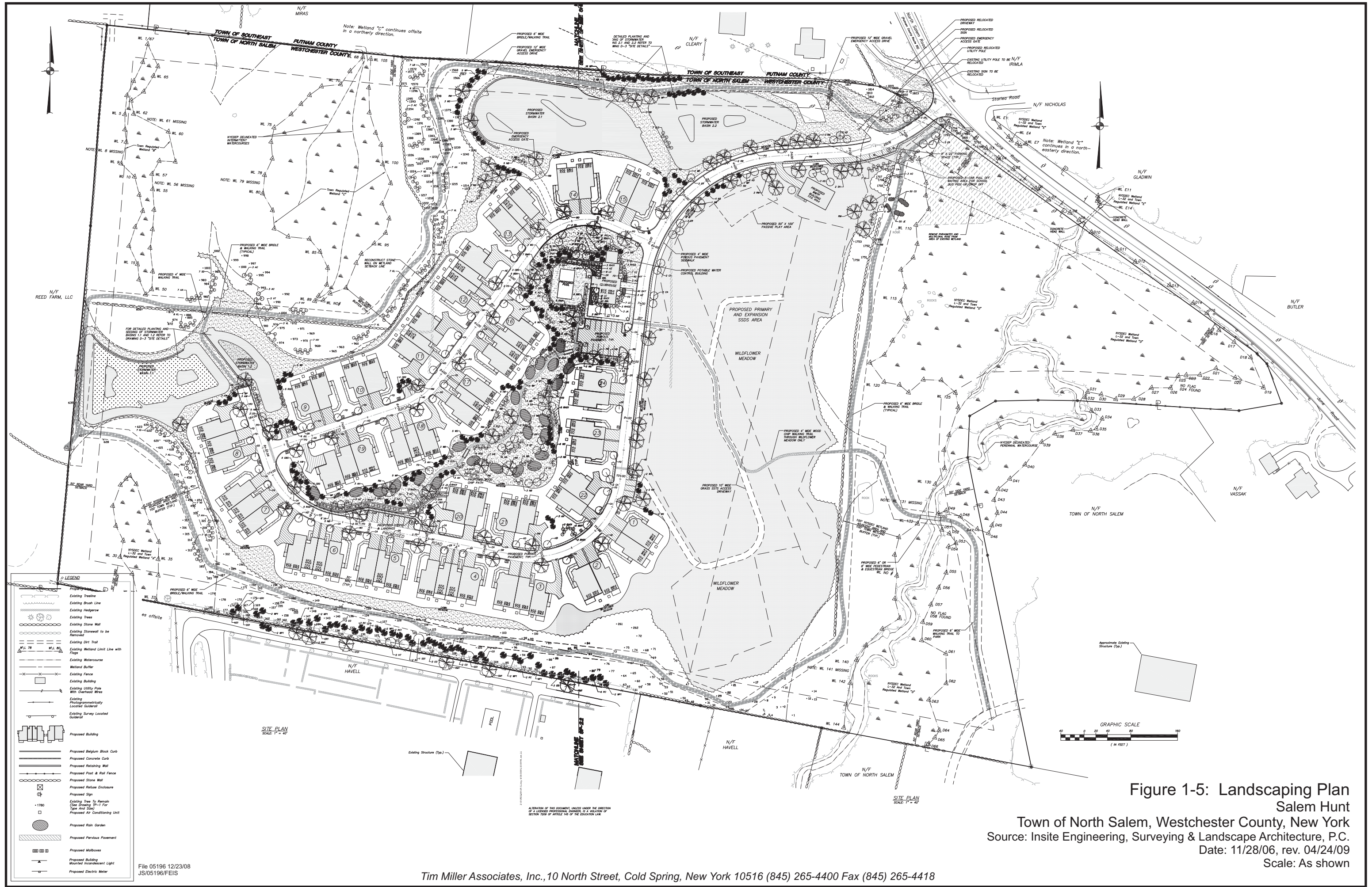


Figure 1-5: Landscaping Plan
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 11/28/06, rev. 04/24/09
 Scale: As shown

