

TRINITY PRESBYTERIAN CHURCH
TOWN OF HARRISON
WESTCHESTER COUNTY, NEW YORK

DRAFT
ENVIRONMENTAL IMPACT STATEMENT

Prepared For Submission To:

TOWN OF HARRISON PLANNING BOARD
TOWN OF HARRISON, NEW YORK

SEPTEMBER 2, 2014

**TRINITY PRESBYTERIAN CHURCH
TOWN OF HARRISON
WESTCHESTER COUNTY, NEW YORK**

**DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

LEAD AGENCY:

TOWN OF HARRISON PLANNING BOARD

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Harrison, New York 10528
Attention: Pat Cleary
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SUBMISSION DATE:

September 2, 2014

LEAD AGENCY ACCEPTANCE DATE:

September 24, 2014

DATE OF PUBLIC HEARING:

October 28, 2014

COMMENT PERIOD DEADLINE:

Not less than ten (10) days after close of the public hearing on the DEIS.

APPLICANT:

TRINITY PRESBYTERIAN CHURCH

15 Elm Place
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**LOCATION OF PROPOSED
DEVELOPMENT:**

526-530 Anderson Hill Road
Harrison, New York 10528

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DRAWING No.	DRAWING NAME	BY WHOM	SCALE	DATE
	Cover Sheet	Divney Tung Schwalbe, LLP	n/a	9/02/14
SP-0.0	Site Survey / Existing Conditions	Gallas Surveying Group	1"=30'	4/25/13
SP-1.0	Site Layout Plan	Divney Tung Schwalbe, LLP	1"=30'	9/02/14
SP-2.0	Site Grading & Utility Plan	Divney Tung Schwalbe, LLP	1"=30'	9/02/14
SP-3.0	Conceptual Landscape Plan	Divney Tung Schwalbe, LLP	1"=30'	9/02/14
SP-4.0	Conceptual Lighting Plan	Divney Tung Schwalbe, LLP	1"=30'	9/02/14
SP-5.0	Conceptual Erosion & Sediment Control Plan	Divney Tung Schwalbe, LLP	1"=30'	9/02/14

A. DESCRIPTION OF PROPOSED PROJECT

This Draft Environmental Impact Statement (“DEIS”) has been prepared and submitted by Trinity Presbyterian Church (the “Applicant” or “Trinity Church” or “Church”) to the Planning Board of the Town/Village of Harrison (“Planning Board”), as lead agency (the “Lead Agency”) under the State Environmental Quality Review Act (“SEQRA”), for the environmental review of the Applicant’s proposed Trinity Presbyterian Church project (the “Proposed Project” or “Project”) on three contiguous tax lots owned by the Applicant in the Town/Village of Harrison, New York (the “Town” or “Town of Harrison”).

The Trinity Church Project Site, located at 526 – 530 Anderson Hill Road (the “Property” or “Project Site” or “Site”), consists of three tax lots which, when combined, total 6.46 acres on the south side of Anderson Hill Road approximately 375 feet east of the Anderson Hill Road and Purchase Street (NYS Route 120) intersection in the Town of Harrison, New York. The Site is located within the R-1 zoning district where churches are a permitted use by special permit, and is bordered by the R-1 district to the east, south and west. The site vicinity is generally characterized by single family residences and institutional, commercial and community uses. The Project Site is currently improved with an existing 6,800 square foot, 2-story residence, a patio and a swimming pool, an accessory structure proximate to the pool, and an entrance driveway from Anderson Hill Road.

The roots of Trinity Church trace to Redeemer Presbyterian Church in Manhattan. As the Redeemer Presbyterian Church congregation grew, a number of parishioners from Westchester County chose to form a local congregation. With support from Redeemer Presbyterian Church, the Applicant began the process of establishing its church in Westchester County in 1993 in the Rye-Harrison area. Since that time, Trinity Church has leased space for its services and functions while maintaining an exhaustive search for a long-term facility to meets its religious needs.

In June, 1995 Trinity Church began holding its religious services in leased space at the School of the Holy Child, located at 225 Westchester Avenue, in the Town of Harrison approximately two miles south of the Project Site. Trinity Church has administrative offices at 15 Elm Place in Rye, New York, located approximately five miles southeast of the Project Site.

In November, 2003, prior to the church acquiring 526 Anderson Hill Road to create the current 6.46 acre parcel, Trinity Church submitted an application to the Planning Board for Special Exception Use Permit and Site Plan Approval to construct a place of worship on the 2.9 acre site at 530 Anderson Hill Road of the Project Site in the Town of Harrison. An existing residential structure on that site, which was in poor physical condition, was removed. Trinity Church proposed construction of a building of approximately 26,000 square feet on its property for use as a place of worship, along with attendant off-street parking, stormwater facilities, and landscape plantings.

After initial review by the Planning Board, Trinity Church subsequently withdrew the application, concluding that the single lot was not large enough to create an appropriate setting for its place of worship. Trinity Church subdivided the 2.95-acre parcel into two lots, and listed the two lots for sale. Trinity Church commenced a search for space to accommodate its place of worship. However, after the two lots did not sell, Trinity Church acquired the adjacent property, 526 Anderson Hill Road in December, 2012. This enabled the properties to be combined to provide the space desired to accommodate the Church's needs.

Trinity Church proposes to adaptively reuse the existing 6,800 square foot residence on the Project Site to accommodate fellowship, administrative offices and support space and to construct a 19,200 square foot addition to the former house in which a sanctuary and religious instruction rooms would be located. See Figure No. I-1, *Illustrative Plan*. The addition would feature an architectural style and treatment to complement the existing Tudor-style residence. The resulting church would consist of a 26,000 square foot building for use as a place of worship, along with attendant off-street parking, stormwater facilities, and landscape screening. The patio at the rear of the existing residence would be retained, while the existing swimming pool would be removed and a fenced-in play area would be provided at the south side of the addition. The existing west driveway would be widened and a new second driveway would be constructed to the east to provide access to Anderson Hill Road.

As required by SEQRA and the detailed Scoping Document adopted by the Lead Agency on February 25, 2014, this DEIS examines (in Section III) the potentially significant environmental impacts of the Proposed Project with respect to land-use, zoning and planning consistency; land, water and ecology; utilities; visual resources; transportation and parking; noise and air quality; socioeconomic and fiscal conditions; community facilities and services; historic and archaeological resources; and construction impacts. The DEIS also examines (in Section IV) three alternatives to the Proposed Project and compares the expected impacts from each of those alternatives to those of the Proposed Project.

B. REQUIRED APPROVALS AND PERMITS AND LIST OF INVOLVED AND INTERESTED AGENCIES

The "Involved" Agencies are defined under SEQRA as those state or local agencies that have jurisdiction by law to fund, approve or directly undertake an action. The Harrison Planning Board, as Lead Agency, is also an Involved Agency. Under SEQRA regulations, an "interested agency" is one that wishes to participate in the environmental review process because of its specific expertise or interest in the proposed action.

The Involved and Interested Agencies for the Project, including the permits and approvals required from the Involved Agencies, are listed in Table No. I-1: *List of Involved and Interested Agencies*

C. SUMMARY OF ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

As required by the Lead Agency's Scoping Document, Section III of this DEIS examines in detail the expected environmental impacts of the Proposed Project in the year 2016, when the project is expected to be complete and substantially occupied. The DEIS identifies those impacts that would potentially be "significant" under SEQRA and then identifies and assesses any feasible measures ("Mitigation Measures") to mitigate those impacts.

Section III (and the accompanying technical reports attached as Appendices to this DEIS) provides complete analyses of all potentially significant environmental impacts of the Project. For purposes of this Executive Summary, those analyses can be summarized briefly as follows:

Land Use and Zoning (Section III.A)

The Proposed Project is a Special Exception Use permitted in the R-1 zoning district. The Town's Comprehensive Plan identifies a concentration of institutional and community services within the vicinity of the Project Site which are noted as providing "a good community focus for Purchase." As a place of worship, the Proposed Project is consistent with this pattern, as the Plan points out that such uses are typically embedded in residential areas and are seen as compatible with dwellings in predominantly residential areas. The Project is zoning compliant, with the exception of a proposed 10-foot height variance which is necessary to accommodate the proposed sanctuary addition. The floor levels and roof eaves of the addition have been designed to align with the corresponding floors and roof eaves of the existing house, but its roof pitch will be steeper to create a taller interior volume for the proposed worship space and provide an open, uplifting feeling for worship and a sense of ascendancy to God. Additionally, the proposed structure will be set back over 240 feet from Anderson Hill Road. The existing residential structure will be adaptively incorporated into the proposed church, with a proposed sanctuary addition designed in keeping with architectural style of the existing residence. In the Applicant's opinion, the Proposed Project has been designed to be compatible with surrounding land uses.

Land, Water and Ecological Resources (Section III.B)

The Proposed Action has been designed to minimize adverse effects on the Project Site's geology, soils and natural features. The on-site investigation revealed no wetlands, water bodies, and no sensitive or rare habitat, flora or fauna on the Project Site. The Project would require the removal of approximately 85 trees of the Site's approximately 200 trees. However, the Applicant would seek to mitigate this impact through a landscape and tree planting program that would provide for nearly 185 shade, evergreen, woodland buffer and ornamental trees. As designed, the Applicant believes that the Proposed Action would not result in any significant adverse environmental impacts to land, water or ecological resources.

Utilities (Section III.C)

Although the Proposed Project would increase water, sanitary sewer, electric and potentially gas service demands at the Project Site, it is expected that utility service providers have adequate capacity to accommodate the Project. The Site does not currently have designed stormwater management facilities. The proposed stormwater management plan would result in no increase in the post-development peak rate of runoff above existing conditions through the use of control measures. All stormwater improvements will be designed in accordance with Town of Harrison, Westchester County and New York State standards. In the Applicant's opinion, sufficient utility capacity exists or would be improved to serve the Proposed Action and the Project would not result in any significant adverse impacts to utility services.

Visual Resources (Section III.D)

Views into the Project Site from public roadways are limited by the existing topography and the stone wall and vegetation along the frontage of the property. The results of the visual analysis demonstrate that while the proposed sanctuary addition and steeple may be partially visible during winter months, it would feature materials and colors that would complement the existing structure, therefore making it less visually prominent. The character of the stone wall and vegetated buffer along Anderson Hill Road, which allows seasonal views of existing residence, would remain and be augmented. In the Applicant's opinion, the Proposed Project would not result in significant visual impacts due to retaining and adaptively reusing the existing structure and the maintenance and reinforcement of existing visual buffers around the perimeter of the Project Site.

Transportation (Section III.E)

Based on the results of the traffic analysis, the additional traffic to be generated by the Project would result in an insignificant traffic impact to the overall operation of the nearby intersections. Additionally, the existing and proposed entry drives will operate at acceptable Levels of Service. The proposed parking spaces would meet the minimum required under the Town's Zoning Ordinance and would be adequate to handle both the typical and special events held at the Site. Therefore, in the Applicant's opinion, no significant adverse impacts to traffic are anticipated.

Air Quality and Noise (Section III.F)

Based on the qualitative assessment, potential air quality and noise impacts from the Project would only be associated with construction activities. The short duration of the construction period, in conjunction with the implementation of best management practices to mitigate construction emissions exposure off-site, would minimize negative effects from construction air quality and noise emissions. Both construction and use of the proposed Church once completed would be subject to the requirements of the Town's Noise Ordinance. In the Applicant's opinion, the Proposed Action would not result in significant adverse impacts on air quality and noise levels in the surrounding area.

Socioeconomic and Fiscal Impacts (Section III.G)

The Proposed Project would not increase the residential population within the Town of Harrison, and no significant adverse impacts related to socioeconomic conditions are expected. Trinity Church is tax-exempt, as a non-profit religious organization, and therefore does not pay local property taxes to the Town, School District or Westchester County for the Project Site. However, Trinity Church pays taxes to the Town of Harrison for Fire District #4 (Purchase) and to Westchester County for the Blind Brook Sewer District. The Proposed Project is not expected to significantly increase demands on emergency services and other town services such as recreation, schools or social services. Therefore, the Proposed Project is not expected to result in any significant adverse impacts on fiscal conditions of the Town.

Community Facilities and Services (Section III.H)

The proposed place of worship is consistent with the existing land use pattern in the area and compatible with the types of uses typically found in residential areas. The results of the traffic study for the Proposed Project indicates that the activities of the Proposed Project would not result in significant traffic impacts on surrounding roadways. Additionally, the proposed Church would be constructed in compliance with the applicable provisions of current New York State Building Code and Fire Code. In the Applicant's opinion, no significant adverse impacts to community facilities and services are anticipated from the use of the property as a place of worship.

Historic and Archaeological Resources (Section III.I)

The Proposed Project has been designed to retain and adaptively reuse the existing Tudor-style building. The residential structure would remain and be adaptively re-used, with the new sanctuary portion of the building constructed in a style to complement the existing architecture. Site disturbance within portions of the Project Site is proposed where limited site disturbance has previously occurred. A Phase 1A Literature Review and Sensitivity Analysis and a Phase 1B Archeological Field Reconnaissance survey for the Site have been completed. Based on the historic and archaeological consultant's findings, no additional archaeological investigation work is warranted and the proposed Project would have no impacts on historic and archaeological resources.

Construction (Section III.J)

Construction of the Proposed Project will involve the demolition and renovation of existing structures, and the improvement and construction of access driveways, parking areas, underground utility systems, building footing and foundation systems, building structures, stormwater management measures, landscaping and other physical improvements that will physically alter the existing topography of the site due to the varying excavation and fill requirements of the Proposed Project. The Proposed Project has been planned and designed to minimize and mitigate potential construction impacts to the extent possible. Measures such as wetting soil surfaces, covering trucks and stored materials would ensure that dust suspension from construction activities is minimized. The Applicant believes that the Proposed Project would not result in significant construction related impacts.

D. ALTERNATIVES TO THE ACTION

Three alternatives have been analyzed with regard to the same types of potential environmental impacts assessed in in this DEIS for the Project. The alternatives evaluated include the following:

- Alternative 1: “No-Build” (No Action);
- Alternative 2: Development of Project with Three Single-Family Residences
- Alternative 3: Reduced-Scale Alternative
- Alternative 4: Reduced Scale Alternative – Reduced Building Height

1. NO ACTION ALTERNATIVE

The No Action Alternative would leave the existing Site in its current condition. Under this alternative, the Project Site would remain as it currently is today, with an existing single-family dwelling on Lot 7, and two adjacent vacant lots (Lots 49 and 44). This alternative may result in fewer impacts than the Proposed Project in terms of transportation, utilities, visual resources, community services, and construction impacts. However, this alternative would not meet the Applicant’s objectives, as the Applicant is seeking to construct a place of worship on the Project Site for use as its permanent home for its religious worship and function.

2. DEVELOPMENT OF PROPERTY WITH THREE SINGLE-FAMILY RESIDENCES

The Development of the Property with Three Single-Family Residences alternative assumes that the existing single-family dwelling on Lot 7 would remain in its current state, and the two adjacent vacant lots (Lots 49 and 44) would be improved with single-family dwellings and related accessory structures to comply with permitted uses in the current zoning district. This alternative may result in fewer impacts than the Proposed Project in terms of transportation; however, it would still result in impacts related to utilities, visual resources, community services and construction. Additionally, three single family residences would have the potential to generate public school children. This alternative would not meet the Applicant’s objectives, as the Applicant is seeking to construct a place of worship on the Project Site for use as its permanent home for its religious worship and function.

3. REDUCED-SCALE ALTERNATIVE**a. *Reduced Parking***

The Reduced-Scale Alternative proposes modifications to the site plan that would reduce the scale of the parking areas while still providing the minimum number of spaces to comply with zoning requirements and the peak parking demand for the Church. Overall, the number of parking spaces would be reduced from 130 to 120. In this Alternative, most aspects of the Applicant’s development program and site plan remain the same as the Proposed Project, thus the analyses for each impact area are similar to the Proposed Project. There would be no greater significant adverse impacts, as compared to the Proposed Project.

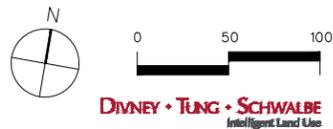
b. *Reduced Building Height*

The Reduced-Scale Alternative – Reduced Building Height, evaluates modifications that would reduce the height of the sanctuary addition to that of the existing house to which it will be attached. The proposed steeple would not change since it is not restricted in height per §235-23 of the Zoning Ordinance. In this Alternative, all aspects of the Applicant’s development program and site plan remain the same as the Proposed Project, thus the analyses for each impact area are similar to the Proposed Project. There would be no greater significant adverse impacts, as compared to the Proposed Project. However, this alternative would unduly limit the interior volume of the proposed worship space, would not achieve an open and uplifting feeling for worship and a sense of ascendancy to God, and does not meet the Applicant’s objectives.

Table No. I-1: LIST OF INVOLVED AND INTERESTED AGENCIES

INVOLVED AGENCIES	PERMIT OR APPROVAL DESCRIPTION
Town/Village of Harrison Planning Board (Lead Agency) Municipal Building 1 Heineman Place Harrison, NY 10528	- SEQRA Findings - Site Plan Approval - Special Exception Use Permit
Town/Village Board of Harrison Town/Village of Harrison Municipal Building 1 Heineman Place Harrison, NY 10528	- Special Exception Use Permit
Town/Village of Harrison Zoning Board of Appeals Municipal Building 1 Heineman Place Harrison, NY 10528	- Area Variance from Zoning Ordinance for maximum height in a residential district
Town/Village of Harrison Architectural Review Board Municipal Building 1 Heineman Place Harrison, NY 10528	- Review of exterior design of proposed structure and signage
Westchester County Department of Public Works Michaelian Office Building 148 Martine Avenue White Plains, NY 10601	- Highway Work Permit

INTERESTED PARTIES
Town/Village of Harrison Building Department Municipal Building 1 Heineman Place Harrison, NY 10528
Town/Village of Engineering Department Municipal Building 1 Heineman Place Harrison, NY 10528
Westchester Joint Water Works 1625 Mamaroneck Avenue Mamaroneck, NY 10543
Westchester County Department of Health 145 Huguenot Street New Rochelle, NY 10801
Westchester County Planning Board Michaelian Office Building 148 Martine Avenue White Plains, NY 10601



ILLUSTRATIVE PLAN
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

A. PROJECT HISTORY

1. TRINITY PRESBYTERIAN CHURCH IN HARRISON AND WESTCHESTER COUNTY

The roots of Trinity Presbyterian Church trace to Redeemer Presbyterian Church in Manhattan. As the Redeemer Presbyterian Church congregation grew, a number of parishioners from Westchester County chose to form a local congregation. With support from Redeemer Presbyterian Church, Trinity Presbyterian Church (the Applicant) began the process of establishing its church in Westchester County in 1993 in the Rye-Harrison area. Since that time, Trinity Church has leased space for its services and functions while maintaining an exhaustive search for a long-term facility to meet its ministry needs.

In June 1995 Trinity Church began holding its religious services in leased space at the School of the Holy Child, located at 225 Westchester Avenue in the Town of Harrison approximately two miles south of the Project Site. Trinity Church also commenced a search for a permanent home. Trinity Church has administrative offices at 15 Elm Place in Rye, New York, approximately five miles southeast of the Project Site.

In 2013, when the number of parishioners was approximately 275 a number of families that worshiped at Trinity Church in Harrison chose to form a second congregation based in the western portion of Westchester County, called Trinity Rivertowns Church located in Hastings-on-Hudson, New York. The Trinity Rivertowns congregation is comprised of approximately 70 people, including adults and children, who had been attending services at Trinity Church in Harrison.

Trinity Church has also been actively involved in a number of community service and outreach programs with several other organizations in the area, such as Hope House in Port Chester, Habitat for Humanity, Hurricane Sandy Disaster Relief and Hillside Food Outreach.

2. 2003 APPLICATION TO THE TOWN OF HARRISON

Between 1995 and 1998 Trinity Church conducted an exhaustive search of over 50 locations in the Sound Shore area of southern Westchester County for a long-term facility to meet its religious needs. In 1998 Trinity Church acquired approximately 2.95 acres (530 Anderson Hill Road) of the Project Site in the Town/Village of Harrison (the “Town” or “Town of Harrison”) and prepared plans to construct a place of worship. In November, 2003, prior to the church acquiring 526 Anderson Hill Road to create the current 6.46 acre parcel, Trinity Church submitted an application to the Town/Village of Harrison (the “Planning Board”) for Special Exception Use Permit and Site Plan Approval to construct a place of worship on the 2.95 acres site at 530 Anderson Hill Road. The existing residential structure, which was in poor physical condition, was removed. Trinity Church proposed construction of a zoning compliant building of approximately 26,000 square feet on its property for use as a place of worship, along with attendant off-street parking, stormwater facilities, and landscape plantings. See Figure No. II.A-1, *2003 General Site Plan*.

After initial review by the Planning Board, Trinity Church subsequently withdrew the application, concluding that the single lot was not sufficient to create an appropriate setting for its house of worship. In December 2009, the Planning Board granted approval to subdivide the 2.95-acre parcel into two lots¹ and Trinity Church listed them for sale. Trinity Church recommenced its search for space to accommodate its place of worship, and investigated over 25 additional locations within the area. However, after the two lots did not sell, Trinity Church subsequently acquired the adjacent property, 526 Anderson Hill Road, in December, 2012. This enabled the properties to be combined to provide the space desired to accommodate the Church's needs.

B. PROJECT PURPOSE, NEED AND BENEFITS

1. PURPOSE, NEED AND BENEFITS

Following withdrawal of its 2003 Site Plan Application Trinity Church continued its search for a permanent home. Despite a concerted effort to find an alternative location in southern Westchester County, nothing suitable was found that met the needs of the Church. The eventual acquisition of 526 Anderson Hill Road in December, 2012 adjacent to the 530 Anderson Hill Road property (already owned by Trinity Church) created the 6.5-acre Project Site, providing enough space to accommodate the Church's needs.

Approximately 200 people, consisting primarily of families with children, currently attend Trinity Church's religious services on a regular Sunday at the School of the Holy Child location.² Services are held between 9:45 AM and 11:15 AM and are generally followed by a time of fellowship. Trinity Church holds religious instruction for children and adults during and immediately following its Sunday worship service, generally between 11:30 AM and 12:15 PM. The Proposed Project would provide a sanctuary for religious worship along with the Church's religious instruction classes, offices for its pastors and staff, and fellowship space for the congregation.

The Project Site provides an opportunity to adaptively reuse an existing structure and design a new addition in keeping with the architectural style of the residence. The Proposed Project accommodates the Church's religious and functional needs while minimizing new development.

¹ Lot 44, 1.82 acres and Lot 49, 1.13 acres.

² To account for Sunday's worship and religious instruction activities at the School of the Holy Child, surveys were conducted during the month of April 2014. Based on these surveys between 35% and 40% of the attendees on Sundays are children. Additional discussion regarding the surveys is included in DEIS Section III.E, *Transportation*.

2. OBJECTIVES OF THE APPLICANT

The objectives of the Applicant in proposing the construction of a place of worship are to:

- Provide a single permanent home for religious worship and education, faith-based fellowship, and support and office space for church staff.
- Respect and reinforce the existing character of the Site by adaptively reusing the existing 1927 Tudor manor home with an addition in keeping with the architectural style of the residence surrounded by an attractively-landscaped site.
- Adhere to sustainable development standards in a manner that is sensitive to the existing environmental conditions of the site and the surrounding community.

C. PROJECT LOCATION

1. PROJECT SITE LOCATION

a. *Regional Location*

The Project Site (or “Site”) is located at 526-530 Anderson Hill Road in the Town of Harrison, Westchester County, New York. See Figure No. II.C-1, *Location Map*. The Site is situated in the Purchase section of the Town of Harrison, approximately 375 feet east of the intersection of Anderson Hill Road and Purchase Street (NYS Route 120). The Site is within close driving proximity to the Hutchinson River Parkway/Merritt Parkway, Interstate 684, and Interstate 287.

b. *Utilities*

The Site is located within the Blind Brook Sanitary Sewer District. A branch sanitary sewer line runs west to east through the Project Site, and connects to the Westchester County trunk line east of the Site. A Westchester Joint Water Works water main runs in Anderson Hill Road and serves the Site and adjacent properties. Electric service is provided by Con Edison on poles that run along the north side of Anderson Hill Road. A Con Edison gas line is available approximately 375 feet west of the Project Site in Purchase Street. Telephone and cable run along poles located on the north side of Anderson Hill Road. Utilities are further discussed in DEIS Section III.C.

c. *Land Uses and Zoning*

The Project Site is bounded by Anderson Hill Road to the north, single-family residential properties to the east and southeast, Purchase Elementary School to the south and west, and a single-family residential property to the west. See Figure No. II.C-2, *Aerial Photograph*. The Site is located within the R-1 zoning district where churches are a permitted use by special permit, and is bordered by the R-1 district to the east, south and west. Properties located north of Anderson Hill Road and west of Purchase Street are located within the R-2 zoning district. See Figure No. II.C-3, *Area Zoning Map*.

SECTION II • DESCRIPTION OF PROPOSED ACTION

The Project Site is bordered by single-family residential uses to the east, west and partially to the south. The Purchase Elementary School's playfields are adjacent to the Site's southern border. The Purchase Post Office, Manhattanville College, the Purchase Fire Department, and several restaurants are proximate to the Project Site. See Figure No. II.C-4, *Area Land Use Map*.

2. TAX PARCELS

The Project Site is a 6.46 acre property and is comprised of three tax parcels (See Figure No. II.C-2, *Aerial Photograph*), known and designated on the Town of Harrison Tax Maps as Block 643,

Lot 7	526 Anderson Hill Road,	3.51 acres
Lot 49	528 Anderson Hill Road, and	1.13 acres
Lot 44	530 Anderson Hill Road.	1.82 acres

D. PROJECT DESCRIPTION

1. EXISTING SITE AND BUILDING IMPROVEMENTS

The existing Project Site is improved with an existing 6,800 square foot, 2-story residence, a patio behind the house, a swimming pool, an accessory structure proximate to the pool, and an entrance driveway from Anderson Hill Road.

There is an additional entrance driveway to the former residence at 530 Anderson Hill Road. The former residence on that portion of the property was removed in 2001. See Figure No. II.D-1, *Existing Conditions*.

2. PROPOSED PROGRAM

a. **Proposed Improvements and Facilities**

Trinity Church proposes to adaptively reuse the existing 6,800 square foot residence on the Project Site to accommodate fellowship space, administrative offices and support space, and to construct a 19,200 square foot addition connected to the former house in which a sanctuary and religious instruction rooms would be located. The addition would feature an architectural style and treatment in keeping with the existing Tudor-style residence. The resulting church would consist of a 26,000 square foot building for use as a place of worship, along with attendant off-street parking, stormwater facilities, and landscape screening. The patio at the rear of the existing residence would be retained, while the existing swimming pool would be removed and a fenced-in play area would be provided at the south side of the addition. The existing west driveway would be widened and a new east driveway would be constructed to provide access to Anderson Hill Road. See Figure No. II.D-2, *Illustrative Plan*.

Additionally, the Proposed Project would involve a lot merger of the three tax parcels described above that comprise the Project Site. At the appropriate time, the lot merger would be implemented by the Town's Tax Assessor.

b. Site Plan

The proposed site plan for Trinity Church has been designed to integrate the new program elements with the existing residence, provide convenient parking and access, and incorporate vegetated buffers along the Site's perimeters.

(1) Site Access and Circulation

(a) Vehicular

The Project Site would be accessed via two, two-way driveways accommodating ingress and egress along Anderson Hill Road. The existing west driveway would be widened to provide a main entry and a new east driveway would be added to allow secondary access to Anderson Hill Road. A driveway associated with the former residence on Lot 44 (just west of and across from Harrows Lane) would be removed.

The west driveway would be enhanced by proposed landscaping and provide access to the main entry circle and parking areas. The east entry driveway would also feature landscaping and would provide access into the parking areas situated east of the proposed church. See Figure No. II.D-3, *Proposed Parking, Access and Circulation System*.

(a) Pedestrian

An existing sidewalk runs along the southern side of Anderson Hill Road and extends from the intersection of Anderson Hill Road and Purchase Street west of the Site to just west of Lincoln Avenue. The Proposed Project would feature a sidewalk adjacent to the widened west driveway that will provide pedestrian access from the sidewalk along Anderson Hill Road to the main entrance of the Church. Within the Site, pedestrian walkways are proposed to provide access between the proposed Church and parking areas.

(2) Site Design, Grading and Erosion Control

The site design has been configured so that less than five percent of the Site would be occupied by the total building, thereby allowing for large setbacks from neighboring properties and an extensive landscaped buffer. Existing vegetated buffers at the perimeter of the Site have been maintained and would be further enhanced.

The proposed site grading has been designed to balance excavation and fill to the maximum extent possible, therefore limiting the export and import of materials to and from the Project Site. Topsoil removed as part of the grading operations will be stockpiled on-site for re-use. See Figure No. II.D-4, *Proposed Site Grading Plan*. The

Proposed Project would excavate (cut) approximately 4,500 CY and require fill of approximately 7,100 CY, resulting in the import of approximately 2,600 CY of material.

Erosion and sedimentation controls will be implemented prior to commencing any grading or other site disturbing activities and will be installed pursuant to an approved Stormwater Pollution Prevention Plan prepared in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations. Stabilization of the site shall also comply with the conditions or requirements set forth therein and as otherwise may be established by the Town of Harrison.

(3) Parking and Loading

Parking would be provided on-site to the north, south and east of the proposed Church set within landscape areas featuring a combination of shade trees, ornamental trees and shrubs. 119 parking spaces would be required for the Proposed Project pursuant to the Zoning Ordinance.³ The Project proposes 130 paved parking spaces along with stabilized lawn areas to accommodate 10 additional vehicles as needed. The required loading space would be located at the front entry. See Figure No. II.D-3, *Proposed Parking, Access and Circulation System*.

(4) Landscape and Open Space

The landscape plan for the Proposed Project contains a variety of shade and ornamental trees, shrubs and groundcovers. Proposed plantings include approximately 75 shade trees, 60 evergreen trees, 25 ornamental flowering trees, 25 woodland buffer trees and 350 deciduous and evergreen shrubs. Proposed plantings would complement the architecture and augment existing landscaping on the Site. The vegetative buffer along the perimeter of the Project Site would be augmented to enhance the screening from within and from outside of the Site. See Figure No. II.D-5, *Landscape Concept Plan*.

(5) Stormwater Management

Stormwater management measures have been proposed such that the post-developed conditions of the site generally maintain the current hydrology of the site. Proposed green infrastructure techniques help meet the required water quality volume to be detained and treated. Bioretention/rain gardens will provide pollutant removal capacity. The proposed bioretention/rain gardens will capture the stormwater runoff from the newly created impervious areas at the project site. Following treatment in a series of water quality measures, stormwater from a majority of the developed portion of the site will be directed to a proposed catch basin and 280 linear feet of piping in Anderson Hill Road that would connect to the existing municipal system. This diversion of flow would reduce the amount of overland flow from the Site across the adjacent properties to the east of the Site. The proposed stormwater

³ Minimum of 119 parking spaces per the Zoning Ordinance calculated as follows: Sanctuary + choir loft seating areas = 4,268 + 465 = 4,733 square feet / 40 square feet/ space = 119 spaces.

management facilities have been designed in accordance with NYSDEC guidelines and the Town of Harrison Town Code Chapter 130 requirements and would comply with the NYSDEC SPDES General Permit GP-010-001.

(6) Utilities

Based on available information, there is sufficient capacity within the existing off-site utilities to serve the Proposed Project. Energy consumption would be minimized through the use of high efficiency appliances, lighting, and building mechanical systems. Water usage would be minimized through the use of low-flow, water conservation fixtures. See DEIS Section III.C, for additional discussion regarding existing and proposed site utilities.

(7) Lighting

The Proposed Project would utilize full cut-off style lights to provide a safe environment for congregants, staff and visitors in the evening hours. Parking areas would utilize appropriately-scaled lights, featuring 15 foot poles with a height of 18 feet to the top of the fixture, styled to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern would be directed downward towards proposed interior driveways, walkways and parking areas.. Building mounted LED-lighting fixtures would be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to the Church. The Church's front façade and steeple would be lit utilizing LED fixtures located on the ground adjacent to the proposed Church. The proposed up-lighting would be sufficiently shielded to avoid casting glare.

The proposed site lighting fixtures would be dimmable and controllable to provide the ability to turn lighting levels down when the Church is not in use. A photometric analysis is included on full-size drawing sheet SP-4.0, *Conceptual Lighting Plan* accompanying this DEIS. The lighting plan would also be subject to detailed review during the site plan approval process.

c. Buildings

(1) Description of Proposed Buildings to be Added or Renovated

Trinity Church proposes to renovate the existing 6,800 square foot residence on the Project Site to accommodate fellowship space, administrative offices and support space, and to construct a 19,200 square foot addition connected to the former house in which a sanctuary and religious instruction rooms would be located. The existing residence has two stories and a cellar, and the proposed floors of the addition have been designed to align with the corresponding floors of the current structure. The proposed sanctuary addition has been designed so that it connects at the rear of the existing house in a manner that maintains the character of the existing structure while providing for good spatial flow and connectivity between the new and existing sections of the Church.

The addition would feature an architectural style and treatment to complement the existing Tudor-style residence through the use of a combination of stucco, brick and stone veneer. The proposed building would feature an approximately 70-foot steeple (measured from the ground adjacent) which would be designed using similar materials and architectural treatment. In total, the resulting church would consist of a 26,000 square foot building for use as a place of worship.

Building sustainability features will include plumbing fixtures that meet or exceed water conservation criteria and appliances and mechanical equipment that meet or exceed energy consumption criteria. Additionally, the adaptive reuse of the existing residence will reduce the amount of construction waste and minimize consumption of new materials. Waste materials resulting from both demolition and new construction activities will be segregated, where feasible, to permit recycling.

Preliminary architectural floor plans, sections and elevations showing the general design, materials and colors have been prepared. See Figure Nos. II.D-7 through II.D-9, *Building Floor Plans*, Figure No. II.D-10 *Building Section* and Figure Nos. II.D-11 and II.D-12 *Elevations*.

(2) Description of and Need for Proposed Height Variance

The proposed building is zoning compliant with the exception of the proposed height as calculated pursuant to §§ 235-4, *Height of Building or Structure* and 235-23(A)-(B) of the Harrison Zoning Ordinance. The maximum permitted height in the R-1 zoning district is 30 feet and 2½ stories. Based on the average finished grades around the proposed sanctuary addition, the calculated building height would be 40 feet in height. See Figure No. II.D-6, *Proposed Building Height Measurements*.

The purpose of the requested variance is to facilitate the construction of the proposed sanctuary addition, whose floor levels and roof eaves have been designed to align with the corresponding floors and roof eaves of the existing structure. The roof pitch of the addition, however, will be steeper to create a taller interior volume for the proposed worship space and provide an open, uplifting feeling for worship and a sense of ascendancy to God. The sloping grade on the southern side of the existing residence provides an opportunity for the addition's lower level to have windows and a walk-out door at grade. However, this condition further lowers the calculated average grade which is used to measure permitted building height. Per Section 235-4 of the Zoning Ordinance, for buildings or structures more than 10 feet from the street line, building height is the vertical distance measured in feet or stories from the average finished grades measured along a line offset 10 feet from the periphery of the building or structure to the top of a flat roof or of a mansard roof or the average height of a pitched roof. The mid-point of the proposed sanctuary building roof would be 40 feet over the average finished grade of Elev. 326.33. The proposed sanctuary addition is situated at a distance of over 100 feet from the nearest property boundary, adjacent to the Purchase Elementary School playing

fields, which limits potential adverse impacts on neighboring properties. Proposed landscape screening would further limit views of the anticipated structure. The proposed zoning variance is described further in DEIS Section III.A, *Land Use and Zoning*.

The proposed building would be a 2-story structure and would comply with the number of stories provision of 2½ stories.⁴ As shown on Figure No. II.D-6, *Building Section*, the sanctuary would include a first level predominantly open to the ceiling above with a small choir loft at the second level. The lowest level would meet the criteria for a “Cellar”, and per the Zoning Ordinance it would not be counted as a story in determining permissible building height.

d. Operations

Trinity Church will make use of facilities typical to other religious institutions in the Town of Harrison. The following is a description of the typical functions of the Church. It is anticipated that operations of the Proposed Project would be similar in nature, time and frequency with Trinity Church’s existing operations occurring at the School of the Holy Child location and at its offices in Rye.

(1) Worship Service

Trinity Church holds worship services on Sunday mornings. Setup generally begins around 9:00 AM with the main service taking place between 9:45 AM to 11:15 AM. Worship services are generally followed by a brief time for refreshments and then religious instruction. Based on surveys of church attendees during the month of April 2014 the average number of people in attendance at worship services was 181.⁵

(2) Religious Instruction

Religious instruction typically occurs between 11:30 AM and 12:15 PM on Sunday’s following worship services. Based on surveys of church attendees approximately two thirds of attendees of worship services stay for religious instruction.⁶

(3) Office Use

Trinity Church employs five staff members. This includes two pastors, a youth director and an office manager. A custodian is employed on Friday mornings. The following is a typical breakdown of staff hours at the Church office:

⁴ The lower level of the sanctuary will match the cellar level of the existing house. The wall area between the floor and ceiling of the ground level (or clear height) that would be below the finished grade for the combined existing residence and sanctuary addition is approximately 53% of the wall area of the lower level. The lower level would therefore fit the criteria for a “Cellar,” which is a “[s]tory of a building partly underground and having 1/2 or more of its clear height below finished grade”. Per the Zoning Ordinance’s definition of “Story”, a “cellar shall not be counted as a “story” in determining permissible building height.”

⁵ Trinity Presbyterian Church, Field Data Summary based on Trinity Church at Current Location.

⁶ Id.

SECTION II • DESCRIPTION OF PROPOSED ACTION

Staff	Typical Workdays	Typical Hours
Senior Pastor	M, Tu, Th, F, Sa	9 AM – 6:30 PM
Senior Associate Pastor	M – F	Generally off-site
Office Manager	M – F	10 AM – 6 PM
Youth Director	M, Th	9 AM – 3 PM
	Tu	9 AM – 10 PM
	W	9 AM – 9 PM
Custodian	F (bi-weekly)	7 AM – 8:30 AM

(4) Other Scheduled Activities

Trinity Church offers its congregants other scheduled activities outside of Sunday services that are within its mission as a religious institution. This includes youth group, counseling, session leader meetings, bible study, meditation and prayer, leadership training and trustee meetings. The following provides a general overview of the typical activities that Trinity Church offers along with the general time and attendance.

Activity	Day	Time	Attendance
<i>Weekly</i>			
High School Youth Group	Tu	7:00 – 8:30 PM	7-12
College Group	Tu	9:00 – 10 PM	10-15
Middle School Group	W	7:00 – 8:30 PM	4-10
Men’s Bible Study	Sa	6:30 – 8:00 AM	6-12
Women’s Bible Study	Tu	9:30 – 11:30 AM	7-15 (plus 5-7 children)
<i>Monthly</i>			
Accountant Meeting	Th	11:00 AM – 4:00 PM	2
Session Meetings	Th	7:30 – 9:30 PM	8-14
Bible Study	F	7:30 – 9:00 PM	4-5
Evensong Services	Sa	6:00 – 7:00 PM	6-12
Meditation mini-retreat	Sa (Jan-May, Sept-Nov)	8:30 – 11:30 AM	8-10
<i>Periodic</i>			
Intro to Trinity Class	Sa (1 half day in Jan, Mar, Oct)	9:00 AM – 1:00 PM	6
Leadership Training	Sa (five sessions Nov- March)	9:00 AM – 1:00 PM	6
Quarterly Trustee Meeting	M (four times per year)	7:30 – 10:00 PM	7
Ministry Leaders Meeting	Sa (three	7:00 – 10:00 PM	25-30

sessions, Sep-
Jun)

(5) Special Events - Weddings, Funerals, Other

Trinity Church also holds a number of special occasion events through the year as well. This includes an annual Christmas Concert on the first Sunday in December. The Church has newcomer receptions generally three times per year following Sunday morning services and religious instruction, with approximately 20 people in attendance.

Primarily due to the fact that Trinity Church leases space, it has not hosted any weddings locally. Generally, weddings of Church members have been held in New York City, or at event facilities or other churches. It is anticipated that weddings at the Project Site would be customarily held on Friday evenings or Saturdays, outside of the typical weekday afternoon peak traffic hours.

Trinity Church has had only three local funerals in the past 20 years. Funerals would likely be held on a weekday or Saturday, following the typical weekday morning peak traffic hour.

(6) Site/Neighborhood Security

The Project Site would feature site lighting designed to provide adequate illumination for the comfort and safety of staff and visitors, as described in greater detail in Section II.D.2.b.(7). Adjacent neighboring properties will be protected through the use of cut-off style light fixtures and by existing and proposed landscaping along all sides of the property. The activities proposed by Trinity Church are typical of other religious institutions within the Town of Harrison, such as weekly worship services, religious instruction and other occasional religious-related functions, which by their nature, are conducted at various times throughout the week. It is not anticipated that the use of the property by Trinity Church would result in any potential adverse safety or security concerns for the neighborhood.

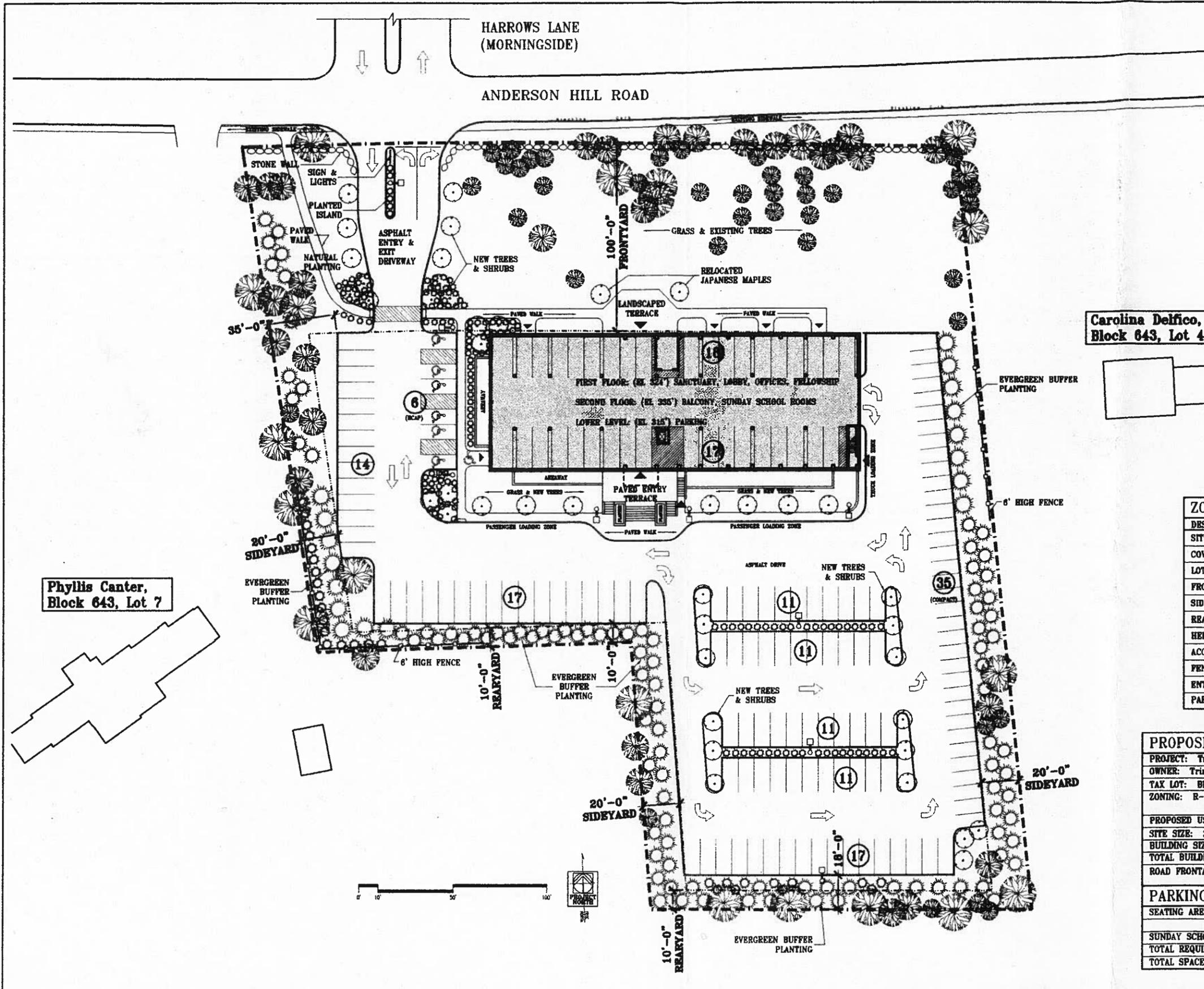
3. PROJECT PHASING AND CONSTRUCTION

Construction activity for the Proposed Action is expected to be completed in less than two years and will involve the renovation of existing structures, improvement and construction of access driveways, parking areas, underground utility systems, building footing and foundation systems, building structures, stormwater management measures, landscaping and other physical improvements that will physically alter the existing topography of the site due to the varying excavation and fill requirements of the Proposed Project. DEIS Section III.J, *Construction*, more fully describes the construction sequence, potential impacts, and anticipated mitigation measures as identified by the Applicant and its construction consultant.

E. PERMITS AND APPROVALS

1. INVOLVED AND INTERESTED AGENCIES

Under New York State Environmental Quality Review (SEQR) regulations, an “involved agency” is one that has discretionary jurisdiction by law to fund, approve or directly undertake an action. For the Trinity Church project, the Involved Agencies and the permits and approvals they may grant for the Project, as well as the Interested Agencies, are listed in Table No. I-1: *Permits and Approvals* located at the end of DEIS Section I, *Executive Summary*.



- NOTES:
1. FOR ROADWAY & PARKING, SEE S2
 2. FOR TOPO & GRADING, SEE S3
 3. FOR DRAINAGE & DETAILS, SEE S3
 4. FOR PLANTING, SEE S4
 5. FOR ZONING INFORMATION, SEE A3

LEGEND:

- PROPERTY LINE
- [Hatched Box] PROPOSED BUILDING
- BUILDING/PARKING SETBACK LINE
- [Vertical Lines] CURB & PARKING SPACES
- (17) PARKING COUNT
- [Wheelchair Icon] HANDICAPPED PARKING SPACES & ACCESS
- [Light Pole Icon] POLE MOUNTED SITE LIGHTS & LIGHT SPREAD
- [Tree Icon] EXISTING TREES
- [Circle with Dots] NEW DECIDUOUS TREES
- [Starburst Icon] NEW EVERGREEN TREES & SHRUBS
- [Triangle with Dots] BUILDING ENTRY & WALL LIGHT
- [Dashed Line] NEW 6' HT WOOD FENCE
- [Circle with Dots] STONE WALL
- [Arrow] TRAFFIC FLOW

Carolina Delfico,
Block 643, Lot 45

Phyllis Canter,
Block 643, Lot 7

ZONING COMPLIANCE TABULATION

DESCRIPTION	REQUIRED	PROPOSED
SITE SIZE	1 ACRE MIN.	2.951 ACRES
COVERAGE	15%/19,282 SF MAX	14,066 SF
LOT WIDTH	100' - MIN.	382'
FRONT YARD	100' - MIN.	100'
SIDE YARD	20'/40'	40'/200'±
REAR YARD	50'	300'±
HEIGHT	2-1/2 STORIES/30'	2 STORIES/30'
ACCESSORY BLDG	15' HIGH	NONE
FENCE	4' HIGH/6'-6" HIGH	4'/6'-6"
ENTRY/EXIT DRIVE	15' SEP/25' COMB	15' SEPARATE
PARKING	153	168

PROPOSED SITE AND BUILDING INFORMATION:

PROJECT: Trinity Presbyterian Church
 OWNER: Trinity Presbyterian Church
 TAX LOT: Block 643 Lot 44
 ZONING: R-1 (Lot and adjacent properties, except R-2 on north side of Anderson Hill Road)
 PROPOSED USE: Worship
 SITE SIZE: 2.95 Acres
 BUILDING SIZE (FOOTPRINT): 14,400 SF
 TOTAL BUILDING AREA: 22,000 SF plus 14,220 SF Open Parking
 ROAD FRONTAGE: 382'

PARKING COMPLIANCE CALCULATION:

SEATING AREAS: Sanctuary 360 + Balcony 60 = 420 Total Seats
 420 Seats / 3 Seats per Space = 140 Spaces
 SUNDAY SCHOOL: 13 Rooms x 1 Teacher per Space = 13 Spaces
 TOTAL REQUIRED PARKING SPACES: 153 Spaces
 TOTAL SPACES PROPOSED: 133 Regular/35 Compact = 168 Spaces

al anderson la rocca anderson haynes architects and planners
 22 purchase st. rye, ny 10580
 tel 914.967.3494 fax 914.967.3378
 e-mail alehye@aol.com

O'DEA LYNCH & ABBATTISTA
 ARCHITECTS
 100 W. 10th St. Harrison, NY 10577
 TEL: 914.833.1100 FAX: 914.833.1101

TRINITY PRESBYTERIAN CHURCH
 530 ANDERSON HILL RD., HARRISON, NY 10577

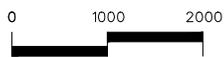
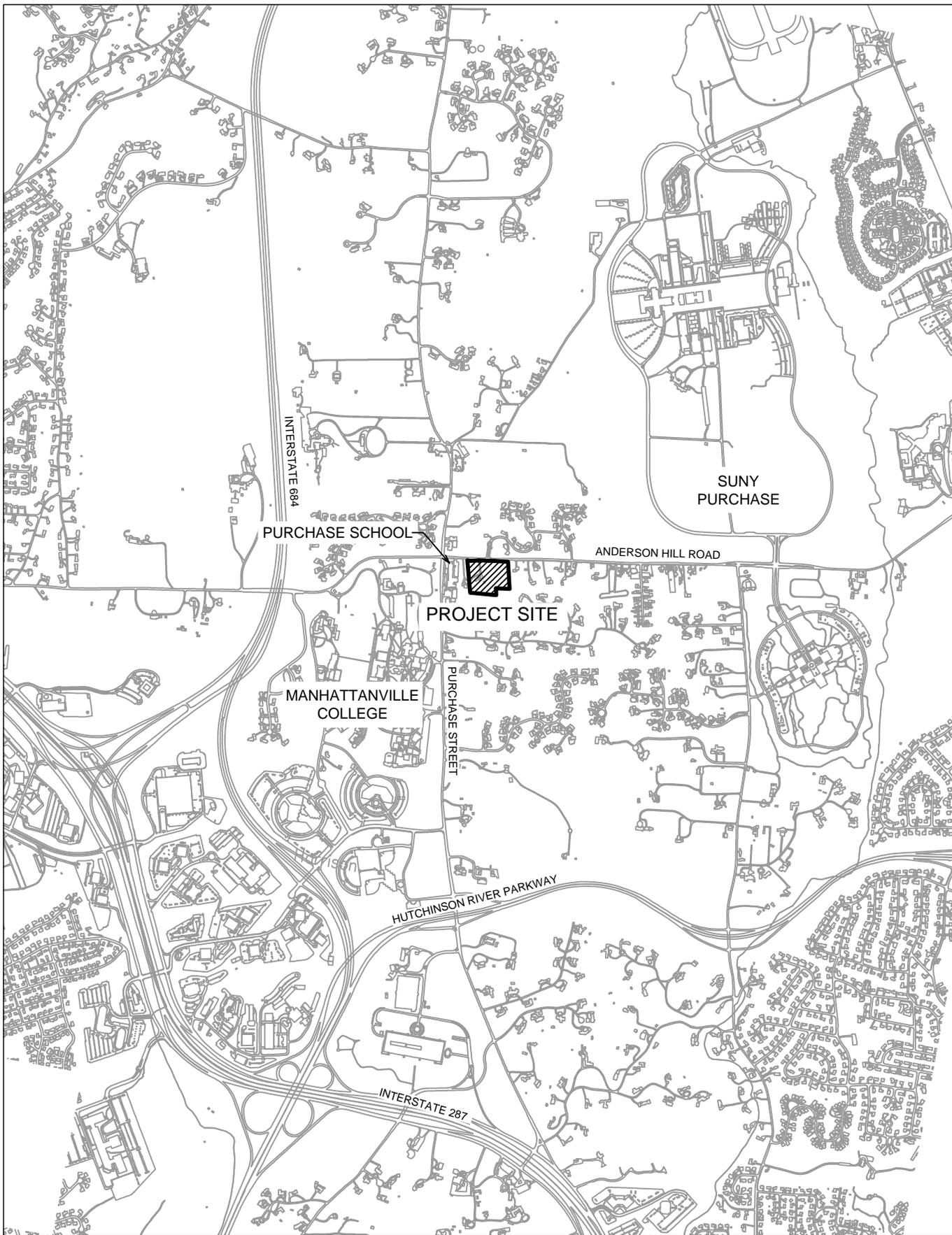
DATE	DESCRIPTION
11/14/03	PLANNING BOARD MEETING