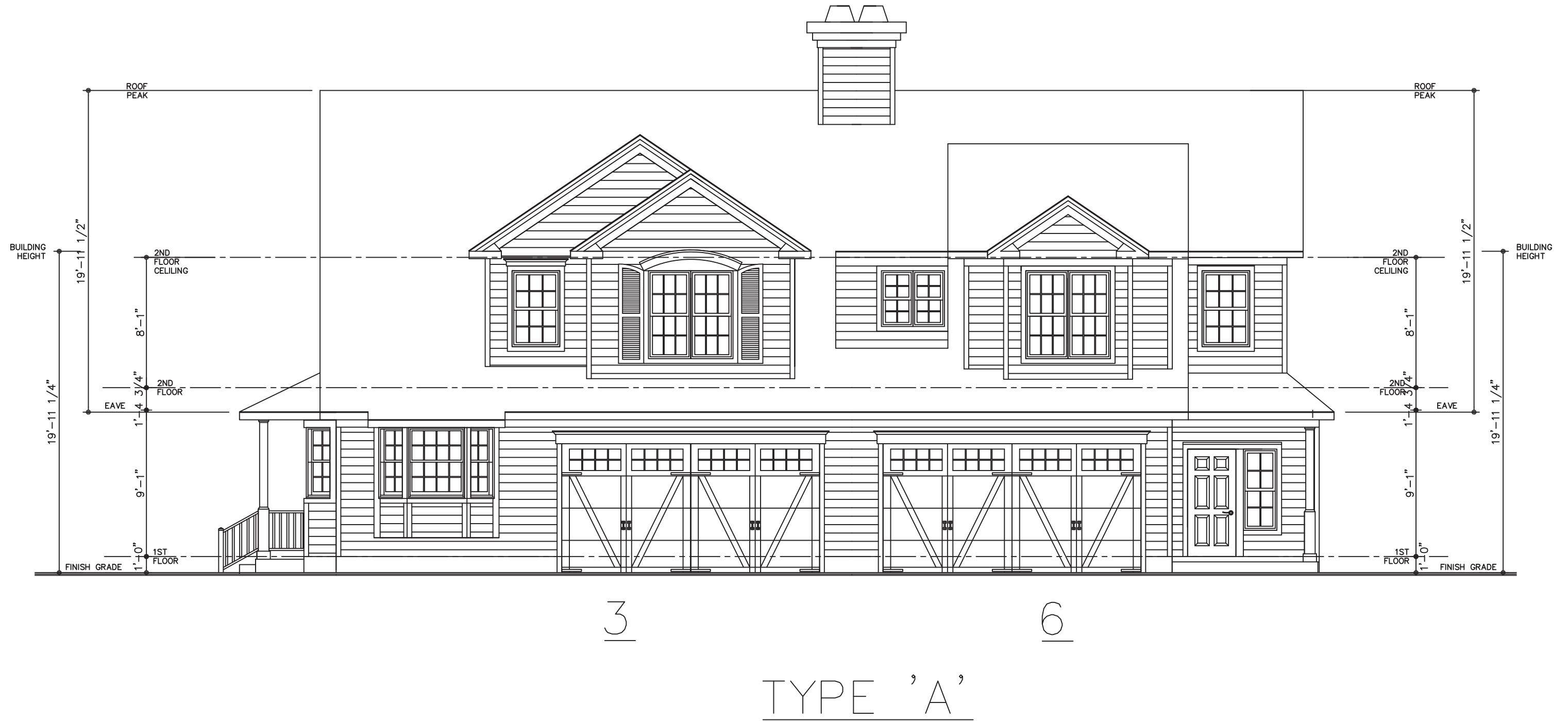


Figure 1-6: Type A Two Unit Building
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 9/22/08



Figure 1-7: Type B Three Unit Building
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 9/22/08



Figure 1-8: Type C Three Unit Building
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 9/22/08



UNIT 5

UNIT 1

UNIT 1

UNIT 3

TYPICAL BUILDING FRONT ELEVATION

Figure 1-9: Four Unit Building
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 9/13/08
 Scale: As shown