GENERAL SITE PLAN

SCALE: 1" = 25'-0" DATE:

S-1

FIGURE NO. II.A-1

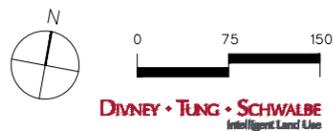
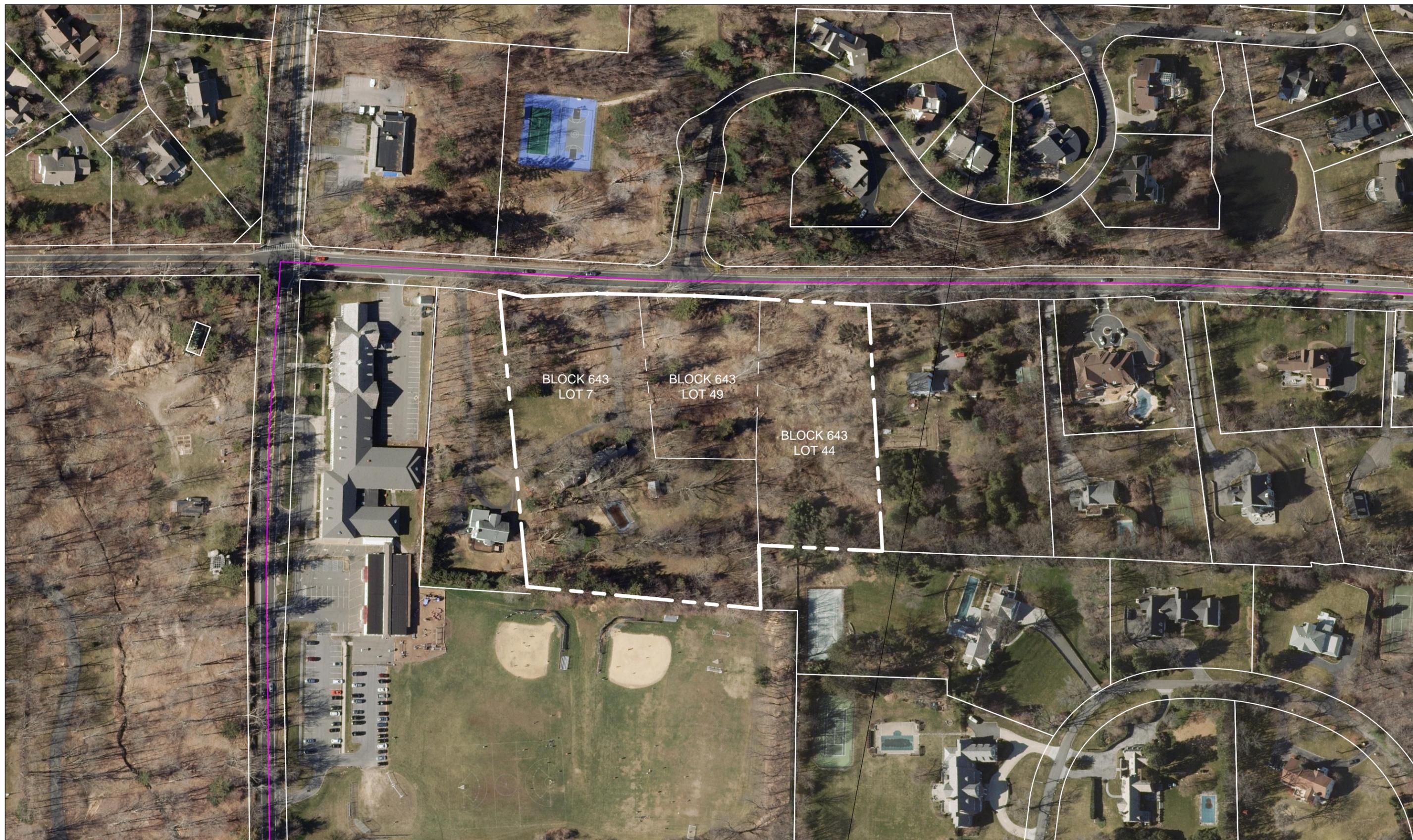


DIVNEY • TUNG • SCHWALBE
Intelligent Land Use

LOCATION MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-1

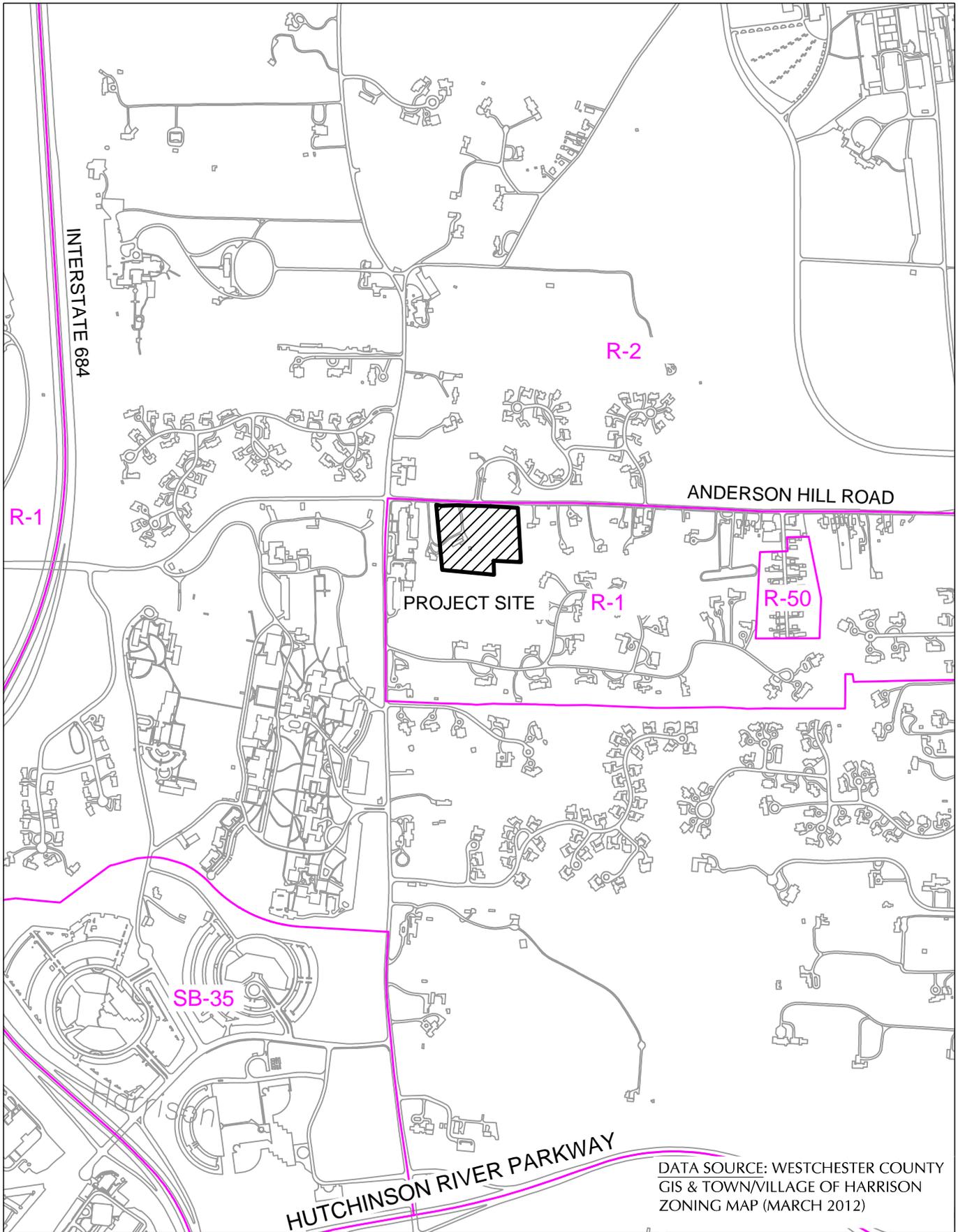


AERIAL PHOTO SOURCE: NEW YORK STATEWIDE DIGITAL ORTHOIMAGERY PROGRAM (APRIL 2013)

AERIAL PHOTOGRAPH

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-2



DATA SOURCE: WESTCHESTER COUNTY
GIS & TOWN/VILLAGE OF HARRISON
ZONING MAP (MARCH 2012)

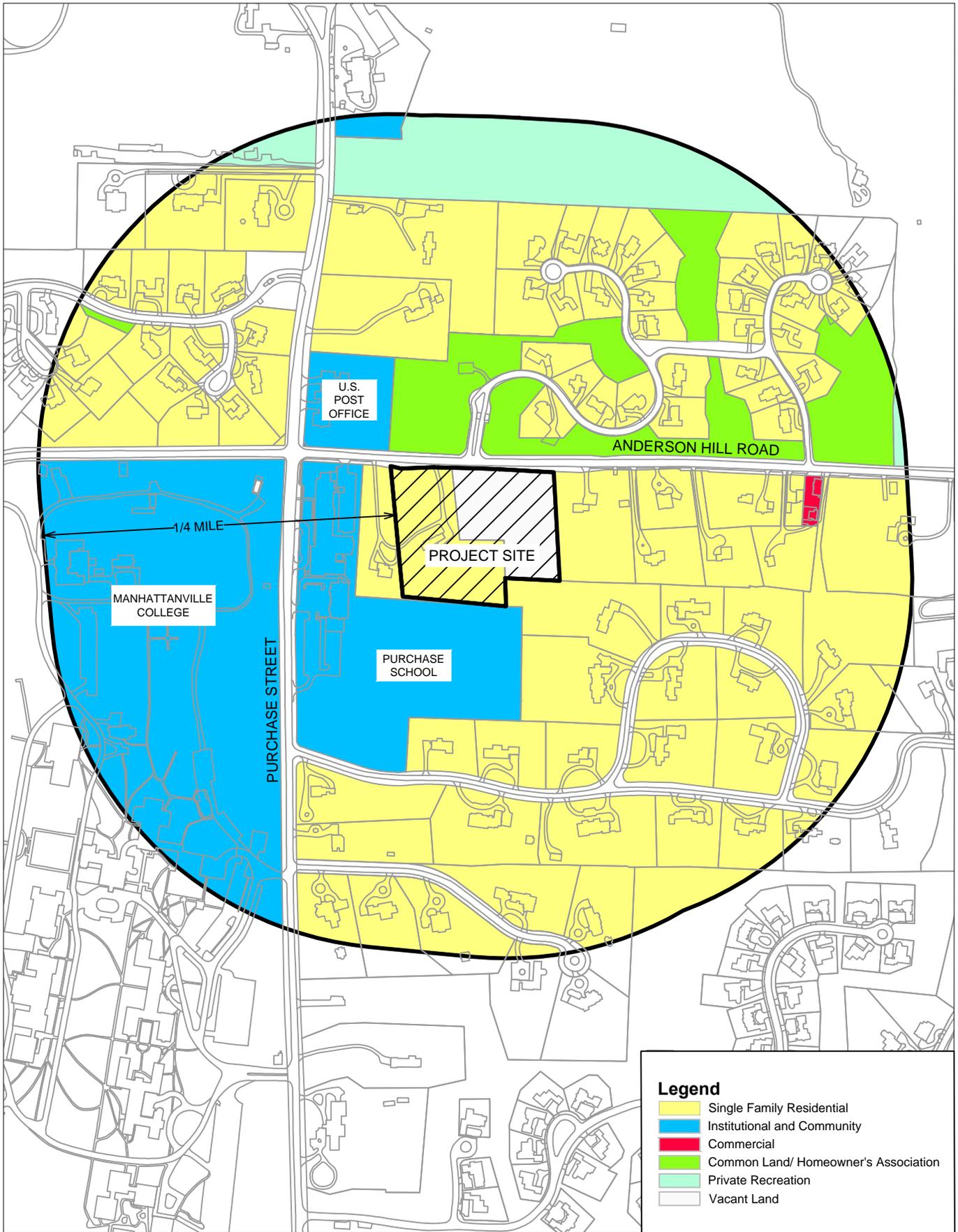


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AREA ZONING MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-3

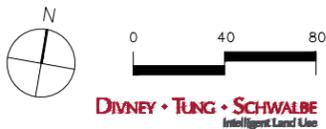
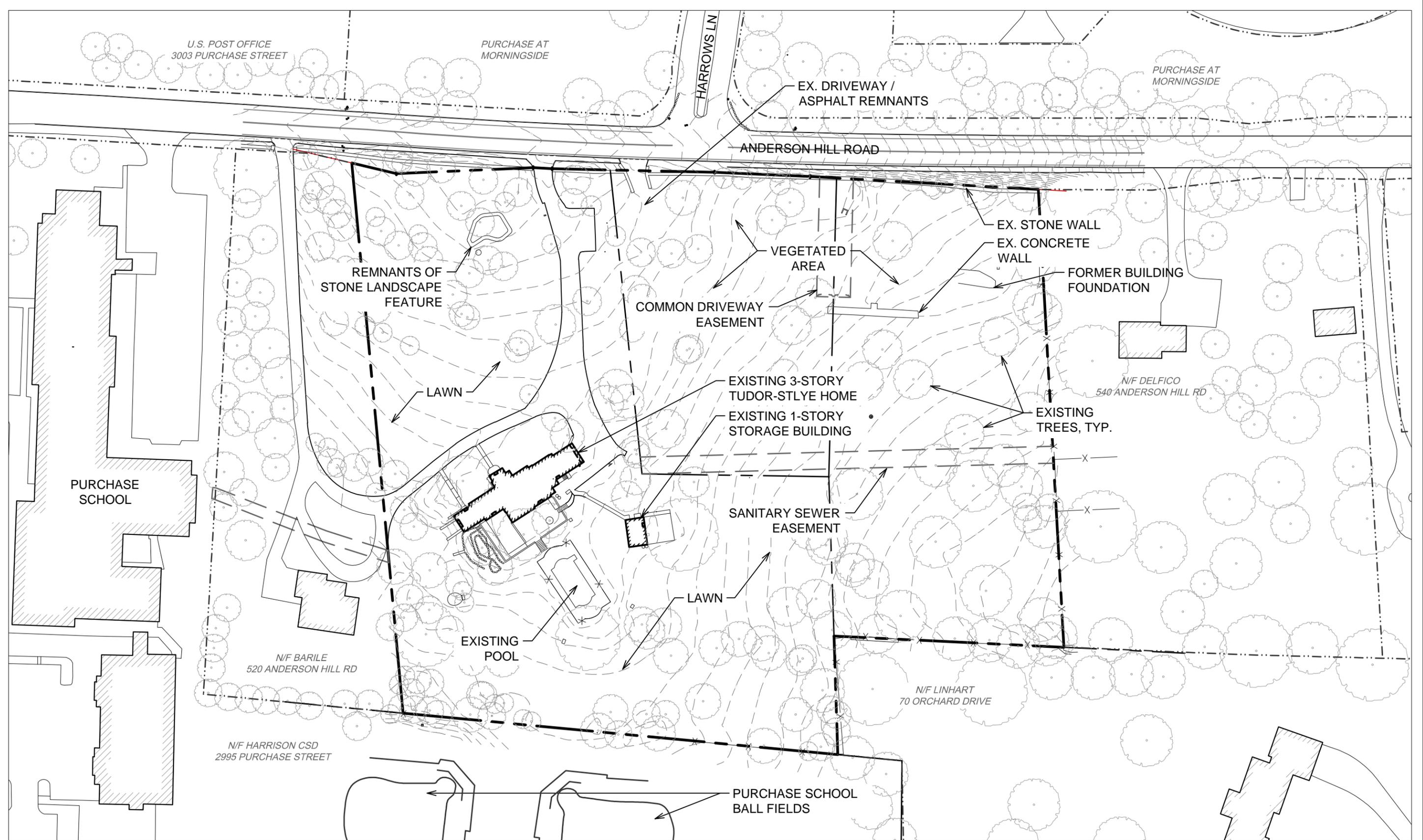


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AREA LAND USE MAP

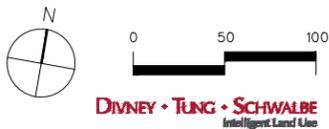
TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

DEIS FIGURE NO. II.C-4

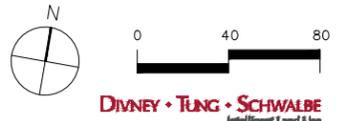
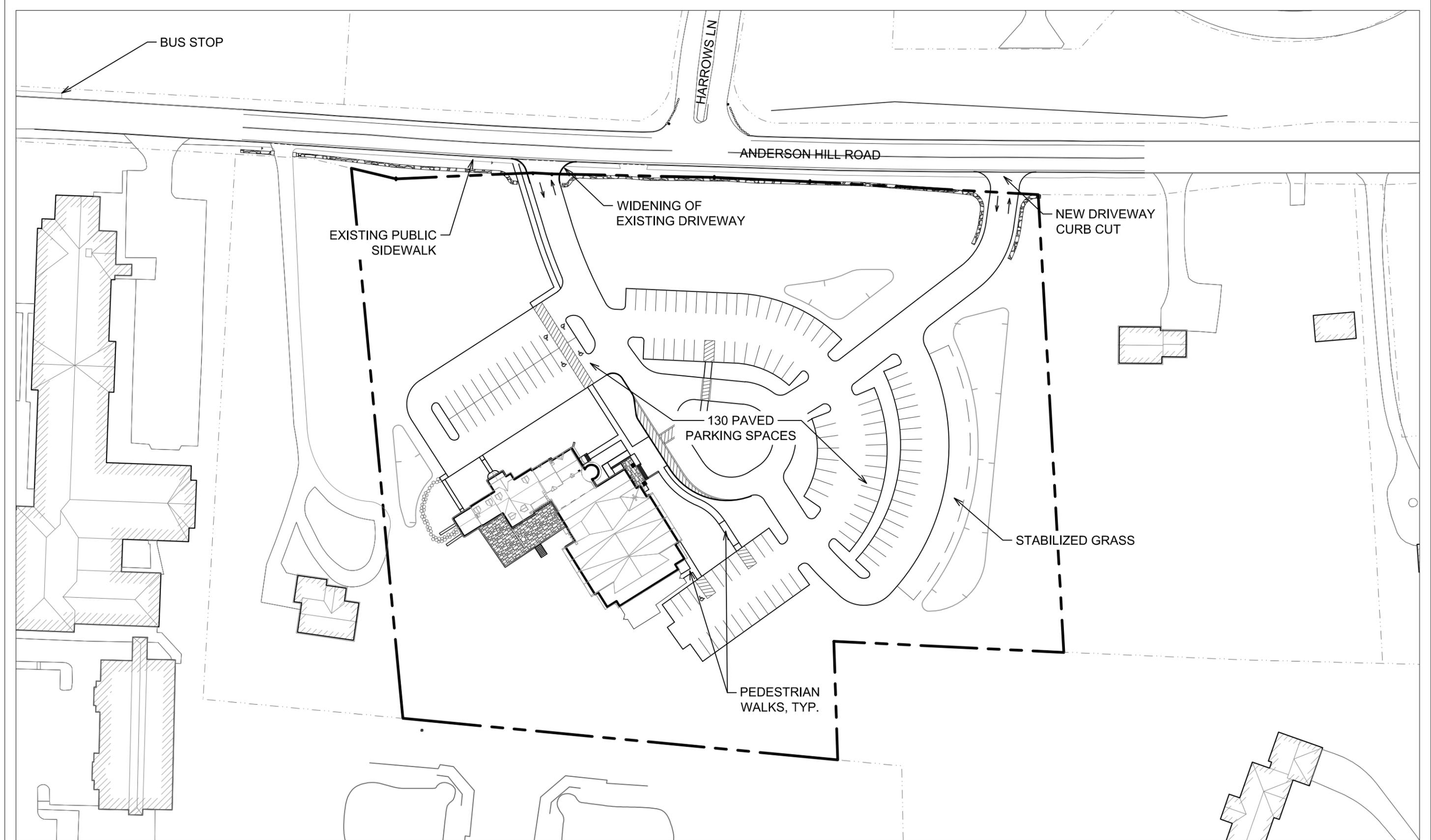


EXISTING CONDITIONS

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK



ILLUSTRATIVE PLAN
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

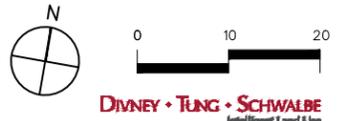
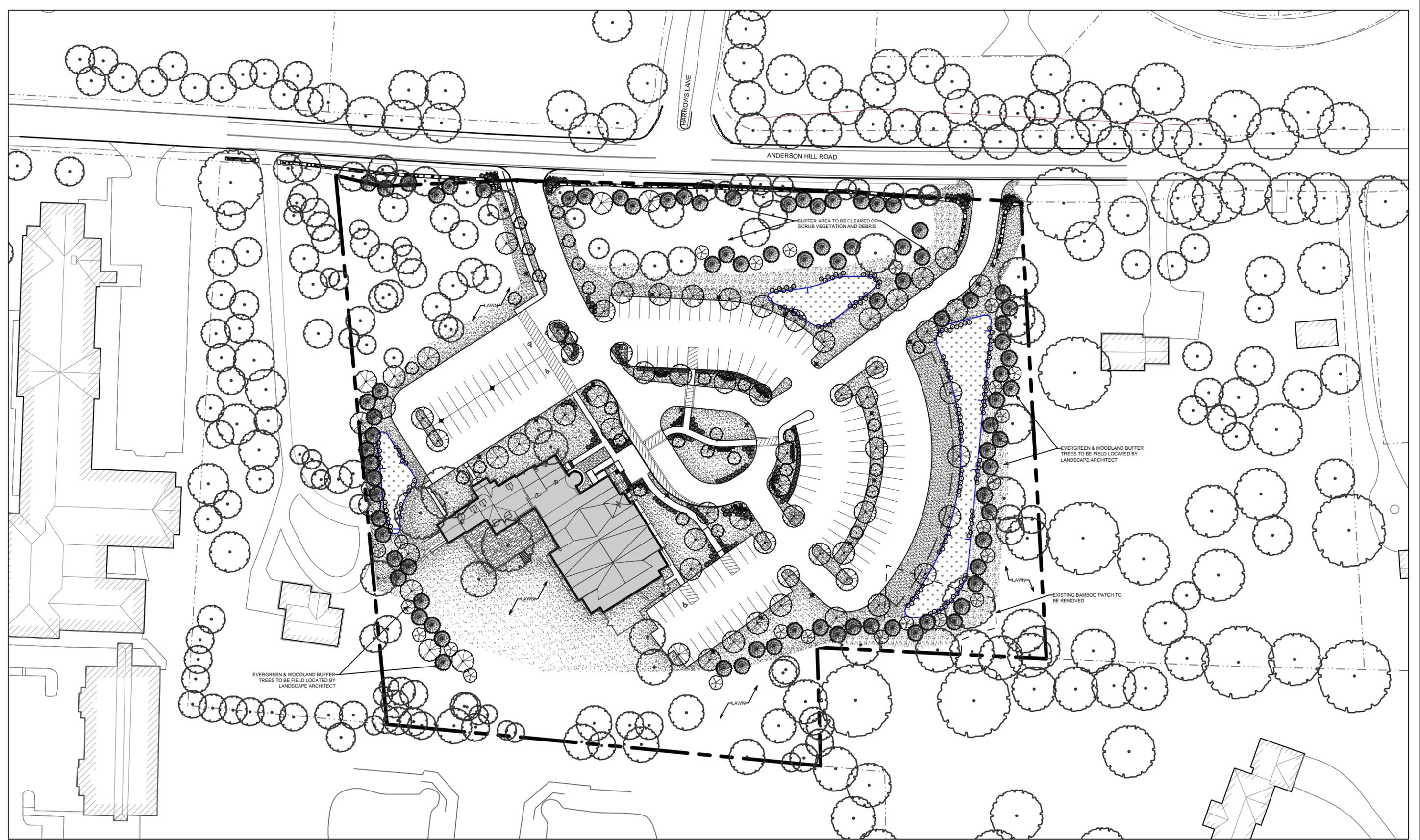


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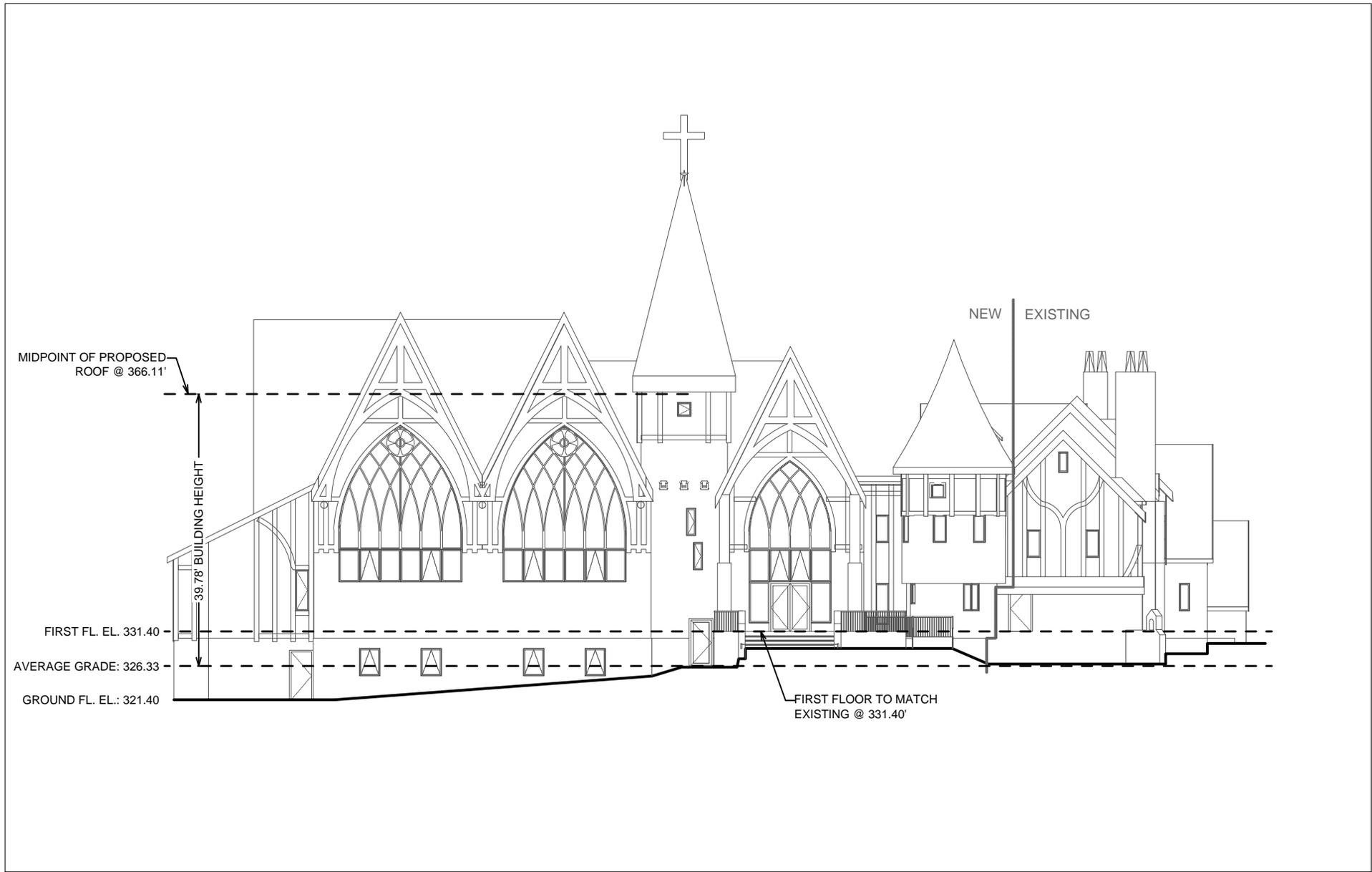
PROPOSED PARKING, ACCESS & CIRCULATION SYSTEM

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-3



LANDSCAPE CONCEPT PLAN
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK



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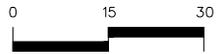
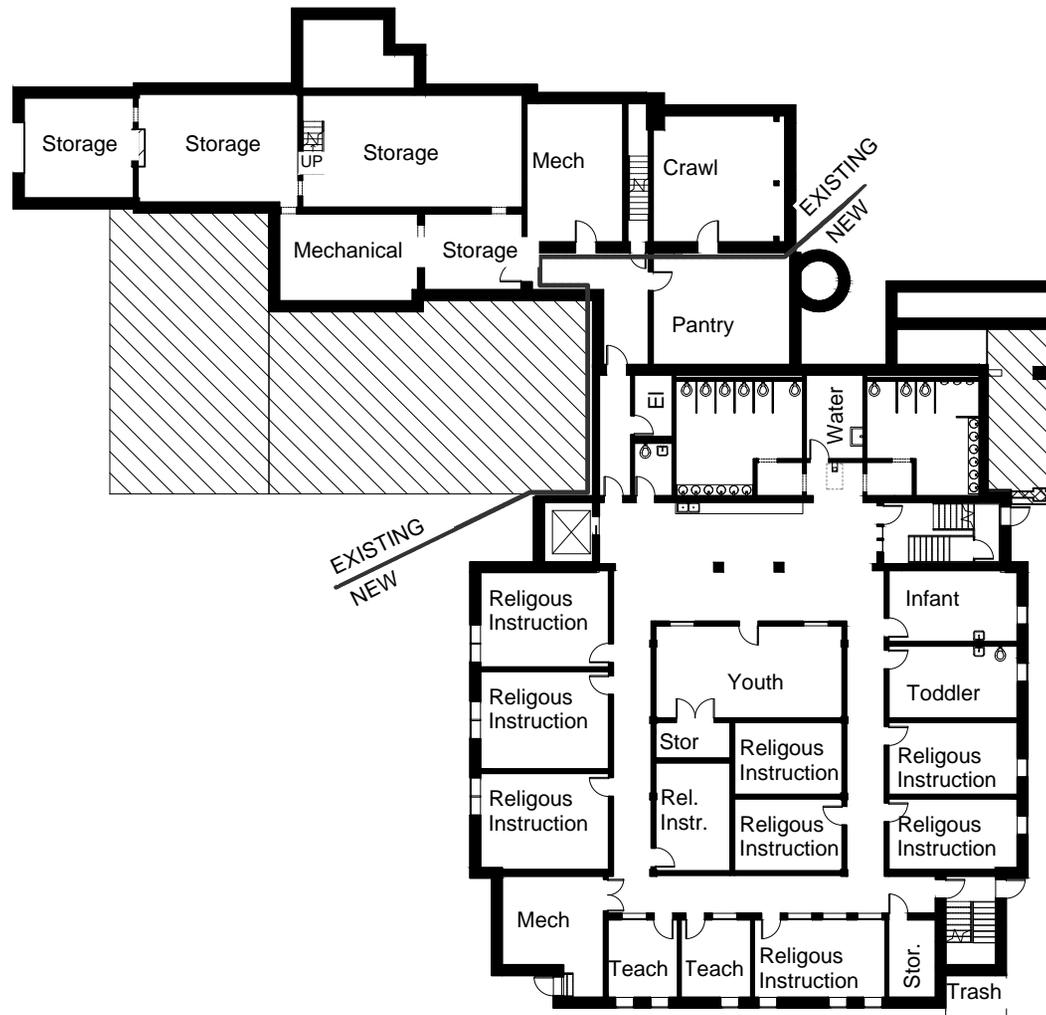


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PROPOSED BUILDING HEIGHT MEASUREMENT

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-6



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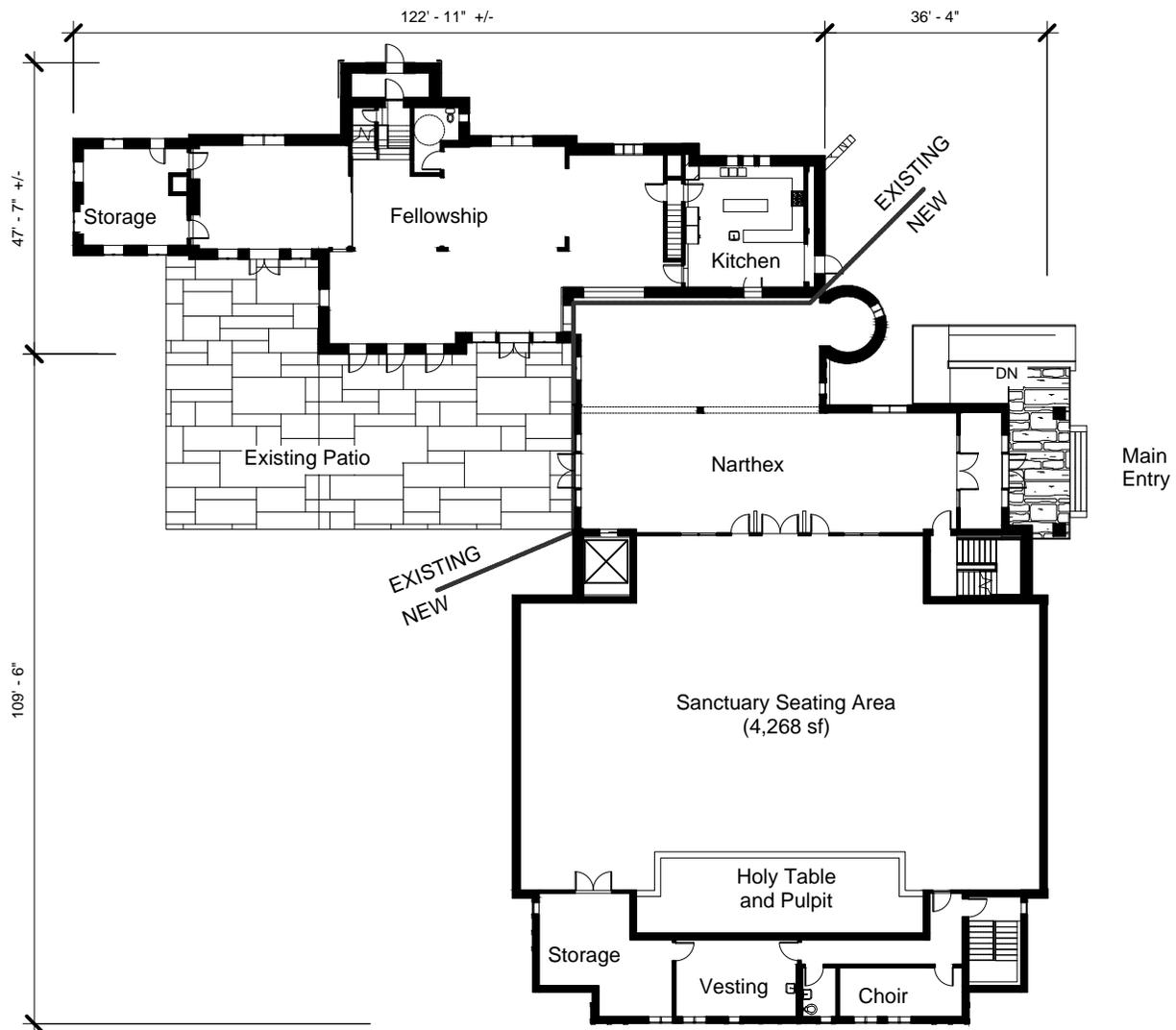


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BUILDING FLOOR PLAN - GROUND FLOOR

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-7



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Intelligent Land Use

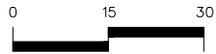
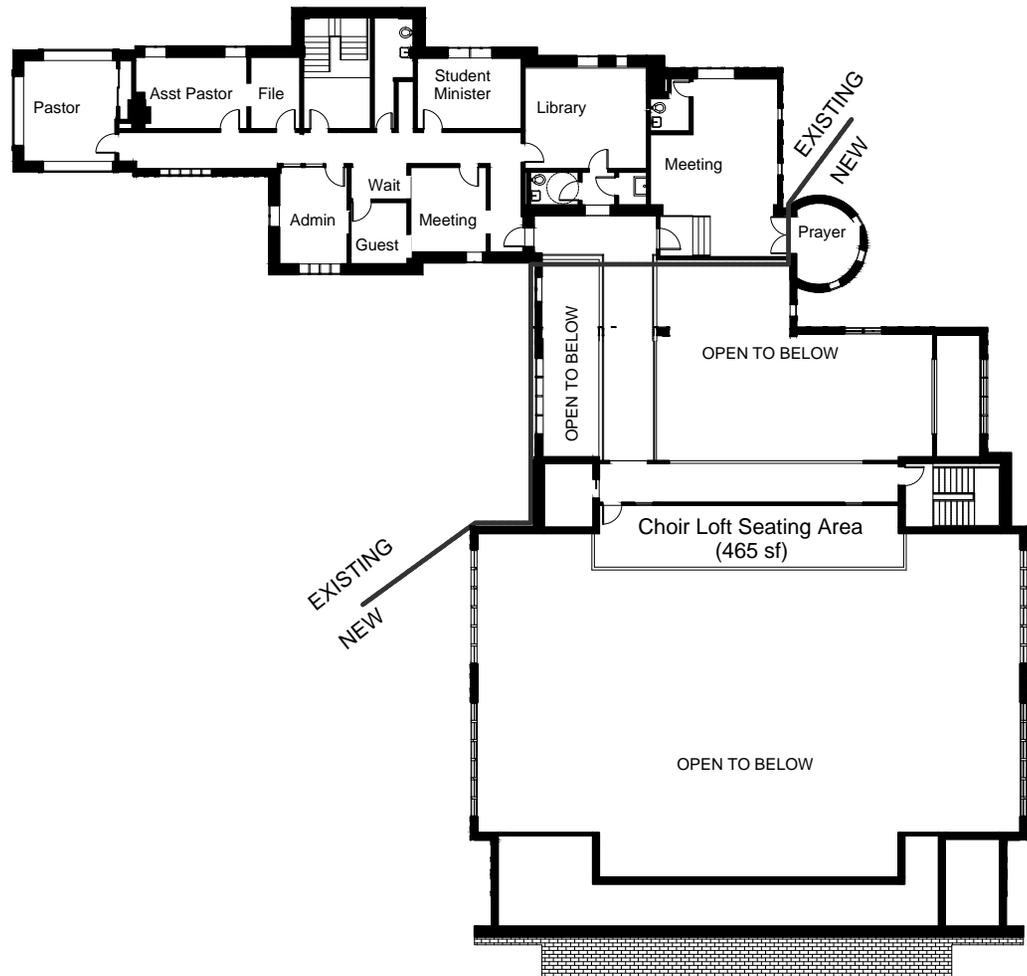


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BUILDING FLOOR PLAN - FIRST LEVEL

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-8



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BUILDING FLOOR PLAN - SECOND LEVEL

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-9



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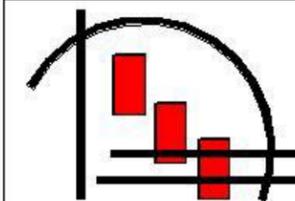


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BUILDING SECTION

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-10



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Elevations

Schematic Design REV

1" = 20'-0"

Author

New Church

Trinity Presbyterian Church

**Anderson Hill Road
Purchase NY**

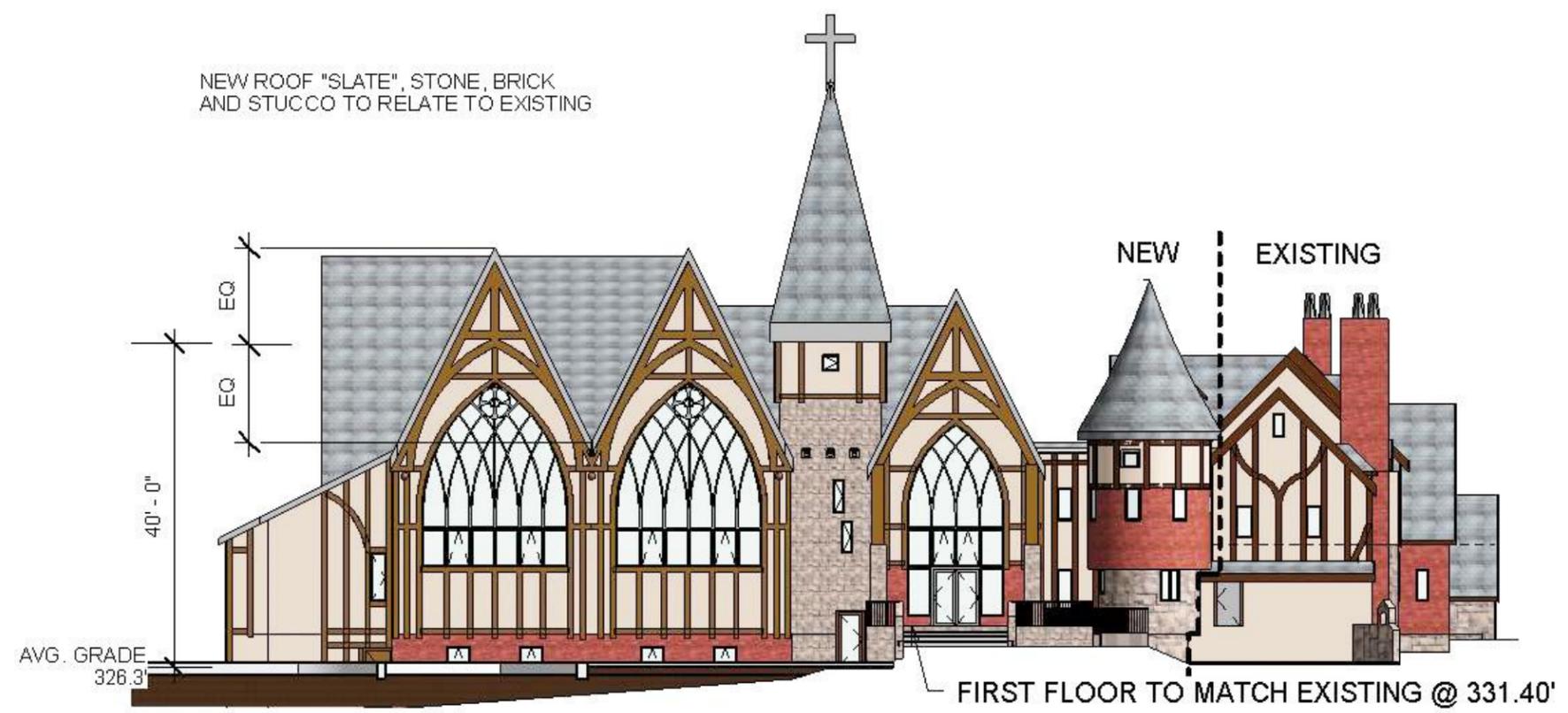
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NEW ROOF "SLATE", STONE, BRICK
AND STUCCO TO RELATE TO EXISTING



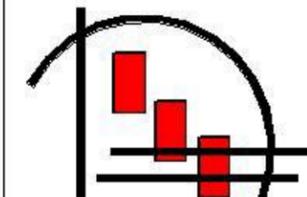
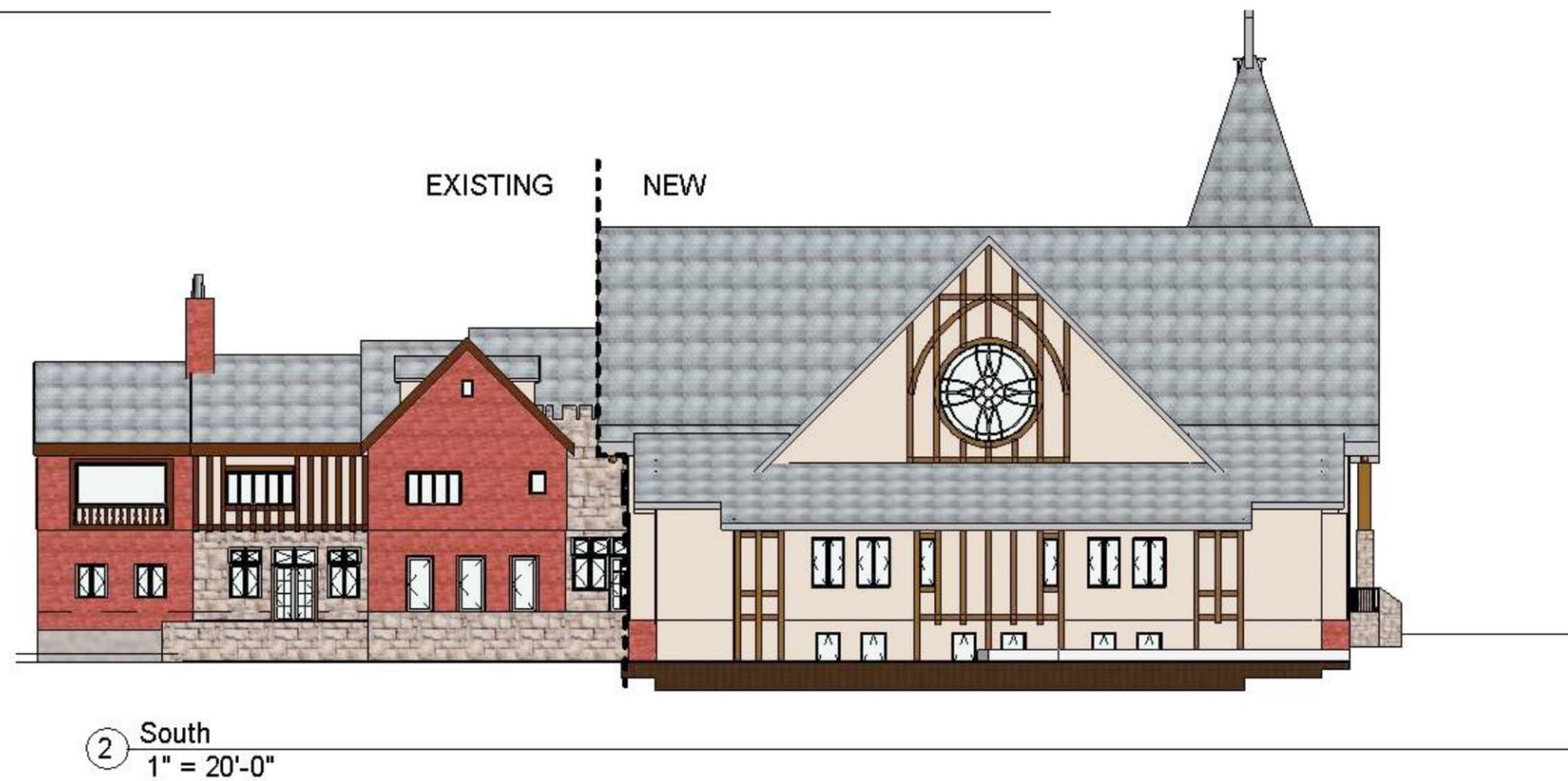
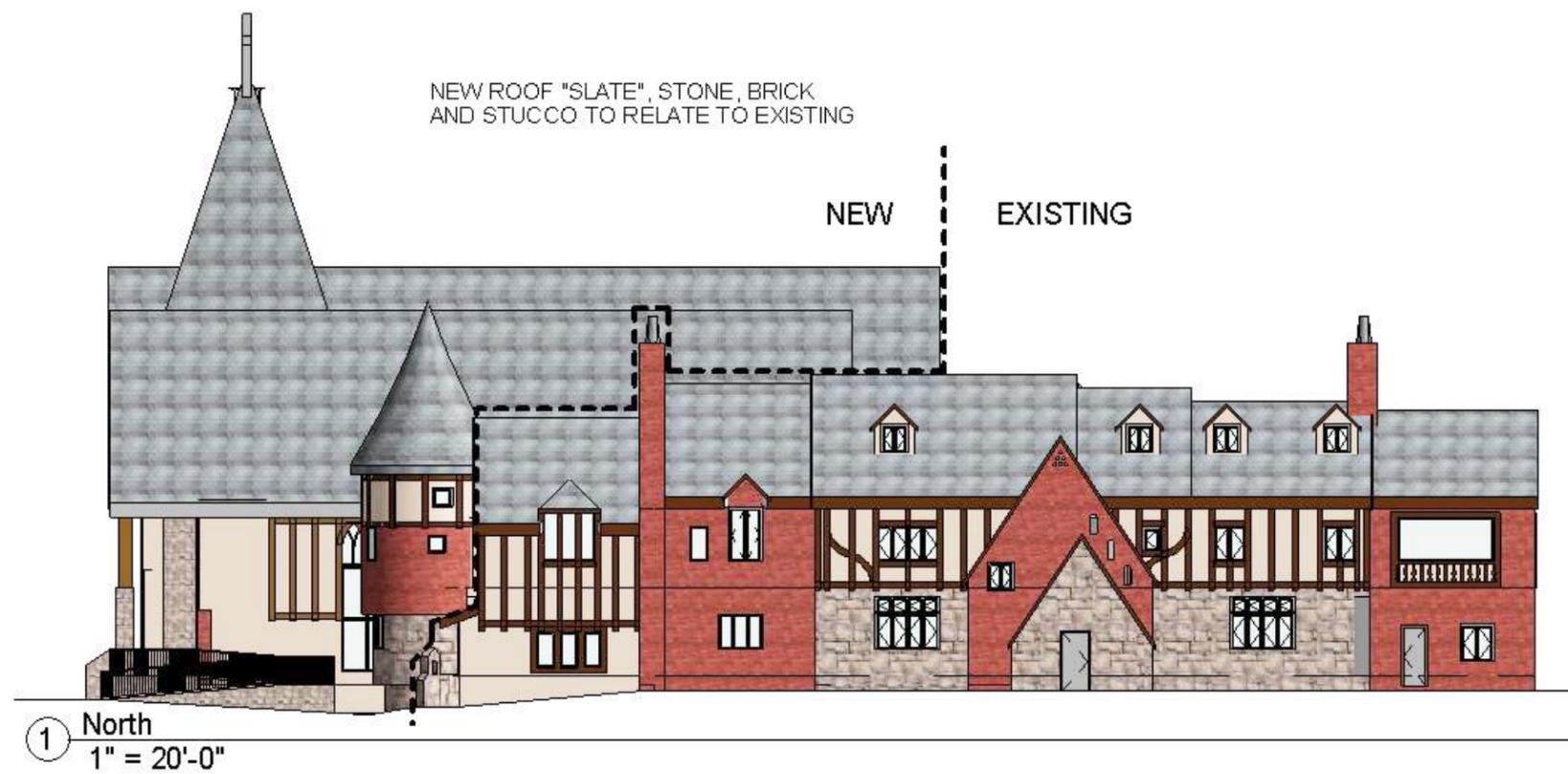
AVG. GRADE
326.3'