UNIT 5 NON WALK-OUT BASEMENT

Figure 1-10: Side Elevation - Non Walk-out Basement

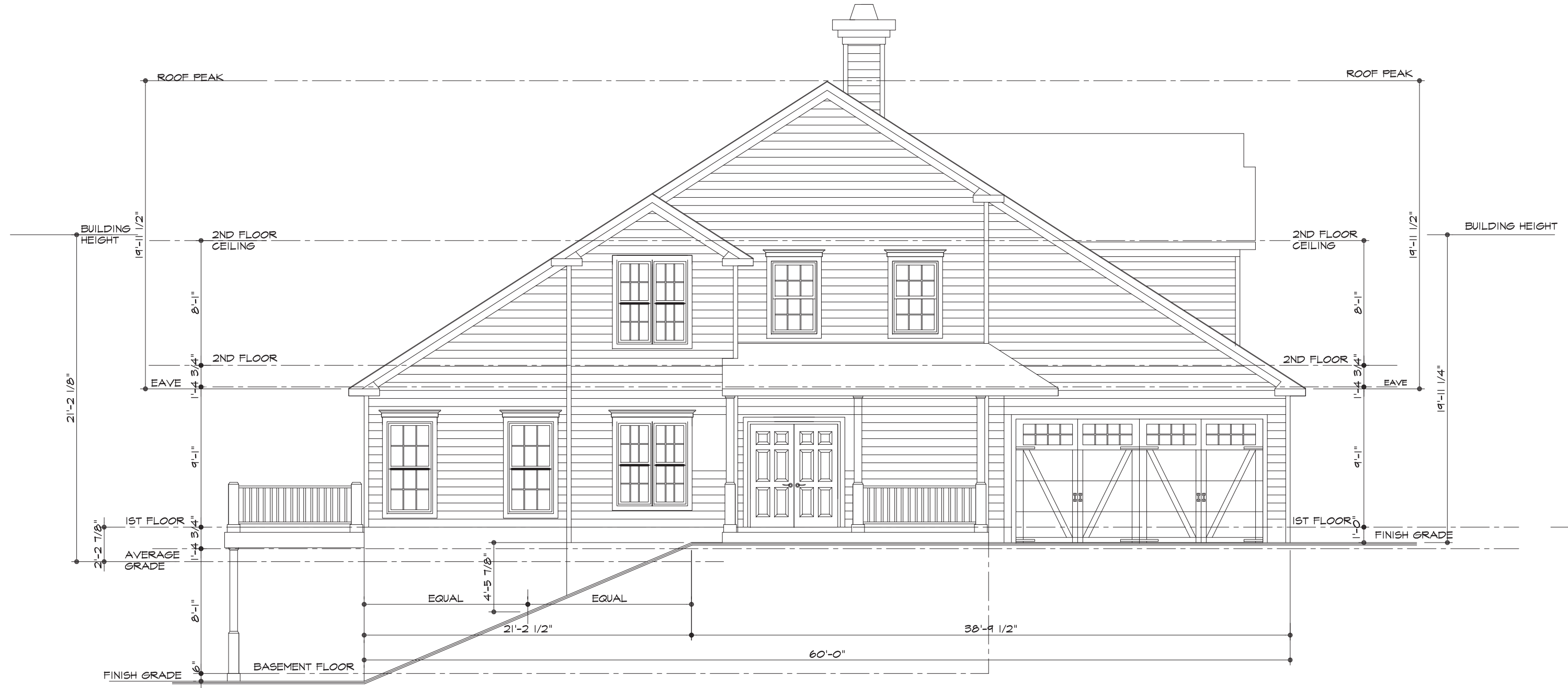
Salem Hunt

Town of North Salem, Westchester County, New York

Source: Insite Engineering, Surveying & Landscape Architecture, P.C.