① East
1" = 20'-0"



② West
1" = 20'-0"

FIGURE NO. II.D-11



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Elevations

Schematic Design REV

1" = 20'-0"

Author

New Church

**Trinity Presbyterian
Church**

**Anderson Hill Road
Purchase NY**

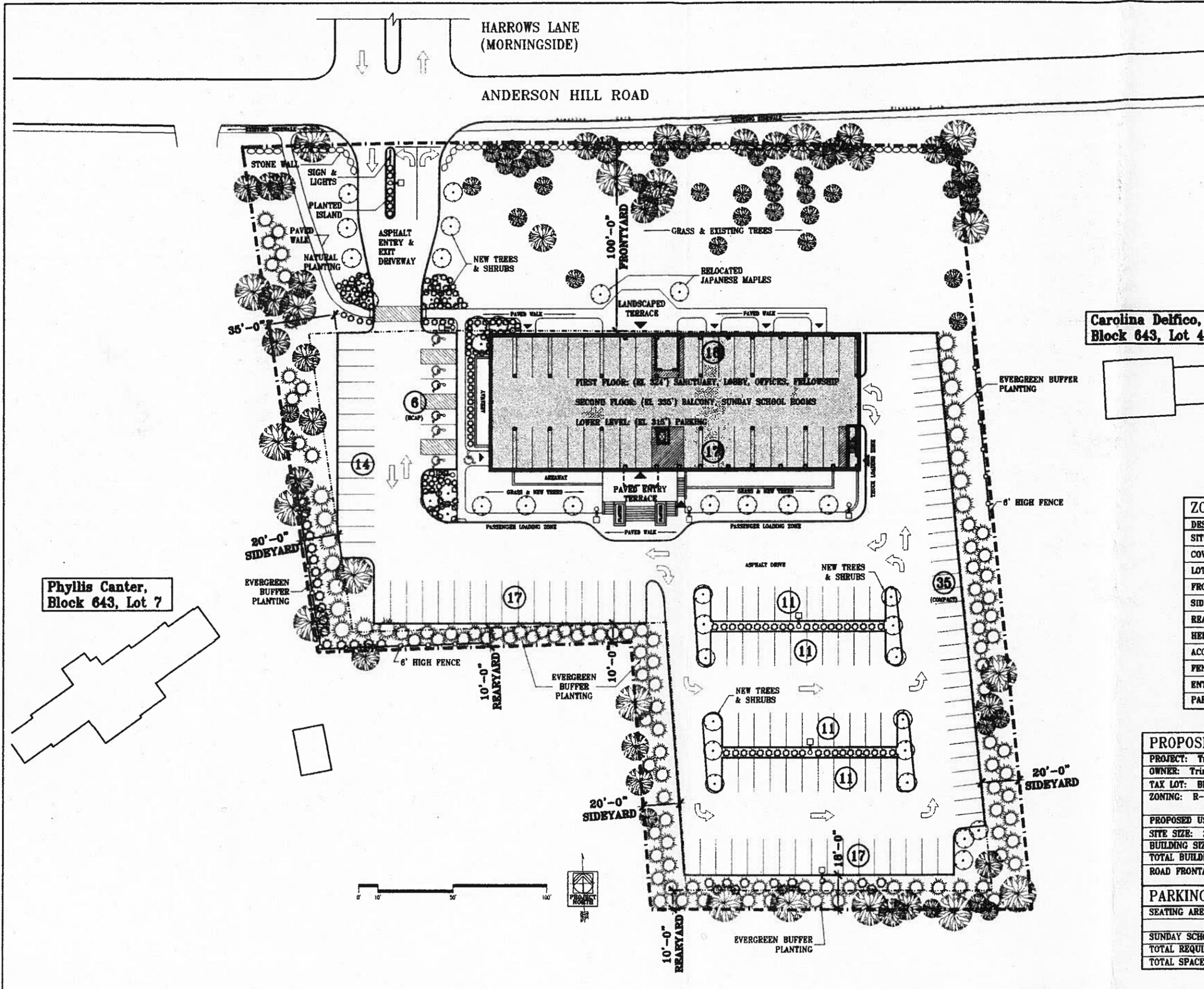
A-5

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Revisions:

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FIGURE NO. II.D-12



- NOTES:
1. FOR ROADWAY & PARKING, SEE S2
 2. FOR TOPO & GRADING, SEE S3
 3. FOR DRAINAGE & DETAILS, SEE S3
 4. FOR PLANTING, SEE S4
 5. FOR ZONING INFORMATION, SEE A3

LEGEND:

- PROPERTY LINE
- [Hatched Box] PROPOSED BUILDING
- BUILDING/PARKING SETBACK LINE
- [Vertical Lines] CURB & PARKING SPACES
- (17) PARKING COUNT
- [Wheelchair Symbol] HANDICAPPED PARKING SPACES & ACCESS
- [Square with Circle] POLE MOUNTED SITE LIGHTS & LIGHT SPREAD
- [Tree Symbol] EXISTING TREES
- [Circle with Dots] NEW DECIDUOUS TREES
- [Starburst Symbol] NEW EVERGREEN TREES & SHRUBS
- [Triangle with Circle] BUILDING ENTRY & WALL LIGHT
- [Dashed Line] NEW 6' HT WOOD FENCE
- [Circle with Dots] STONE WALL
- [Arrow] TRAFFIC FLOW

Carolina Delfico,
Block 643, Lot 45

Phyllis Canter,
Block 643, Lot 7

ZONING COMPLIANCE TABULATION

DESCRIPTION	REQUIRED	PROPOSED
SITE SIZE	1 ACRE MIN.	2.951 ACRES
COVERAGE	15%/19,282 SF MAX	14,066 SF
LOT WIDTH	100' - MIN.	382'
FRONT YARD	100' - MIN.	100'
SIDE YARD	20'/40'	40'/200'±
REAR YARD	50'	300'±
HEIGHT	2-1/2 STORIES/30'	2 STORIES/30'
ACCESSORY BLDG	15' HIGH	NONE
FENCE	4' HIGH/6'-6" HIGH	4'/6'-6"
ENTRY/EXIT DRIVE	15' SEP/25' COMB	15' SEPARATE
PARKING	153	168

PROPOSED SITE AND BUILDING INFORMATION:

PROJECT: Trinity Presbyterian Church
 OWNER: Trinity Presbyterian Church
 TAX LOT: Block 643 Lot 44
 ZONING: R-1 (Lot and adjacent properties, except R-2 on north side of Anderson Hill Road)
 PROPOSED USE: Worship
 SITE SIZE: 2.95 Acres
 BUILDING SIZE (FOOTPRINT): 14,400 SF
 TOTAL BUILDING AREA: 22,000 SF plus 14,220 SF Open Parking
 ROAD FRONTAGE: 382'

PARKING COMPLIANCE CALCULATION:

SEATING AREAS: Sanctuary 360 + Balcony 60 = 420 Total Seats
 420 Seats / 3 Seats per Space = 140 Spaces
 SUNDAY SCHOOL: 13 Rooms x 1 Teacher per Space = 13 Spaces
 TOTAL REQUIRED PARKING SPACES: 153 Spaces
 TOTAL SPACES PROPOSED: 133 Regular/35 Compact = 168 Spaces

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O'DEA LYNCH & ABBATTISTA
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 TEL: 914.833.1100 FAX: 914.833.1101

TRINITY PRESBYTERIAN CHURCH
 530 ANDERSON HILL RD., HARRISON, NY 10577

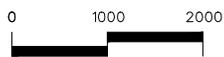
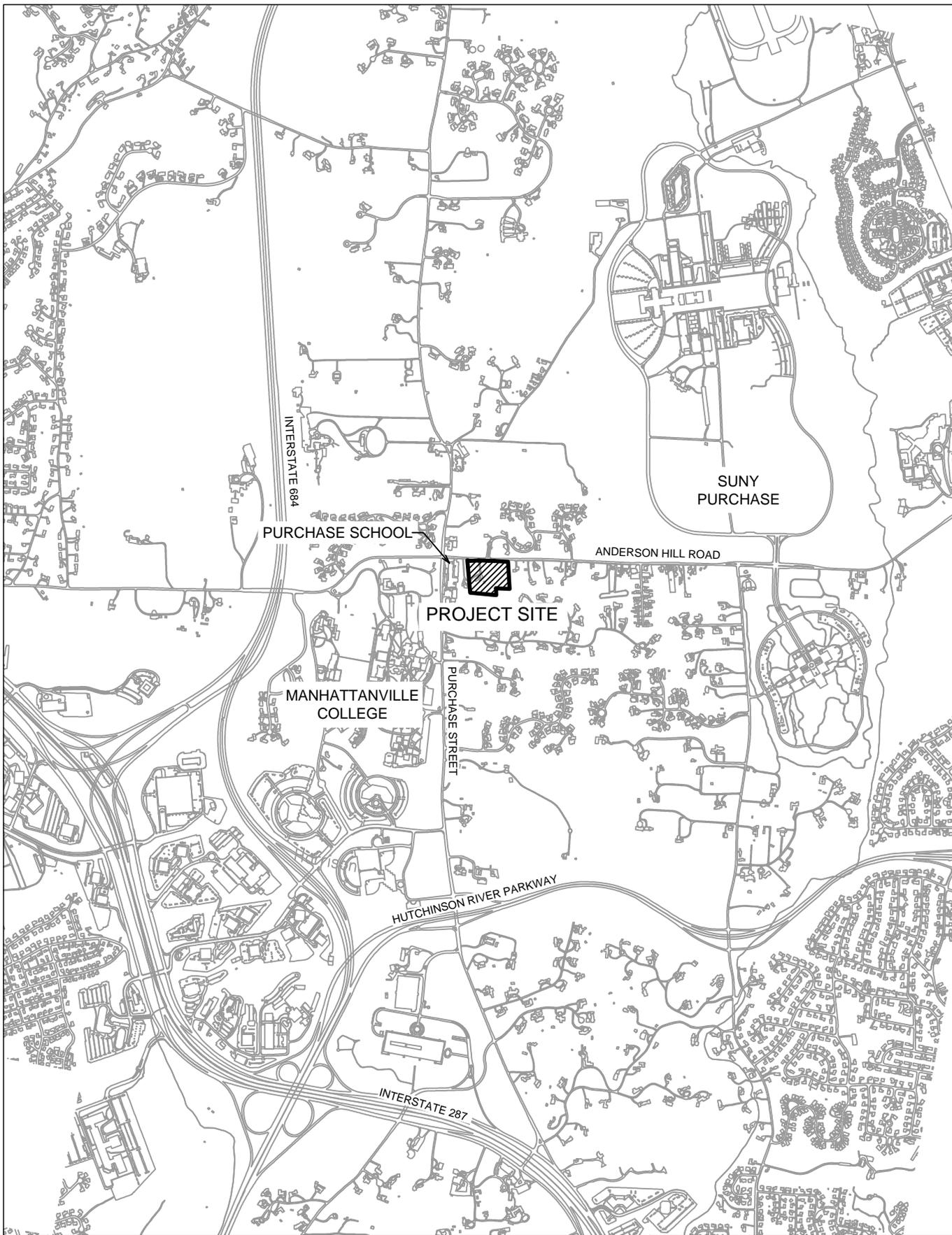
DATE	DESCRIPTION
11/14/03	PLANNING BOARD MEETING

GENERAL SITE PLAN

SCALE: 1" = 25'-0" DATE:

S-1

FIGURE NO. II.A-1

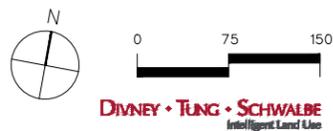
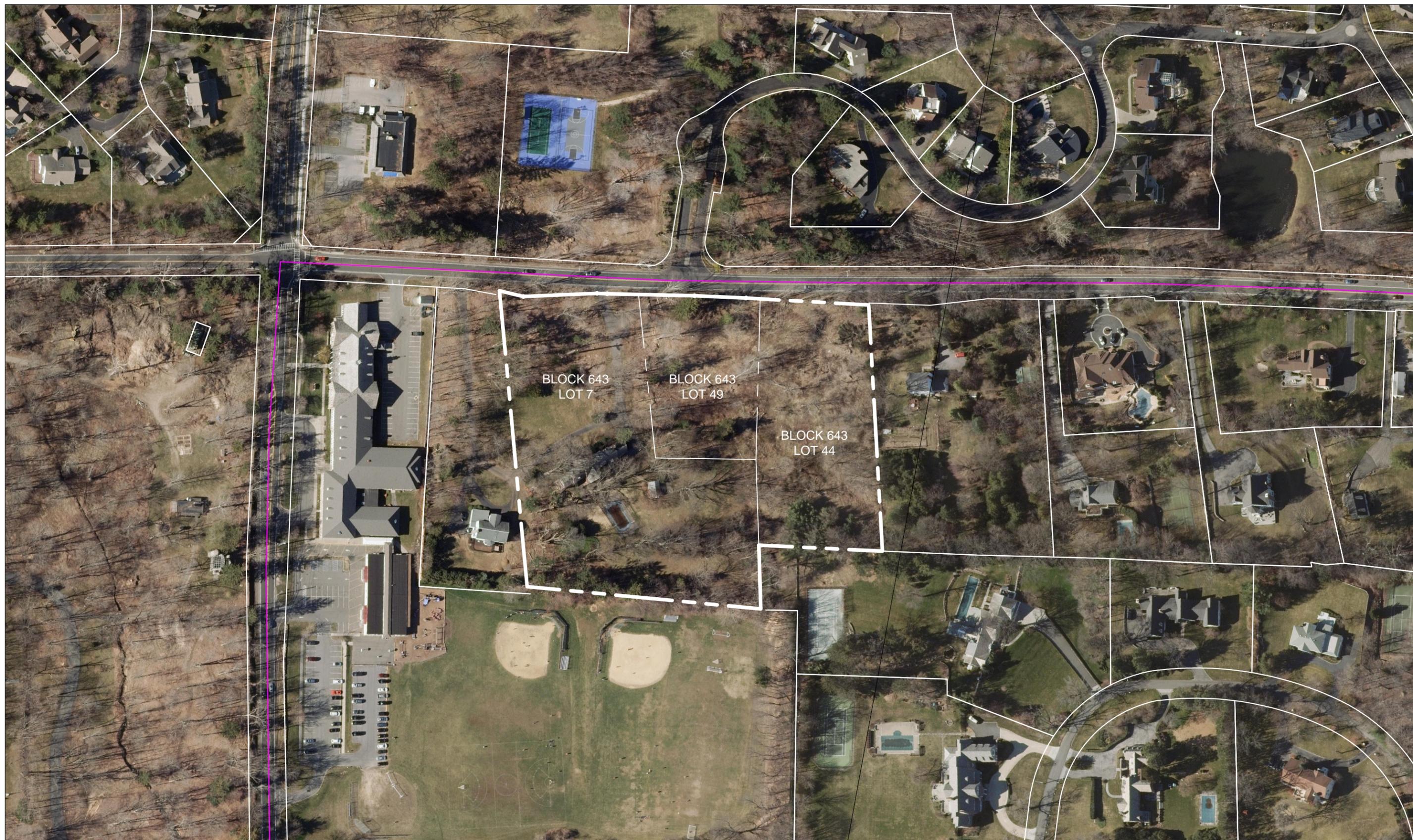


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Intelligent Land Use

LOCATION MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-1



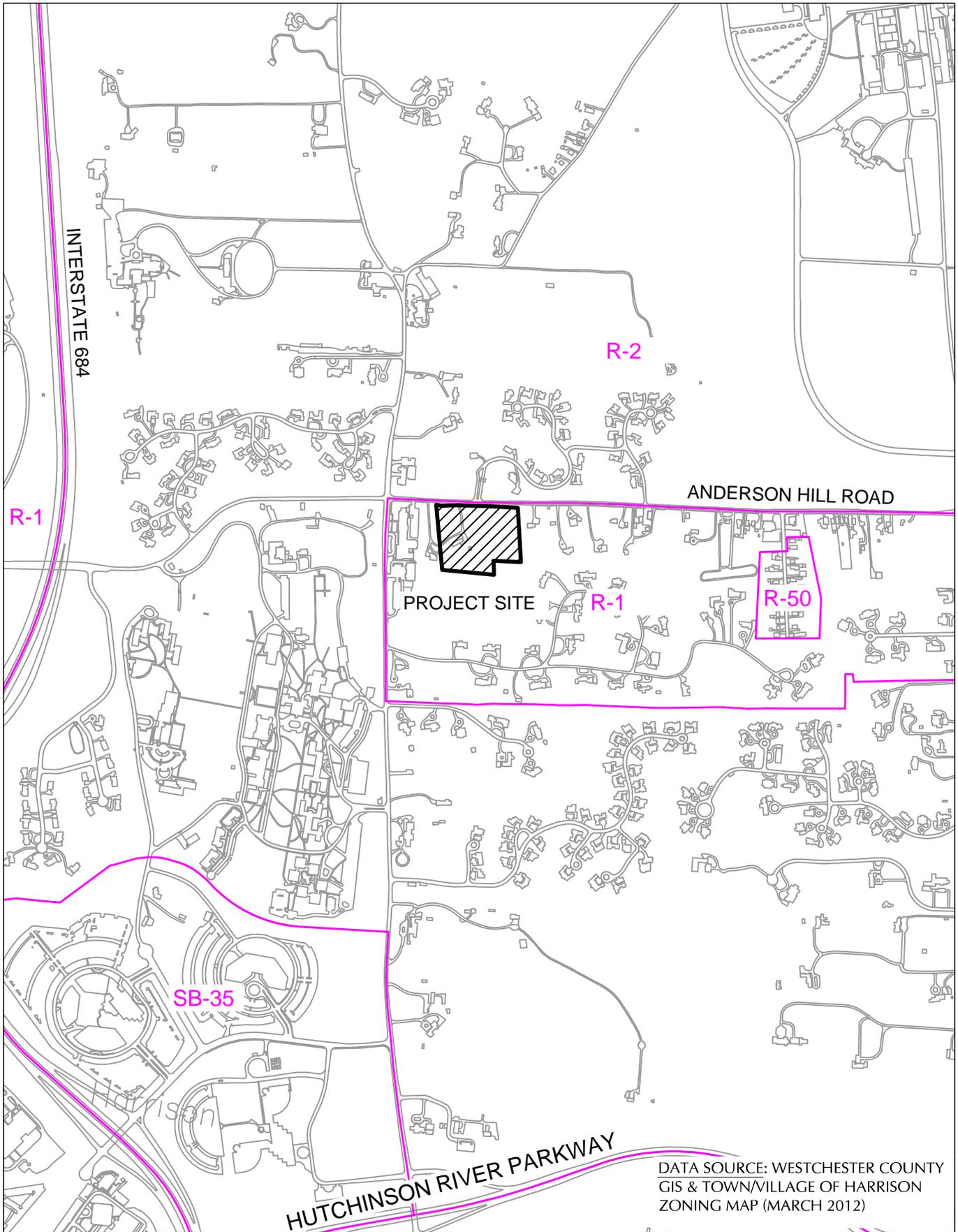
AERIAL PHOTO SOURCE: NEW YORK STATEWIDE DIGITAL ORTHOIMAGERY PROGRAM (APRIL 2013)

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Intelligent Land Use

AERIAL PHOTOGRAPH

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-2



DATA SOURCE: WESTCHESTER COUNTY
GIS & TOWN/VILLAGE OF HARRISON
ZONING MAP (MARCH 2012)

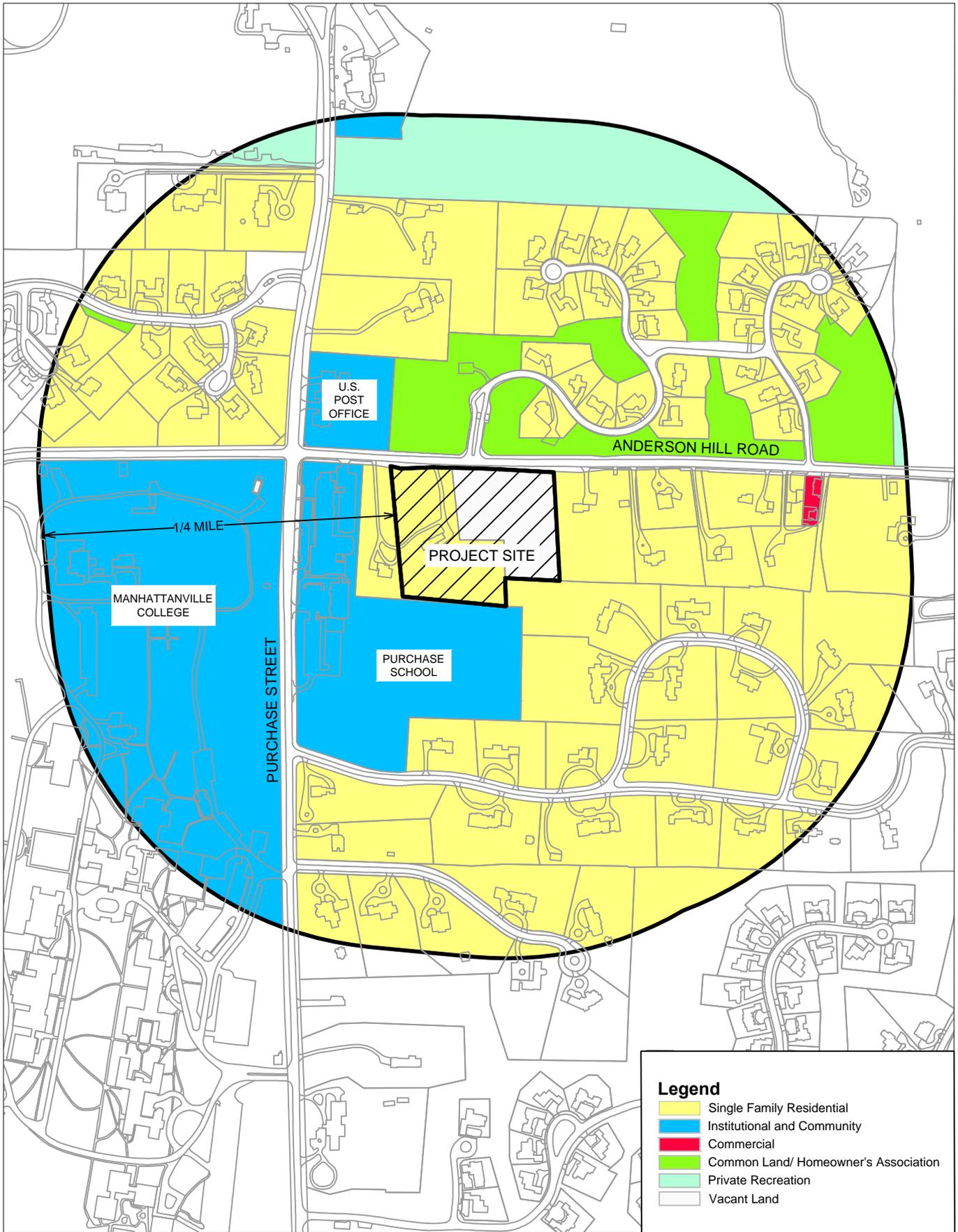


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AREA ZONING MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DEIS FIGURE NO. II.C-3

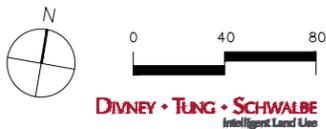
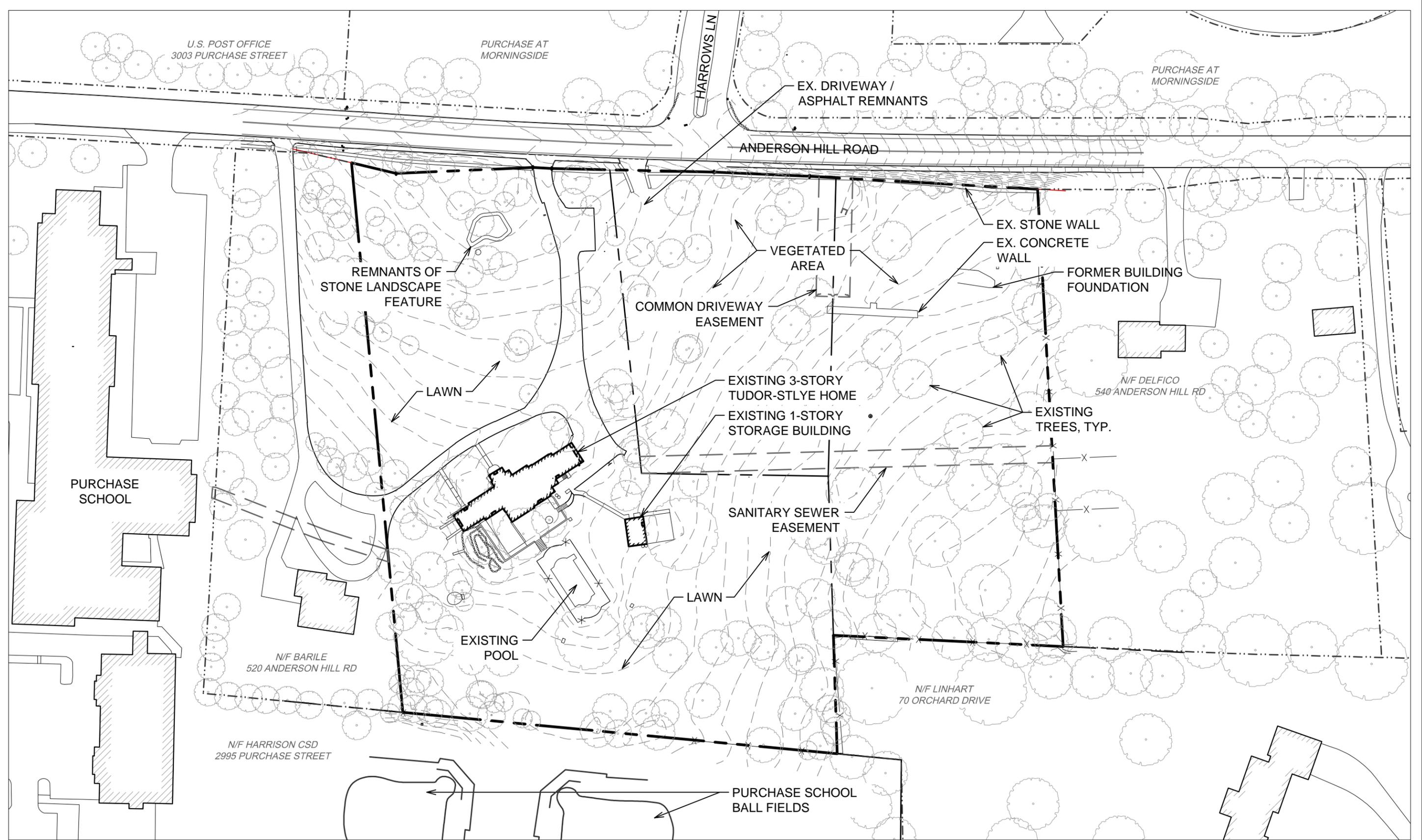


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AREA LAND USE MAP

TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

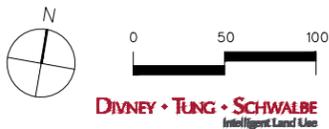
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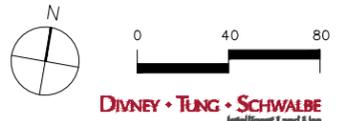
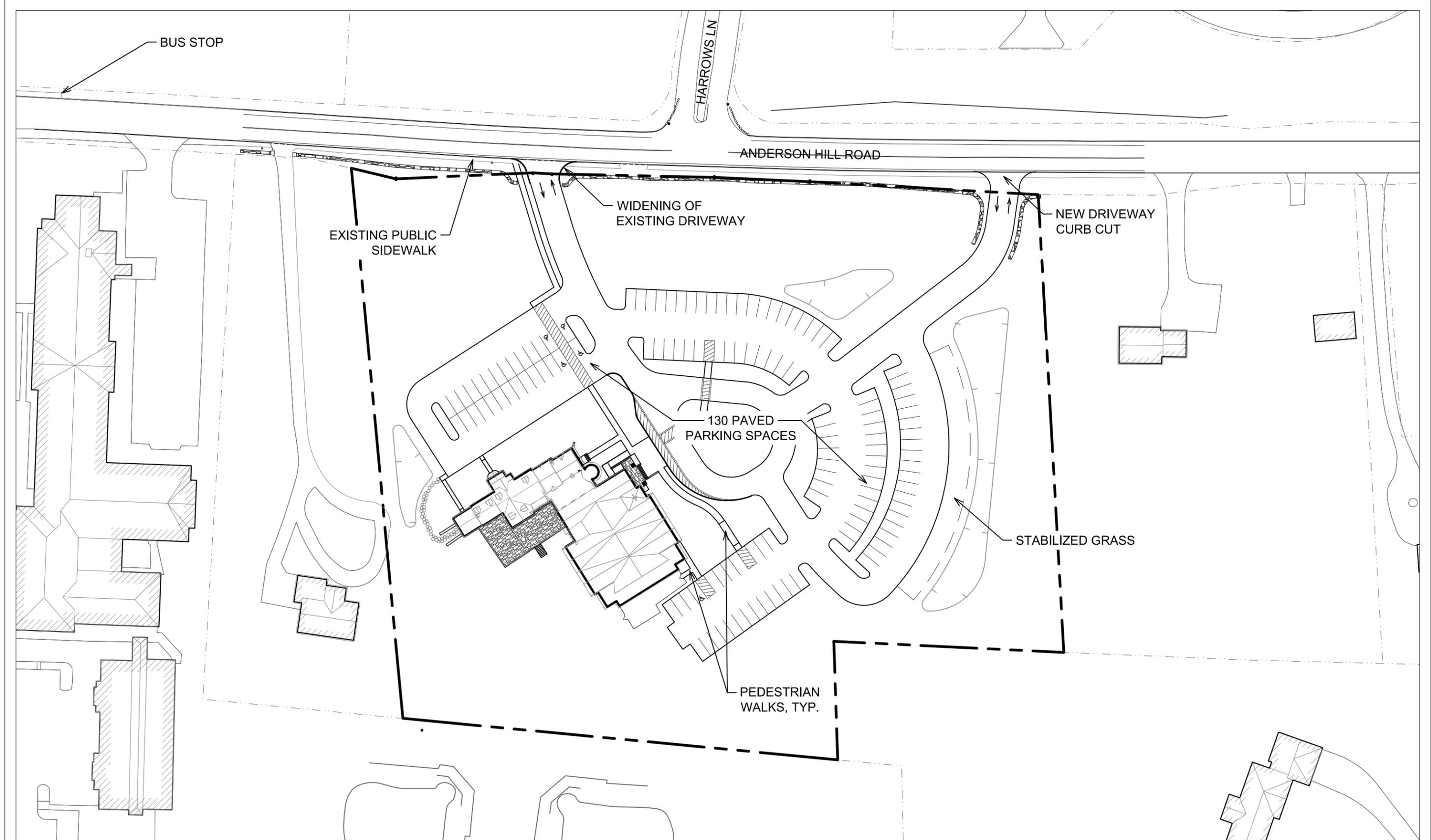
EXISTING CONDITIONS

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-1



ILLUSTRATIVE PLAN
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

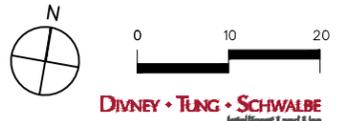
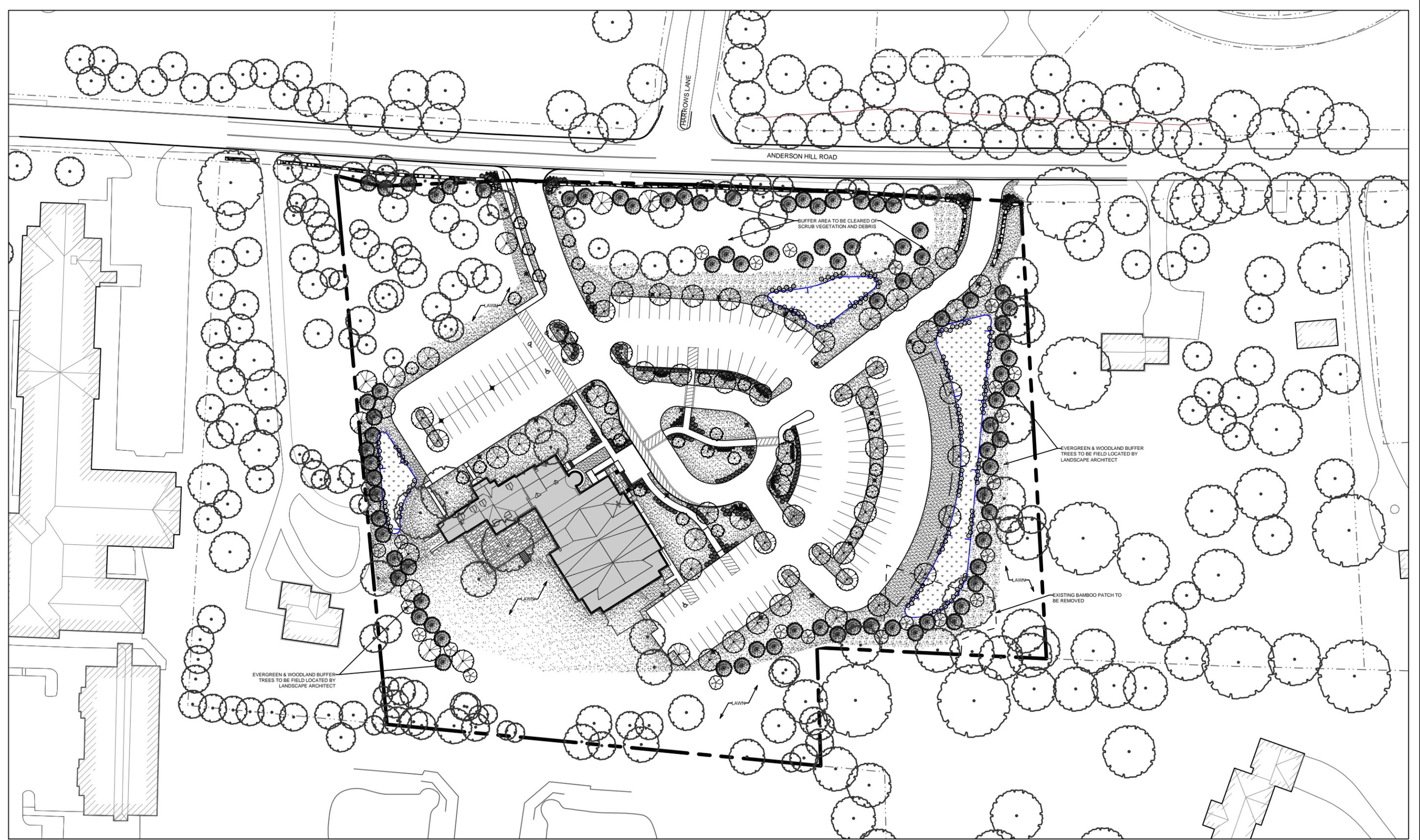


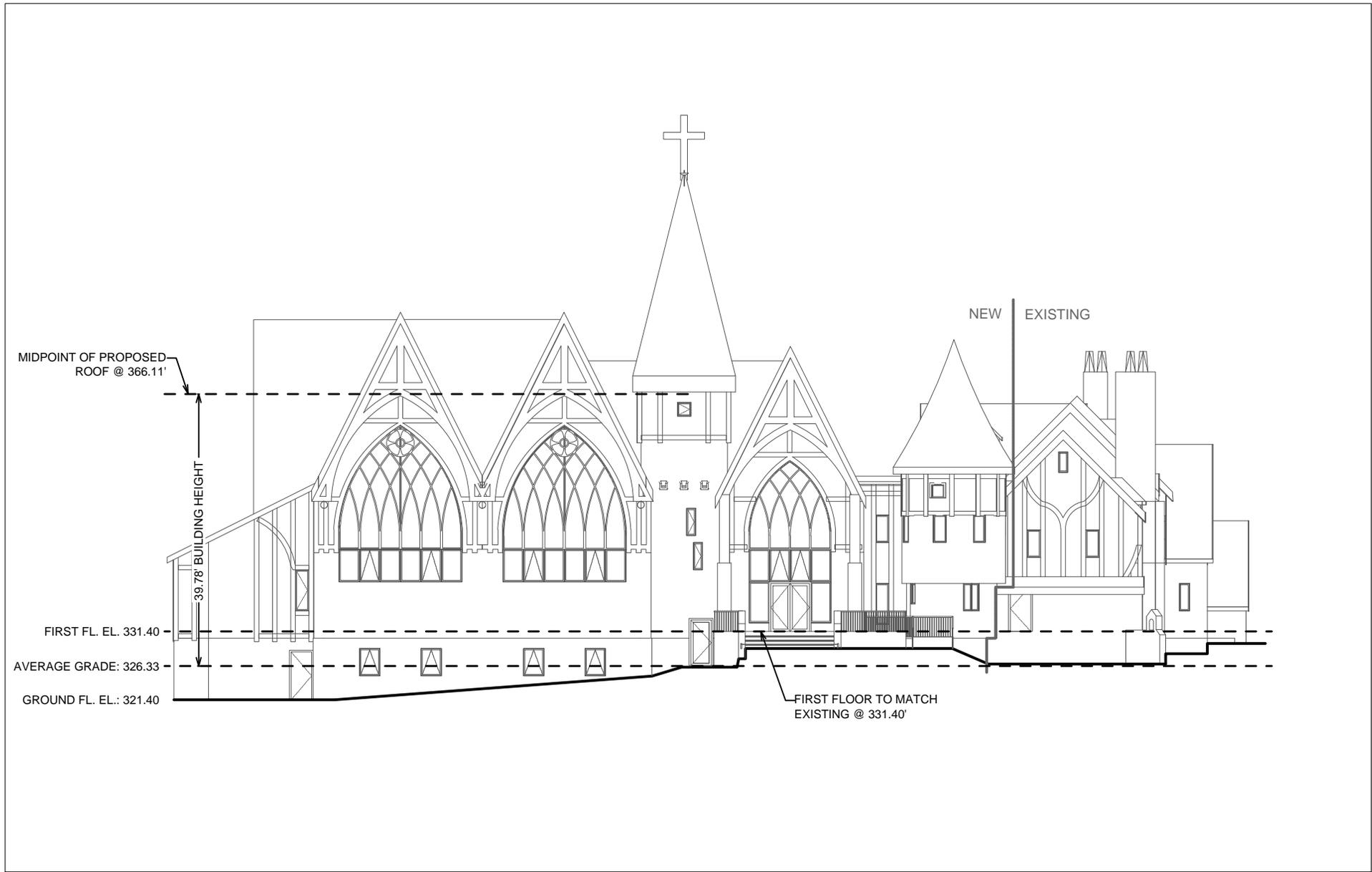
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PROPOSED PARKING, ACCESS & CIRCULATION SYSTEM

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-3





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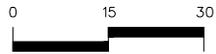
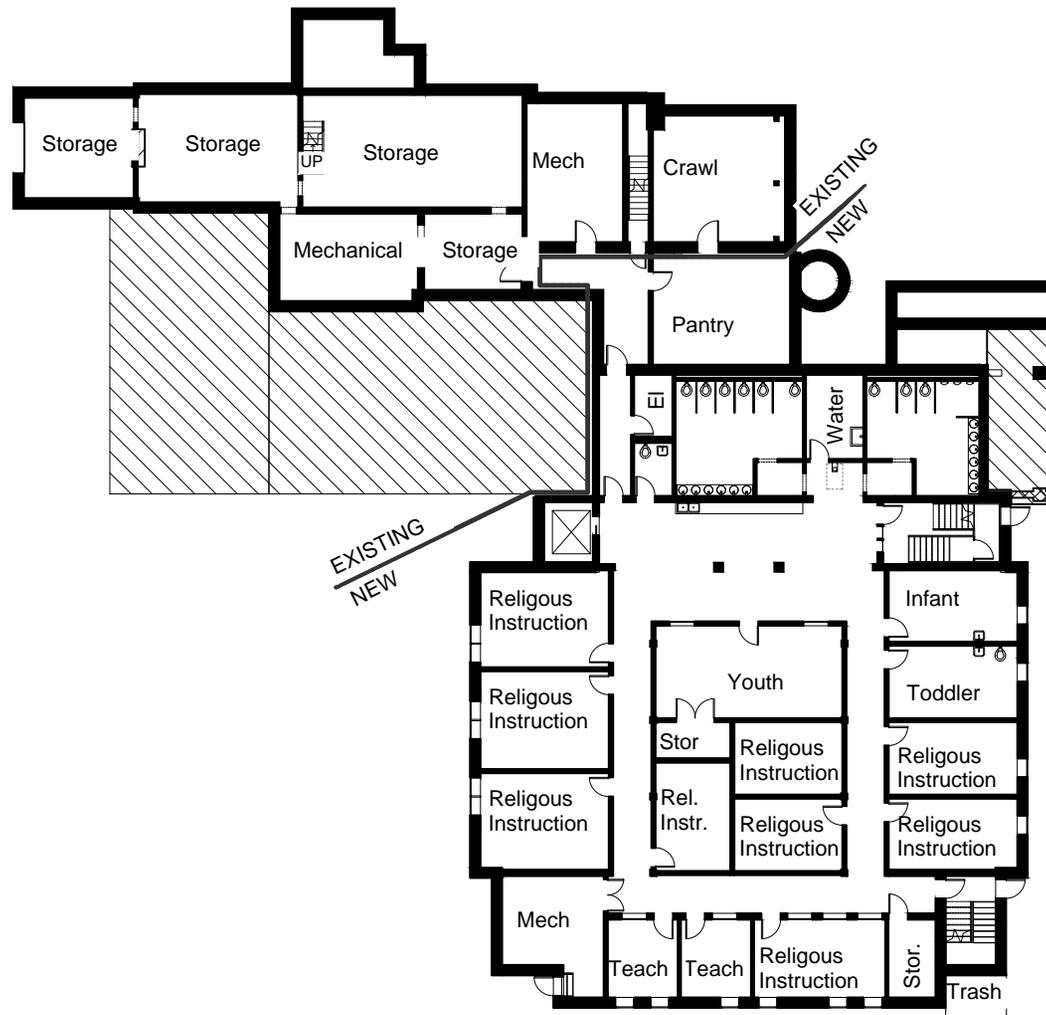


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PROPOSED BUILDING HEIGHT MEASUREMENT

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-6



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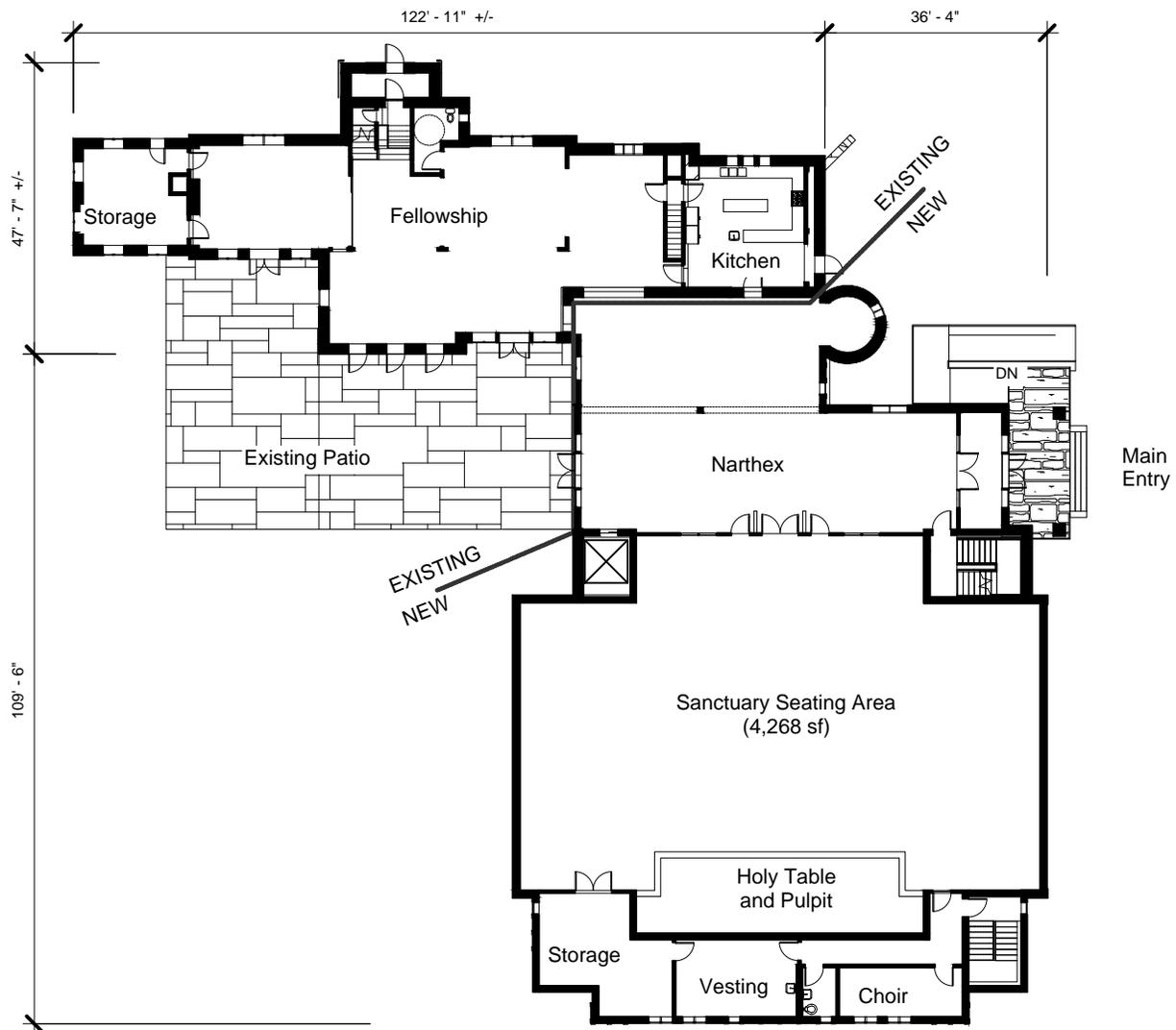


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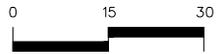
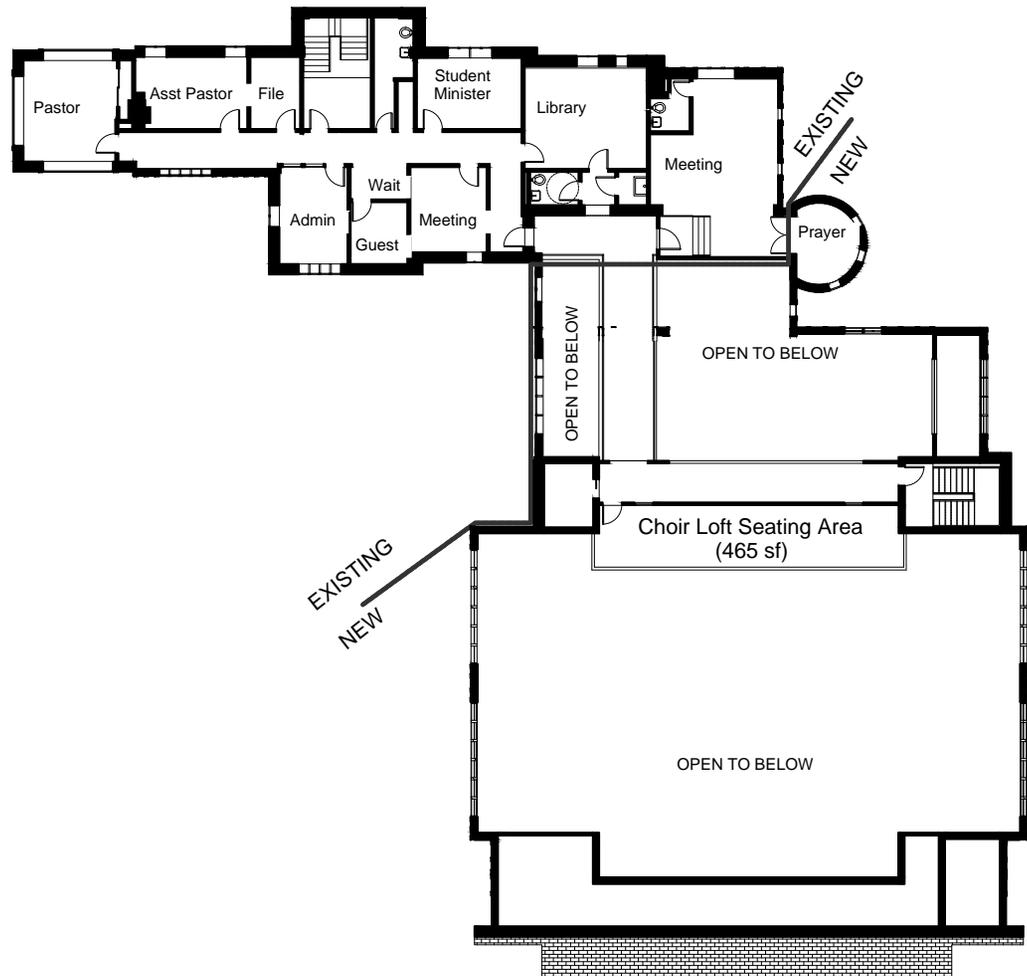
BUILDING FLOOR PLAN - GROUND FLOOR

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-7



BUILDING FLOOR PLAN - FIRST LEVEL



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BUILDING FLOOR PLAN - SECOND LEVEL

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-9



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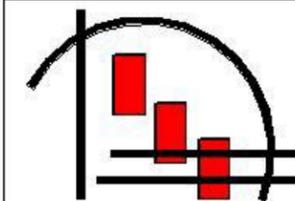


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BUILDING SECTION

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. II.D-10



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Elevations

Schematic Design REV

1" = 20'-0"