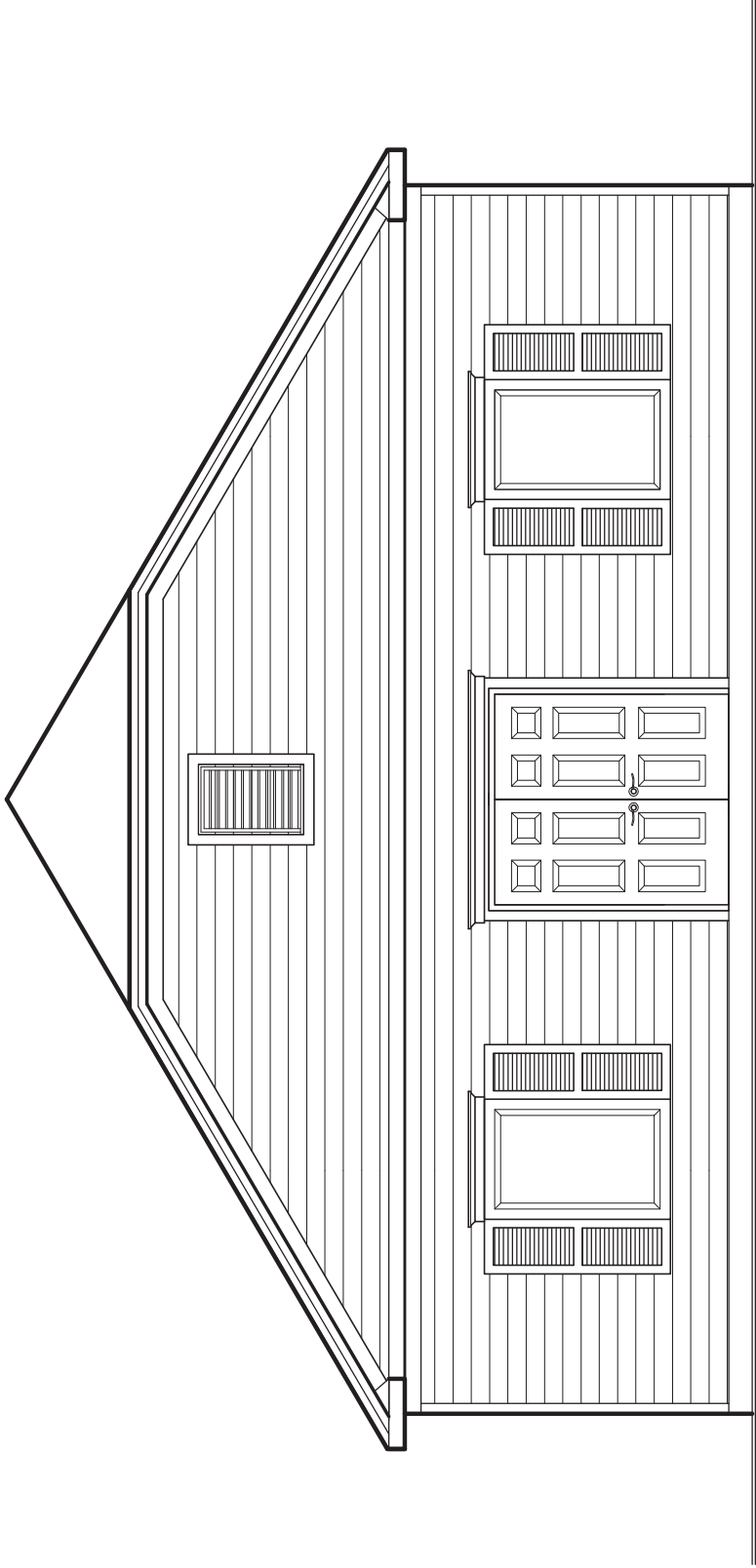
Date: 9/13/08

Scale: As shown



UNIT 5 WALK-OUT BASEMENT

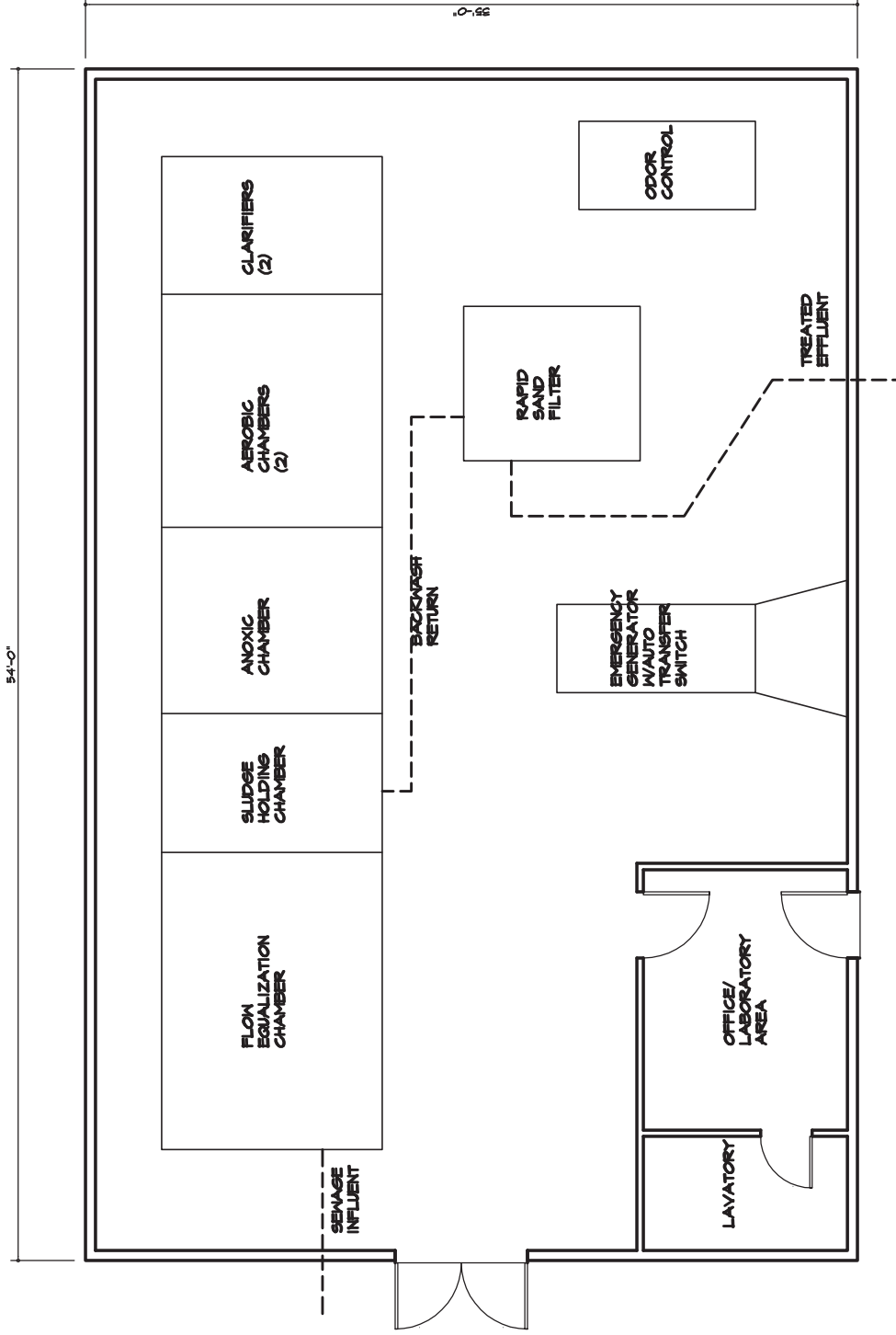
Figure 1-11: Side Elevation - Walk-out Basement
 Salem Hunt
 Town of North Salem, Westchester County, New York
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Date: 9/13/08
 Scale: As shown



FRONT ELEVATION

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

Figure 1-12: Sewage Treatment Plant Building Elevation
Salem Hunt
Town of North Salem, Westchester, New York
Source: John K. Karhu Architect P.C.
Drawing Date: 6/30/09
Scale: As Shown



FLOOR PLAN

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

Figure 1-13: Sewage Treatment Plant Building Plan
 Salem Hunt
 Town of North Salem, Westchester, New York
 Source: John K. Karhu Architect P.C.
 Drawing Date: 6/30/09
 Scale: As Shown