Author

New Church

**Trinity Presbyterian
Church**

**Anderson Hill Road
Purchase NY**

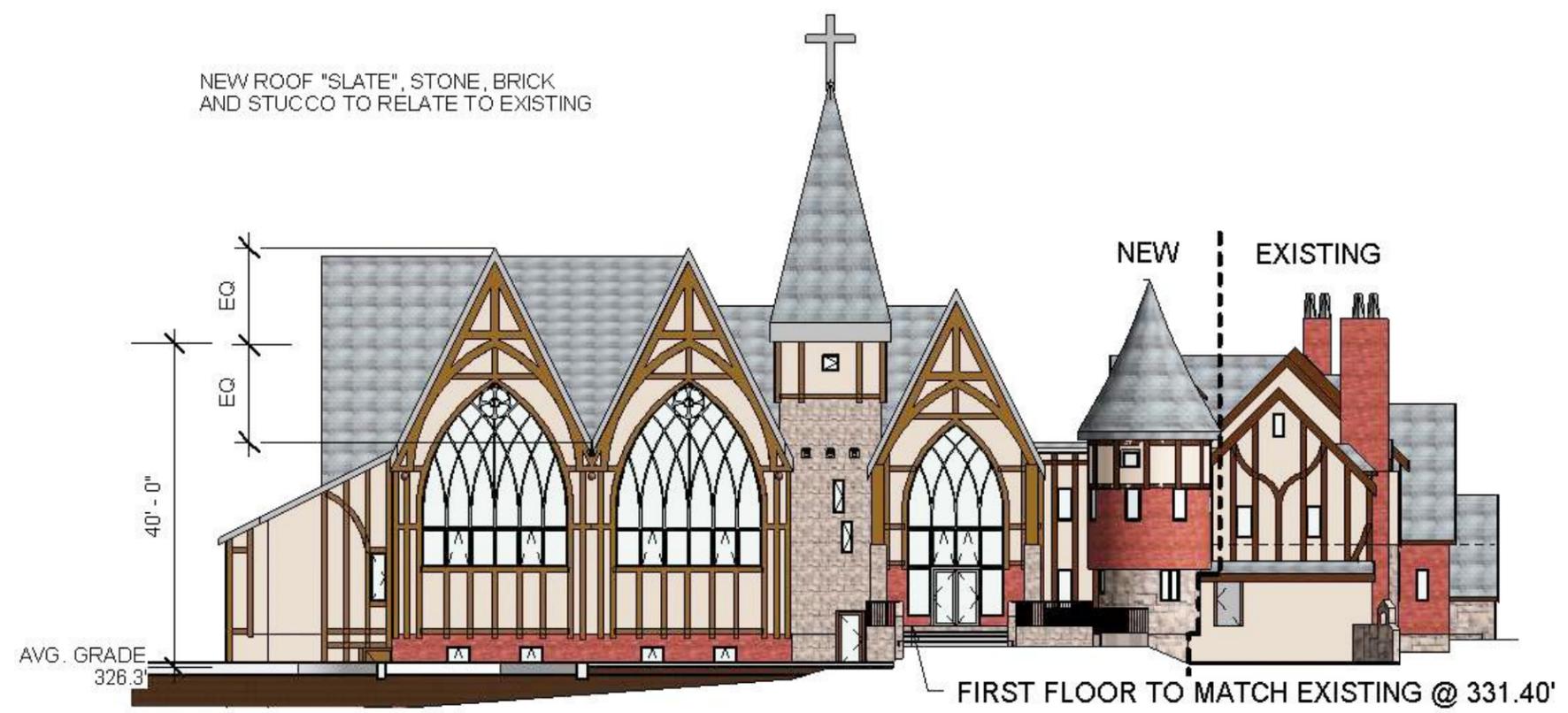
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NEW ROOF "SLATE", STONE, BRICK
AND STUCCO TO RELATE TO EXISTING

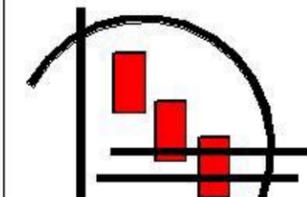
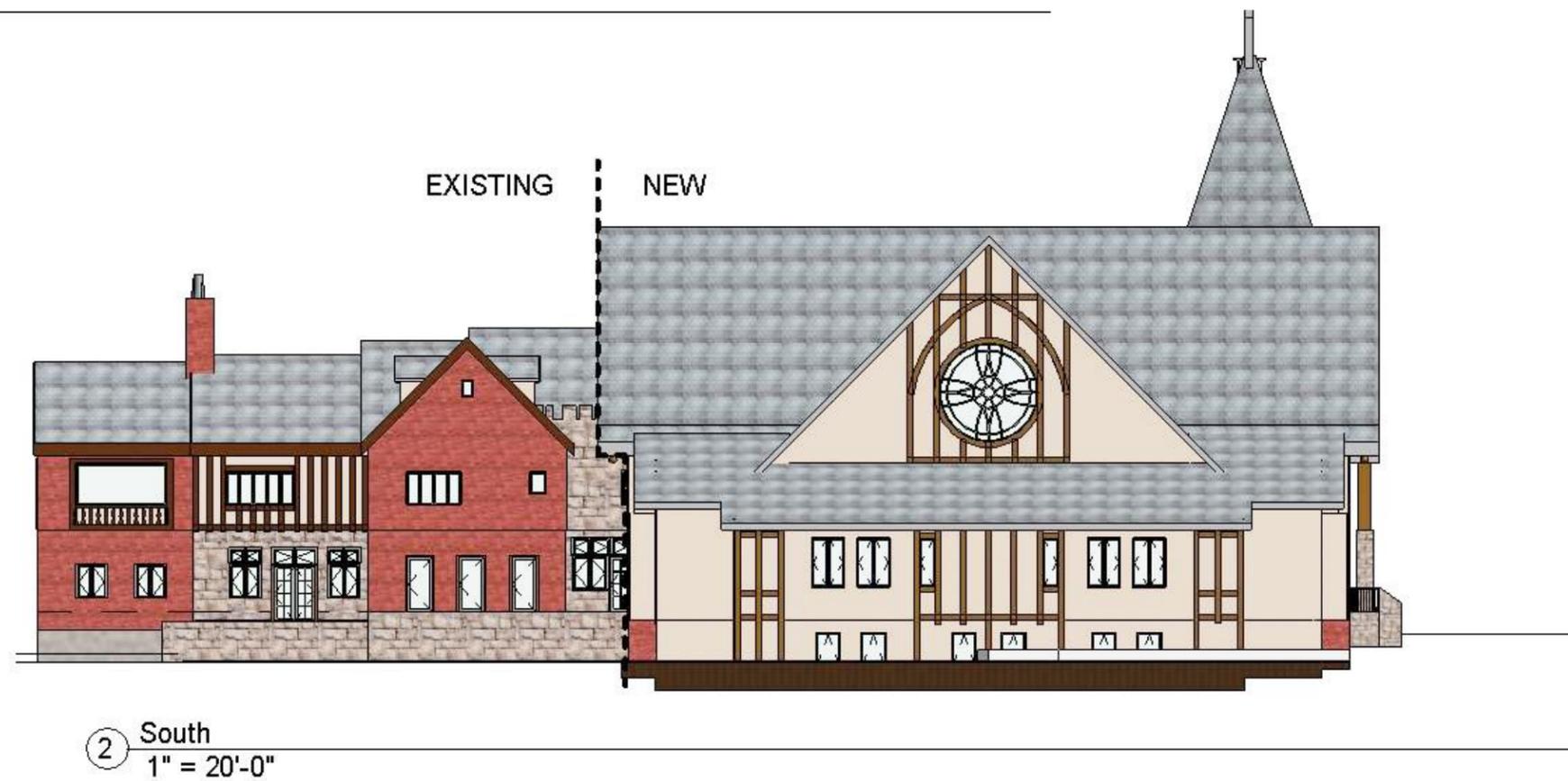


1 East
1" = 20'-0"



2 West
1" = 20'-0"

FIGURE NO. II.D-11



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Elevations

Schematic Design REV

1" = 20'-0"

Author

New Church

**Trinity Presbyterian
Church**

**Anderson Hill Road
Purchase NY**

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FIGURE NO. II.D-12

SECTION III • ENVIRONMENTAL ANALYSES

A. LAND USE AND ZONING

A. LAND USE AND ZONING

The Land Use and Zoning analysis presented in this section describes the current land uses in the area and provides an overview of the current zoning of the Site and the adjoining properties. The Potential Impacts section examines what, if any, impacts the Proposed Project would have on surrounding land uses, and the consistency of the Proposed Project with local and regional land use plans.

1. EXISTING CONDITIONS

a. Land Use and Zoning

The Project Site contains approximately 6.5 acres located on the southerly side of Anderson Hill Road, approximately 375 feet east of the intersection of Anderson Hill Road and Purchase Street (NYS Route 120) in the Town of Harrison, New York.

(1) Land Use

Existing land uses within one quarter mile of the Project site are located in the Purchase area within the Town of Harrison, and are generally characterized by single family residences, institutional and community uses. See Figure No. III.A-1, *Area Land Use Map*. The Project Site is bordered by single-family residential uses to the east, west and partially to the south, while the ball fields of Purchase Elementary School lie to its south. Common area land and the entrance drive of the Morningside Homeowner's Association are located to the north of the Project Site across Anderson Hill Road, with Morningside single-family residential uses situated to the northeast of the common area land. Around the intersection of Anderson Hill Road and Purchase Street, institutional and community uses include the Purchase Elementary School and Manhattanville College to the west of the Project Site, the Purchase Post Office to the northwest, and further north on Purchase Street, the Purchase Free Library and the Purchase Community House. Single-family residences with common land areas extend along Anderson Hill Road to the northwest and southeast and along Purchase Street to the north and south. A small commercial and retail use exists approximately 950 feet east of the Property Site, which has been used in the past as a restaurant. The Old Oaks Country Club is a private recreation use further to the north and east. Additional commercial and institutional uses such as PepsiCo, MasterCard, SUNY Purchase, restaurants and a deli are located within a mile of the Project Site.

(2) Zoning

The Project Site is located within the Town of Harrison's R-1 zoning district, which permits churches by special permit. The zoning within one-quarter mile of the Project Site is comprised of single-family residential districts. The Property Site is bordered by the R-1 district to the east, south and west. Areas north of Anderson Hill Road and west of Purchase Street are in the R-2 district.

SECTION III • ENVIRONMENTAL ANALYSES
A LAND USE AND ZONING

The R-1 zone is designated as a “One-Family Residential District” with a minimum area requirement of 1 acre. Permitted uses in this zone are as follows:

1. One-family detached dwellings;
2. Parks, playgrounds, or recreation areas operated by the Town of Harrison or a school district;
3. Public library, police station, Town Hall or municipal service buildings
4. Farms, excluding retail sales;
5. Animal Husbandry—minimum 25 acre lot size and maximum 1 head per acre.

The R-1 zone also permits Special Exception Uses requiring Special Permits subject to conformance to additional standards as follows:

1. Churches, synagogues or similar places of worship, parish houses or rectories;
2. Seminaries or convents;
3. Private recreation areas, nonprofit;
4. Public and private nonprofit schools, chartered by New York State Education Department;
5. Gatehouses;
6. Bus passenger shelters;
7. Cemeteries;
8. Hospitals, including auxiliary services and functions;
9. Nonprofit clubs, recreation;
10. Nursing homes;
11. Public utility structures or right-of-ways, excluding business offices and repair or storage of equipment;
12. Private stables.

Permitted accessory uses include the following: customary accessory uses or structures; home occupations; home professional offices; private off-street parking pursuant to Article VII; private parking garages pursuant to Article VII; private swimming pools pursuant to §235-28; signs pursuant to Article VIII.

2. FUTURE CONDITIONS WITHOUT THE PROJECT

Without the Proposed Action, the site would remain in its current condition as three tax lots, one of which is improved with an existing residence and two of which are currently undeveloped. Under current zoning the two vacant lots could be developed with single-family residences or one of the other permitted/special permit uses if the Proposed Project were not to be built. These two alternatives are further described in Section IV of this DEIS.

3. POTENTIAL IMPACTS

a. **Consistency with Westchester County, Regional and Local Land Use Plans**

Town of Harrison Comprehensive Plan – The Town of Harrison’s Comprehensive Plan was adopted in December 2013¹. It combines goals and visions to provide specific geographically-based concepts for areas within the town, as well as planning recommendations for the community. The Proposed Project is consistent with the Plan’s related concepts and recommendations for Purchase:

§1.2.5 Purchase Concept 1 – Harrison will preserve the existing low-density, open and rural character of Purchase and ensure any future development respects this character.

On Anderson Hill Road, the character is largely maintained by the Zoning Ordinance’s provisions for a minimum buffer setback of 100 feet along the roadway. The Project complies with this regulation, and includes a buffer setback of at least 100 feet. Additionally, the proposed structure will be located over 240 feet from Anderson Hill Road. The existing residential structure will be adaptively incorporated into the proposed church, with a sanctuary addition designed to be in keeping with architectural style of the residence. Existing vegetation within the buffer setback will be maintained and augmented. As discussed and illustrated in DEIS Section III.D, *Visual Resources*, the existing stone wall along the Anderson Hill Road frontage of the Project Site will also be maintained. In combination with existing and proposed landscaping on the Project Site, views of the Proposed Project from Anderson Hill Road would be further screened.

§1.2.5 Purchase Concept 2 – Harrison will endeavor to facilitate the correction of existing traffic conflicts and congested intersections, and minimize conflicts potentially generated by future developments

Consistent with the Comprehensive Plan’s Purchase Recommendations, (§6.4) the Proposed Project would maintain two curb cuts on Anderson Hill Road, including improving the existing western driveway, and relocating an existing eastern driveway. Although the Comprehensive Plan notes that “[t]raffic is a critical issue in Purchase, particularly along Anderson Hill Road and Purchase Street”² the Plan also states that, “[t]he Average Annual Daily Traffic (AADT) for both directions in 2010 between Westchester Avenue and Blind Brook was approximately 7,900. This figure indicates low to moderate traffic use on this roadway.”³ Furthermore, a Traffic Access and Impact Study has been prepared for the Proposed Project (see DEIS Appendix X.5), and the results of the analysis indicate that the traffic added to area

¹ Town/Village of Harrison. *Comprehensive Plan*. Adopted December 9, 2013. Prepared by BFJ Planning.

² Id. p.129.

³ Id. p.42.

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roads would result in an insignificant traffic impact to the overall operation of nearby intersections. As discussed in the traffic study and DEIS Section III.E., many of the proposed activities during weekdays occur outside the peak hours of the nearby roadway system.

§1.2.5 Purchase Concept 3 – *Harrison will encourage any development of former estates or on any undeveloped land to respect existing neighborhoods and add to the quality of life in the area.*

Although the Plan indicates that Purchase is mainly residential, it identifies a concentration of institutional and community services proximate to the intersection of Anderson Hill Road and Purchase Street which are noted as providing “a good community focus for Purchase.”⁴ Existing services in the nearby area include the library, fire station, post office, Purchase Community House, and Elementary School, all of which are permitted in the residential zone as special exception uses. As a place of worship, the Proposed Project is consistent with this pattern, and supports the Plan’s recommendations for future land uses in Harrison’s residential areas as described in §6.3a:

*It should be understood that [a residential area of low, moderate, or medium-high density] does not exclude uses that are typically embedded in residential areas, such as schools, places of worship, cemeteries, private foundations and occasional small, stand-alone businesses. These other uses are normally seen as compatible with dwellings in overwhelmingly residential areas, and even as necessary to the proper functioning of such areas.*⁵

Westchester 2025 – Westchester 2025 builds upon *Patterns for Westchester: the Land and the People*⁶ and is a web-based update of the County-wide comprehensive policies. Westchester 2025’s Context and Policies document⁷ was adopted in 2008 and amended in 2010 and presents a series of subjects which provide the basis for Westchester 2025’s policies and strategies. The context of Westchester 2025 is generally regional in nature. While *Patterns* and Westchester 2025 do not include specific recommendations for the Purchase area, the concepts in Harrison’s Comprehensive Plan are consistent with the County’s overall policies. As discussed above, the Proposed Project is consistent with the Town’s Comprehensive Plan. The Proposed Project would not be inconsistent with specific policies discussed in Westchester 2025.

⁴ Id. p.123.

⁵ Id. p.139.

⁶ *Patterns for Westchester, the Land and the People*. 1996. Westchester County Planning Board.

⁷ *Westchester 2025 Context for County and Municipal Planning in Westchester County and Policies to Guide County Planning*. 2008, amended 2010. Westchester County Planning Board.

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b. Conformance with the Town Zoning Ordinance

The following subsection describes the Proposed Project’s compliance with the Town’s Zoning Ordinance, which is also summarized in Table No. III.A-1, *Zoning Compliance Table*, located at the end of this section.

Permitted and Special Uses

Trinity Church, as a place of worship, would be a permitted Special Use in the R-1 zoning district. § 235-14E of the Harrison Zoning Ordinance provides in part that “The Planning Board shall not approve a special exception use unless it shall determine that, under the conditions and limitations to be imposed pursuant to § 235-16, General considerations, and § 235-17, Special conditions and safeguards for specific uses, and any other provision of law:

- (1) The use will not prevent or substantially impair either the reasonable and orderly use of the reasonable and orderly development of other properties in the neighborhood.
- (2) The disadvantages to the neighborhood from the location of such use at the property are outweighed by the advantage to be gained by either the neighborhood or the town by authorizing the special exception use permit.
- (3) The health, safety, welfare, comfort, convenience and order of the town will not be adversely affected by the authorized use.
- (4) Such use will be in harmony with and promote the general purposes and intent of this chapter stated in § 235-2.”

In the case of a place of worship, these criteria are to be applied in the context of State and Federal law providing for deference to religious uses.

The particular criteria which are to be examined – to determine whether the general goals of § 235-14E are met – are set forth in § 235-16. The proposed use is consistent with § 235-16 based on the following criteria:

1 – §235-16A. *The site is particularly suitable for the location of such use in the community.*

The Property is particularly suitable for the proposed use, as it is set among residential, institutional, and commercial uses and has direct access to and from a main thoroughfare. The existing residence on the Site will be adaptively reused as part of the proposed church, which will be set back 240 feet from Anderson Hill Road and screened by existing and proposed vegetation. Furthermore, the proposed church is consistent with the Town’s Comprehensive Plan which states that uses, such as places of worship, are seen as compatible in residential areas.

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2 – §235-16B. The plot area is sufficient, appropriate and adequate for the use and the reasonably anticipated operation and expansion thereof.

As the site plan submitted with this DEIS shows, the lot area is sufficient, appropriate and adequate for the proposed use as the building, parking, and drainage system can be accommodated while maintaining and enhancing the existing vegetated buffers at the perimeter of the Site. As previously noted, the 2003 application by the Applicant that was subsequently withdrawn was proposed on a 2.95-acre parcel, while the current plan is proposed on a larger 6.46-acre parcel. The plan is zoning compliant (other than the proposed 10-foot height variance which is necessary to accommodate a church sanctuary given the Site's change in grade, as described in Section III.A.3.c below).

3 – §235-16C. The characteristics of the proposed use are not such that its proposed location would be unsuitably near to a church, school, theater, recreational area, or other place of assembly.

The proposed use is a church. Therefore, this provision does not apply, as the proposed use is the exact type of use this provision of the ordinance seeks to protect. The Church is actually a highly compatible use with the adjacent school property.

4 – §235-16D. Access to facilities are adequate for the estimated traffic from public streets and sidewalks, so as to assure the public safety in relation to the general character of the neighborhood and other existing or permitted uses within it and to avoid traffic congestion and, further, that vehicular entrances and exits shall be clearly visible from the street and not be within seventy-five (75) feet of the intersection of street lines at a street intersection, except under unusual circumstances.

The use is a very light traffic generator during weekday and Saturday peak hours when surrounding roadways might be most busy. As is detailed in Section III.E, *Transportation*, of this DEIS, the traffic study indicates that the added traffic generated by the Proposed Project will not have a significant impact on the surrounding roadway network. The existing and proposed driveway entrances will be clearly visible from Anderson Hill Road and are located more than 75 feet from intersecting streets.

5 – §235-16E. All proposed curb cuts have been approved by the street or highway agency which has jurisdiction.

The Property has two existing curb cuts along Anderson Hill Road, which falls under the jurisdiction of Westchester County. The westernmost curb cut is proposed to be widened to become the main site entrance, while the second curb cut is proposed to be relocated to the northeast corner of the site. Both driveways will be subject to review and approval by Westchester County Department of Public Works.

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6 – §235-16F. *Adequate provisions have been made for emergency conditions.*

The property is located along Anderson Hill Road, an improved Westchester County roadway, and will be fully accessible by fire, police, and emergency personnel. The building will be sprinklered as required by law.

7 – §235-16G. *There are off-street parking and truck loading spaces, at least in the number required by the provisions of Article VII, but in any case an adequate number for the anticipated number of occupants, both employees and patrons or visitors, and, further, that the layout of the spaces and driveways is convenient and conducive to safe operation.*

119 off-street parking spaces are required for the proposed use pursuant to Article VII of the Zoning Ordinance. As stated, approximately 200 people, mostly families, currently attend Trinity Church worship service on Sundays, generally arriving in fewer than 80 cars, as discussed in DEIS Section III.E, *Transportation*. To be conservative, the Applicant proposes to provide 130 paved parking spaces, and to stabilize adjoining lawn areas to accommodate 10 additional cars as needed. One required loading space will be provided at the front of the Church, with deliveries anticipated to occur on weekdays when worship services are not being held. Refuse will be picked up from the ground level entrance at the southeast corner of the addition. Therefore, the off-street parking and loading facilities to be provided are anticipated to be adequate and appropriate.

8 – §235-16H. *Adequate buffer yards, landscaping, walls, fences and screening are provided where necessary to protect adjacent properties and land uses.*

The adjacent properties will be protected by existing and new landscaping along all sides of the property. The existing wooded area within the required 100-foot buffer along Anderson Hill Road will be infilled at the driveway to be removed and other open areas. Existing vegetation along the Property's side and rear boundaries will be augmented by new evergreen and deciduous trees and shrubs to provide screening for adjoining residences and the Purchase Elementary School. The full cut-off light fixtures installed along the walkways and in the parking areas should not be visible from offsite, but evergreen trees will be specifically placed to further screen their view as necessary. A visual analysis is included in DEIS Section III.D and a conceptual landscape plan, Drawing No. SP-3.0, is included with the full-size drawing set accompanying this DEIS.

9 – §235-16I. *Where necessary, special setback, yard, height and building area coverage requirements or easements, right-of-way, or restrictive covenants shall be established.*

The property is already subject to a special 100-foot buffer setback along its Anderson Hill Road property line pursuant to § 235-24.1 of the Harrison Zoning Ordinance which requires that such 100-foot buffer area be maintained in its natural state or landscaped. The proposal fully conforms to this special buffer setback restriction.

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10 – §235-16J. *Where appropriate, a public or semipublic plaza or recreational area or other public areas will be located on the property.*

A public or semipublic plaza or recreational area on the property would be inappropriate for the proposed use as a house of worship.

11 – §235-16K. *Adequate provisions will be made for the collection and disposal of stormwater runoff from the site and of sanitary sewage, refuse, or other waste, whether liquid, solid, gaseous, or of other character.*

The Blind Brook Sanitary Sewer District branch line runs through the Property and has adequate capacity for the proposed use. Additionally, a stormwater management system in compliance with the Town of Harrison and New York State requirements, including low-impact development measures such as rain gardens, grassed swales, and vegetated basins will be provided to treat runoff from the building and paved surfaces. Refuse and recyclables will be handled by the Town of Harrison or by a private carter, in accordance with Chapter 155 of the Town Code. No other wastes are anticipated from the Church's operations at the Property.

12 – §235-16L. *Existing municipal services and facilities are adequate to provide for the needs of the proposed use.*

Sanitary sewer, water, electric, telephone, and cable needs can be met by existing utilities that service the Property currently or are accessible nearby. Additional discussion on utilities is included in DEIS Section III.C.

13 – §235-16M. *The use will tend to generate or accumulate dirt or refuse or tend to create any type of environmental pollution, including vibration, noise, light, electrical discharges, odors, smoke, or irritants, particularly where it is discernable on adjacent properties or boundary streets.*

Following the completion of construction of the church, the proposed use will not generate dirt, noise, electrical discharges, odors, smoke or irritants. As described in DEIS Section III.D, *Visual Resources*, and illustrated on Drawing No. SP-4.0, Conceptual Lighting Plan, accompanying this DEIS, the adjacent properties likewise will not be affected by the proposed lighting due to the screening to be installed and full cutoff nature of the lighting fixtures. The proposed up-lighting of the Church's front façade and steeple would be designed and sufficiently shielded to avoid casting glare.

14 – §235-16N. *The construction, installation, or operation of the proposed use is such that there is a need for regulating the hours, days, or similar aspects of its activity.*

The proposed religious use of the property is not one for which regulation of hours of operation is appropriate or necessary. As is the case with other religious institutions in the Town, the activities conducted at the property, such as weekly Sunday services, Sunday school, occasional small group meetings, funerals, and weddings, occur periodically during the week.

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15 – §235-16O. *The proposed use recognizes and provides for the further special conditions and safeguards required for particular uses in § 235-17, if any.*

The religious use proposed is not subject to special conditions and safeguards provided in § 235-17.

Dimensional Regulations – R-1 District

- Lot Area

- o 1 Acre minimum

As previously stated, the Project Site consists of three tax lots which, when combined, total 6.46 acres.⁸

- Building Coverage

- o 15% Maximum total coverage limit by all buildings

The allowed maximum site coverage is approximately 42,000 square feet (6.46 X 0.15 = .969 acres = 42,209 square feet). The existing buildings on the Project Site cover approximately 1.2% of the total lot area with 3,475 square feet. The proposed building coverage is approximately 12,500 square feet, or 4.4%.

- Lot Width

- o 100 Feet minimum width
- o Lot width is defined (§ 235-4) as the “dimension measured from side lot line to side lot line along a line parallel to the street line at the required minimum front yard depth. The minimum required lot width shall be maintained from the minimum front yard setback for a distance of not less than 35 feet toward the rear lot line.”

The Project Site’s lot width is approximately 600 feet, which is maintained along the Site’s frontage from the minimum front yard setback for a distance of over 360 feet toward the rear lot line.

- Required Yards and Setbacks

- o 40 feet minimum required yard from the front of the Site
- o 20 feet minimum required yard from each side of the Site
- o 50 feet minimum yard required from the rear of the Site
- o 100 feet minimum buffer setback along Anderson Hill Road
- o Yards are defined as the space on a lot that is situated between the nearest roofed portion of the building and the respective lot lines, from which they are measured perpendicularly.

The Proposed Project complies with the buffer requirement along Anderson Hill Road and includes yards that exceed the minimum requirements on each side. The

⁸ The Proposed Project would involve a lot merger of the three tax parcels that comprise the Project Site. At the appropriate time, the lot merger would be implemented by the Town’s Tax Assessor.

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proposed front yard is 240 feet, the smaller of the two side yards is 60 feet (existing residential structure) with a total for both side yards of 390 feet, and the rear yard is 110 feet.

- Building Height
 - o 2½ stories, 30 feet maximum
 - o For buildings more than 10 feet from the street line at the front of their lot, height is defined in § 235-4 as “the vertical distance measured in feet or stories from the average finished grades measured along a line offset 10 feet from the periphery of the building or structure to the top of a flat roof or of a mansard roof or the average height of a pitched roof.”

The existing residence has a zoning height of approximately 30.5 feet⁹, and in the Applicant’s opinion is a pre-existing nonconforming condition as to building height. The floor levels of the proposed sanctuary addition have been designed to correspond to the corresponding floors of the existing structure.¹⁰ The eaves of the sanctuary roof will also be aligned with the eaves of the existing residence, while the new roof’s pitch will be steeper to create a taller interior volume and provide an open, uplifting feeling for worship and a sense of ascendancy to God. The midpoint of the roof of the sanctuary addition is proposed to be at Elev. 366.11, approximately 7.6 feet higher than that of the existing house. As the site slopes to the south along the sanctuary addition, the elevation of the average grade 10 feet from the periphery of the proposed church will be approximately Elev. 326.33. As the church would have a zoning height of approximately 39.8 feet ($366.11 - 326.33 = 39.78$; see Figure No. II.D-6, *Proposed Building Height Measurement*), a 10-foot height variance would be sought from the Zoning Board of Appeals as described in Section III.A.3.c below. The proposed building would be a 2-story structure and would comply with the number of stories provision of 2½ stories. The sanctuary would include a first level primarily open to the ceiling above with a small choir loft at the second level. The lowest level would meet the criteria for a “Cellar”, and per the Zoning Ordinance it would not be counted as a story in determining permissible building height.¹¹

⁹ Based on an average grade of Elev. 328.30 ten feet from the building and a midpoint of the pitched roof at approximately Elev. 358.81 ($358.81 - 328.30 = 30.51$).

¹⁰ The lower level of the sanctuary will match the cellar level of the existing house. The wall area between the floor and ceiling of the ground level (or clear height) that would be below the finished grade for the combined existing residence and sanctuary addition is approximately 53% of the wall area of the lower level. The lower level would therefore fit the criteria for a “Cellar,” which is a “[s]tory of a building partly underground and having 1/2 or more of its clear height below finished grade”. Per the Zoning Ordinance’s definition of “Story”, a “cellar shall not be counted as a “story” in determining permissible building height.”

¹¹ Per the Zoning Ordinance, a “Story” is defined as “[t]hat portion of a building included between the surface of any floor and the surface of the floor next above it. If there is no floor above it, then it shall be the space between the floor and ceiling next above it. A cellar shall not be counted as a “story” in determining permissible building height.”

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The Project would also include an approximately 70-foot steeple (measured from the ground adjacent) proposed as part of the sanctuary building addition. Per §235-23 the height of features such as a spire, belfry, cupola or dome of a church, synagogue or similar place of worship, are not restricted by the Zoning Ordinance.

Parking and Loading Requirements

- Off-Street Parking Space Requirements for Non-Residential Uses
 - o 1 per 3 permanent seats or 1 per each 40 square feet of seating area where fixed seating is not provided

The Proposed Project would require a minimum of 119 parking spaces per the Zoning Ordinance (Sanctuary + choir loft seating areas = 4,268 + 465 = 4,733 square feet / 40 square feet/ space = 119 spaces). The project proposes 130 spaces with stabilized lawn areas to accommodate 10 additional cars when overflow parking may be necessary.

- Additional Parking and Loading Requirements
 - o 15 square feet of landscaped islands are required per parking space
 - o 1 loading space required for buildings 20,000 to 29,000 square feet
 - o Minimum driveway width of 25 feet for 2-way access

The Proposed Project will comply with such regulations as described in the Zoning Ordinance.

c. Required Variances

The proposed building is zoning compliant with the exception of the proposed height as calculated pursuant to § 235-4, *Height of Building or Structure* and 235-23(A)-(B) of the Harrison Zoning Ordinance. The maximum permitted height in the R-1 zoning district is 30 feet. Based on the average finished grades around the proposed sanctuary addition, the calculated building height would be approximately 40 feet in height, requiring an area variance to be granted by the Zoning Board of Appeals.

Regarding area variances, § 235-61C of the Harrison Zoning Ordinance provides in part that: “In making its determination, the Zoning Board of Appeals shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety, and welfare of the neighborhood or community by such grant. In making such determination, the Board shall also consider: whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance; whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance; whether the requested area variance is substantial; whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and whether the alleged difficulty was self-created,

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which consideration shall be relevant to the decision of the Board of Appeals, but shall not necessarily preclude the granting of the area variance.”

The purpose of the requested variance is to facilitate the construction of the proposed sanctuary addition, whose floor levels and roof eaves have been designed to align with the corresponding floors and roof eaves of the existing structure, but whose roof pitch will be steeper to create a taller interior volume and provide an open, uplifting feeling for worship and a sense of ascendancy to God. The roof of the sanctuary addition is proposed to have a midpoint of approximately Elev. 366.11. The sloping grade on the southern side of the existing residence provides an opportunity for the addition’s lower level to have windows and a walk-out door at grade, and lowers the calculated average grade used to measure permitted building height to Elev. 326.33. The zoning height of the proposed church would be approximately 40 feet ($366.11 - 326.33 = 39.78$), and a height variance will be sought from the Zoning Board of Appeals.

The proposed sanctuary addition is situated at a distance of over 100 feet from the nearest property boundary, adjacent to the Purchase Elementary School playing fields, which limits potential adverse visual impacts on neighboring residential properties. As detailed in DEIS Section III.D, *Visual Resources* and illustrated by the visual simulations presented in that section, the potential views of the southern façade of the proposed sanctuary addition are not visible from Anderson Hill Road. In addition, existing vegetation and new landscape screening would further limit views of the proposed structure. Based on the foregoing circumstances, it is the Applicant’s opinion that the granting of the variance would not result in significant adverse impact on the health, safety or welfare of the surrounding neighborhood or community.

4. POTENTIAL MITIGATION MEASURES

As identified in previous sub-sections, the proposed improvements to the Project Site remain compatible with the adjacent residential, institutional, and community uses. The Proposed Project has been designed to avoid impacts on surrounding uses in the following manner:

- The proposed Church, as a place of worship, is consistent with the land use pattern in the site vicinity, and supports the recommendations of Town’s Comprehensive Plan for land uses in Harrison’s residential areas;
- The Proposed Project is consistent with the Town’s Zoning Ordinance in terms of requirements for the proposed use in the R-1 zoning district, with the exception of a zoning variance regarding the maximum permitted height;
- An increase of 10 feet in the permitted building height, through a variance, would be, in the Applicant’s opinion, barely, if at all, perceptible from public vantage points due to the proposed Church’s location on the site, architectural style and incorporation of the existing house, and perimeter landscaped buffers;

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- The perimeter buffer area's mature trees adjacent to surrounding land uses would be preserved with supplemental landscaping proposed throughout the Project Site;
- The number of curb cuts on Anderson Hill Road (two) would be maintained, though one would be moved and both would be widened to improve traffic visibility and safety.
- The existing residential structure will be retained and adaptively incorporated into the proposed church, with a sanctuary addition designed to be in keeping with architectural style of the residence. The addition would feature an architectural style and treatment to complement the existing Tudor-style residence through the use of a combination of stucco, brick and stone veneer. Additionally, the adaptive reuse of the existing residence will reduce the amount of construction waste and minimize consumption of new materials.
- Stabilized lawn areas would be used to accommodate additional cars when overflow parking may be necessary, while allowing rainwater to naturally penetrate the ground and reducing potential heat island effect associated with additional paved parking areas.

a. *Preservation of Vegetation and Buffer Areas*

The Proposed Project maintains vegetation and buffer areas at the perimeter of the Site adjacent to residential, institutional, and community land uses that will help to mitigate impacts due to land disturbance and construction noise as well as visual impacts. Much of this preserved buffer area includes landscape features which will intervene between the Church and the surrounding uses. The buffer areas, including the 100-foot buffer along Anderson Hill Road contain generally second-growth trees including black cherry, Norway maple, Norway Spruce, Tree of Heaven and black locust. The buffer exhibits a scrubby successional edge ecosystem. Numerous vines, such as Oriental bittersweet, poison ivy, Japanese wisteria, and bamboo are smothering the canopy and sub-canopy vegetation. Given the type of species within the buffer and the extent of invasive and native vines, the ecosystem is not particularly robust. Management in terms of vine removal and removal of invasive species would enhance the buffer as an edge ecosystem. Other than the driveway access, the vegetation screens the viewshed to the site interior of the Site from Anderson Hill Road. Selective maintenance and pruning would be conducted within the buffer to enhance the overall ecological and aesthetic functions of the buffer areas. The vegetative buffer along the perimeter of the Project Site would be augmented with additional landscaping to enhance the screening from within and from outside of the Project Site.

b. *Proposed Site Landscaping and Lighting Improvements*

A comprehensive landscaping and lighting plan for the Project Site is proposed, and a complete description of these improvements is provided in DEIS Section II, *Description of Proposed Action*, of this DEIS. The vegetative landscaped buffer along the perimeter of the Project Site would be augmented to enhance the screening from

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within and from outside of the Site. The proposed landscape plan would include predominantly native tree and shrub species that are non-invasive, and has been designed to preserve and maintain the overall existing character of the Site while providing aesthetic and ecological enhancement in the areas of new development and within existing buffers. The scale and spacing of the proposed landscape plan is consistent with the character of the surrounding area.

The proposed lighting has been designed to uniformly direct lighting onto on-site improvements and to prevent off-site light trespass. The proposed lighting would not exceed 0 footcandles across any property boundary with the exception of an area around the west driveway, where off-site lighting currently exists on the northern side of Anderson Hill Road approximately 30 feet from the nearest proposed fixture. The proposed fixture would cast light only onto Anderson Hill Road at levels from 0.1 to 0.9 footcandles, with an average of 0.3 footcandles in the off-site area. The landscape and lighting improvements are further illustrated in full-size Drawing Nos. SP-3.0 and SP-4.0 which accompanies this DEIS.

TABLE NO. III.A-1

TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

ZONING COMPLIANCE TABLE

CODE SECTION ⁽¹⁾	R-1 DISTRICT	REQUIRED/ PERMITTED	PROPOSED
ARTICLE III - RESIDENCE DISTRICTS			
235-9A	Table of Use Regulations (235 Attachment 1)		
	<i>Community Facilities, Residential</i>		
	Church, synagogue or similar place of worship, parish house or rectory	Special Exception Use	Church
	<i>Accessory Uses</i>		
	Private off-street parking pursuant to Article VII	Permitted Use	Parking
	Signs pursuant to Article VIII	Permitted Use	Signs
235-9B	Table of Dimensional Regulations (235 Attachment 2)		
	Lot Area (acres) - Minimum	1	6.46 ⁽²⁾
	Lot Coverage - Maximum Building Coverage (%)	15%	4.4%
	Lot Width (feet) - Minimum	100	600
	Yards (feet) - Minimum		
	Front	40	240
	Side		
	Minimum for 1	20	60
	Total for both on interior lot	40	390
	Rear	50	110
	Height - Maximum		
	Feet	30	40 ⁽³⁾
	Stories	2.5	2.0
ARTICLE VI - SUPPLEMENTAL USE AND DIMENSIONAL REQUIREMENTS			
235-24	Required Buffer Strips; Screening and Landscaping		
	Landscaped Island Req't for 50+ Car Parking Areas	15 SF per parking space	To comply
235-24.1	Buffer Setbacks Along Roadways in Purchase		
	Minimum buffer setback along Anderson Hill Road	100 feet	100 feet
ARTICLE VII - OFF-STREET PARKING AND TRUCK LOADING SPACE			
235-37	Schedule of Off-Street Parking Space Requirements for Non-Residential Uses		
	Church	1 per 3 permanent seats or 1 per each 40 SF of seating area where fixed seating is not provided	119 required ⁽⁴⁾ ; 130 proposed + stabilized lawn areas to accommodate 10 additional cars

TABLE NO. III.A-1

TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

ZONING COMPLIANCE TABLE

CODE SECTION ⁽¹⁾	R-1 DISTRICT	REQUIRED/ PERMITTED	PROPOSED
235-38	<u>Schedule of Off-Street Parking and Truck Loading Space Requirements</u>		
	20,000 to 29,999 SF	1 loading space	1 loading space
235-40	<u>Non-residential access driveway requirements</u>		
	C. Minimum width (two-way)	25 feet	25 feet

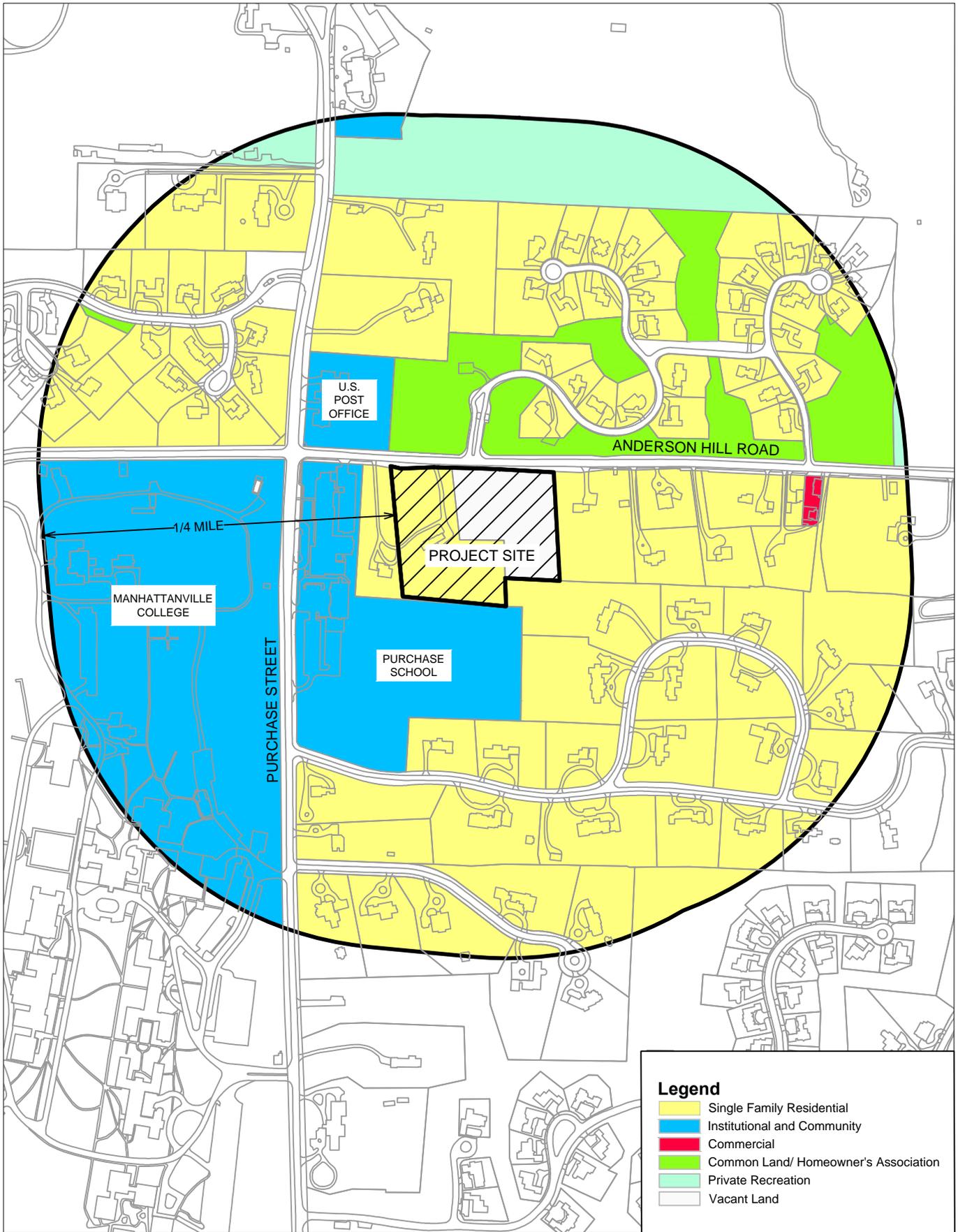
Footnotes:

⁽¹⁾ Per the Zoning Ordinance of the Town of Harrison, adopted 1974, with amendments through April 4, 2013.

⁽²⁾ Combined parcels - Block 643, Lots 7, 44 & 49.

⁽³⁾ Variance to be applied for.

⁽⁴⁾ Sanctuary + choir loft seating areas = 4,268 + 465 = 4733 sf / 40 sf/space = 119 spaces.



Legend

- Single Family Residential
- Institutional and Community
- Commercial
- Common Land/ Homeowner's Association
- Private Recreation
- Vacant Land



AREA LAND USE MAP

TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

DEIS FIGURE NO. III.A-1

**B. LAND, WATER AND ECOLOGICAL
RESOURCES**

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B. LAND, WATER AND ECOLOGICAL RESOURCES

This section of the DEIS describes the land, water and ecological resources of the Project Site and the surrounding area in order to assess whether the Proposed Action would have any significant impact on these resources. This section also provides summaries of the Geotechnical Investigation by Whitestone Associates; Investigation for Wetlands, Watercourses, and Other Rare Habitats by William Kenny Associates; and Preliminary Stormwater Pollution Prevention Plan (PSWPPP) by Divney Tung Schwalbe, LLP. Each of these reports is included in the Appendix of this DEIS.

1. LAND RESOURCES

a. Existing Conditions

(1) Subsurface Geology

In order to explore the subsurface conditions on the project site, 15 soil borings, six test pit excavations, and four *in-situ* percolation tests were performed, and soil samples were collected for laboratory analyses. These investigations were performed within existing grass covered areas on the site, and encountered approximately 2 to 8 inches of topsoil at the surface. The generalized subsurface soil and rock strata are described below. Please refer to DEIS Appendix 6, Report of Geotechnical Investigation, by Whitestone Associates, Inc., for more detailed information related to, on-site test locations, boring logs, test pits, and drawings reflecting subsurface conditions. A test location plan is included as Figure 1 in the geotechnical report in DEIS Appendix 6.

Beneath the surface cover material, 8 out of the 15 soil borings and 3 out of 6 soil profile pits encountered existing fill materials. The existing fill materials generally appeared to be composed of silt with occasional amounts of roots or silty sand with occasional trace amounts of roots and debris and variable amounts of gravel (e.g. asphalt, concrete, and metal). Where fill materials were encountered they extended to depths ranging from approximately 1.5 to 4 feet below ground surface, with an average depth of 2.4 feet.

Beneath the surface cover and/or fill materials, the borings encountered natural glacial deposits generally composed of either silty sand with variable amounts of gravel and occasional trace amounts of roots or silty, clayey sand with occasional trace amounts of roots. All but two borings (B-2 and B-3, described below) were terminated within these glacially deposited soils at depths ranging from 4.8 to 20.8 feet below ground surface.

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Beneath the glacially deposited soils, boring B-2 encountered residual materials consisting of silty sand with gravel-sized weathered rock fragments. Boring B-2 was terminated at a depth of 18.3 feet below ground surface.

Beneath the glacially deposited soils, boring B-3 encountered weathered rock to a termination depth of 18.4 feet below ground surface.

The project site is reportedly underlain by the Middle Ordovician to Lower Cambrian-aged Hartland Formation. This formation generally consists of schist, gneissic granite, and amphibolite. As stated, the soil borings reached depths ranging from 4.8 to 20.8 feet below ground surface, encountering glacial deposits, residual soils, and weathered rock. No bedrock was encountered on the Project Site during these investigations.

(2) Soils

A site specific soil survey and analysis was compiled by a soil scientist with William Kenny Associates (WKA) during its ecological and wetland analysis of the Project Site.

(a) Soil Types & Characteristics

Three upland soil types were identified at the Project Site. See Figure No. III.B-1, *Soils Map*. The parent material of the soils identified at the Project Site range from glacial till consisting of firm clay, silt and sand to excavated and filled soils that have been altered by previous cutting and filling activities. A table of the mapped soil types¹ observed on the property and their characteristics, including depth to water table and drainage characteristics, is provided in Table No. III.B-1, *Existing Soils*.

TABLE NO. III.B-1: EXISTING SOILS

<u>Sym.</u>	<u>Map Unit Name</u>	<u>Parent Material</u>	<u>Slope (%)</u>	<u>Drainage Class</u>	<u>High Water Table</u>			<u>Depth To Bedrock (in)</u>
					<u>Depth (ft)</u>	<u>Kind</u>	<u>Mos.</u>	
<u>Upland Soil</u>								
Pn	Paxton sandy loam	Fine compact Glacial Till	2-8 8-15 15-25	Well Drained	1.5-2.5	Perched	Feb-Apr.	>60
Ub	Udorthents, smoothed	Excavated or Filled Soil (>2 feet)	0-15	Well Drained to Moderately Well	1.5-3.5	Apparent	Nov-May	>60

¹ A complete description of each soil map unit can be found in the *Soil Survey of Putnam and Westchester Counties, New York* (USDA 1994).

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<u>Sym.</u>	<u>Map Unit Name</u>	<u>Parent Material</u>	<u>Slope (%)</u>	<u>Drainage Class</u>	<u>High Water Table</u>			<u>Depth To Bedrock (in)</u>
					<u>Depth (ft)</u>	<u>Kind</u>	<u>Mos.</u>	
				Drained				
Wd	Woodbridge Loam	Compacted Glacial Till	0-3 3-8 8-15	Moderately Well Drained	1.5-2.5	Perched	Nov-May	>60

Three soil types have been mapped on the Project Site: Paxton, Woodbridge and Udorthents (smoothed), which is a fill material soil. The texture of Paxton and Woodbridge soils are generally loamy, and have a firm or very firm consistence. Udorthents consist of fill, and generally exhibit a loamy texture which can be compact and firm. Paxton and Woodbridge soils may exhibit slight to moderate erodibility, depending on the presence of slopes. The erodibility of Udorthent soils is variable since the soil type comprises fill material. However, erosion concerns would be limited since the topography on the Project Site is relatively level. Temporary and permanent erosion control measures proposed for the Project during are described in Section III.B.1.d, below.

Based on on-site geotechnical investigation, it is anticipated that the soil bearing capacity of the on-site soils will be suitable to support proposed floor slabs and pavements. Preparation of the soils would be performed under the supervision of the Applicant's geotechnical engineer. The *Soil Survey of Putnam and Westchester County* identifies potential soil constraints for identified soils for several categories such as shallow excavations, dwellings, small commercial buildings, local roads and streets, and lawns and landscaping.² Based on the small commercial buildings category Udorthents are variable and there are no generalized soil constraints identify with this soil type. With respect to Paxton soils, generalized constraints are identified as moderate due to wetness and slope. For the Woodbridge soil, the generalized constraints are moderate for small commercial building construction relate to wetness and slope. However, on the Project Site it is not anticipated to be a significant construction concern as the topography is relatively level.

² *Soil Survey of Putnam and Westchester Counties, New York* (USDA 1994), Table 12, *Building Site Development*. Small commercial buildings category. pp.163-168.

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(b) Rock Outcrops, Shallow Depth to Bedrock and Surficial Geological Features

No rock outcrops, shallow depths to bedrock, or surficial geologic features were identified on the Project Site during the investigation.

(3) Topography

The Project Site consists of approximately 6.5 acres with relatively flat topography with slopes less than 15%. No areas of regulated steep slopes are located on the site. The Project Site gradually slopes from a high point of approximately Elev. 335 in the northwest part of the Site, north of the existing residence to the south and east with a low point of approximately Elev. 310 located in the southeast corner.

b. Future Conditions Without the Project

Without the Project, impacts to the surrounding area would be limited to those associated with continued use of the three parcels as single-family residential, and any future development of the parcels consistent with current zoning.

c. Potential Impacts

(1) Slope Disturbance

Chapter 199 of the Code of the Village of Harrison (Town Code) defines slopes as any area, whether or not located on a single lot, having a topographical gradient of 15% (the ratio of vertical distance to horizontal distance) or more and with a minimum area of 500 square feet, one dimension of which is a minimum of 10 feet. Slopes are further categorized in Chapter 199 by the following criteria:

Steep Slope – A slope with a topographical gradient equal to or greater than 15% but less than 25%.

Very Steep Slope – A slope with a topographical gradient equal to or greater than 25% but less than 35%.

Excessively Steep Slope – A slope with a topographical gradient equal to or greater than 35%.

The Project Site does not contain any slopes as defined in Chapter 199 that meet the minimum area of 500 square feet within the Project Site.

(2) Steep Slope Impacts

As discussed above there are no steep slopes as defined in Chapter 199 within the jurisdiction of the Town of Harrison. Additionally, none of the proposed

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disturbances would impact a hilltop or ridgeline as defined by the Steep Slopes Protection ordinance.³

(3) Clearing and Grading

To the maximum extent practicable, the site design concentrates improvements associated with the Proposed Project around the renovation of the existing structure and the development of interior areas of the site. Clearing and grading has been limited to the areas of the Site related to the construction of the proposed building, parking, driveways and stormwater management areas. Areas of regrading have been designed to blend into the existing contours of the site, to the maximum extent practicable. The vegetated areas and trees along the Site's perimeters have been maintained, where possible. A small landscaped berm is proposed along the Site's southwestern perimeter to provide additional screening of the Site from the adjacent property.

(4) Ripping or Blasting

Based on preliminary earthwork calculations, it is anticipated that approximately 4,500 CY of excavation will be required and approximately 2,600 CY of material will need to be imported to the site to complete the required grading activities of the Proposed Project. The results of the geotechnical report indicate a sufficient depth to bedrock that will not require ripping or blasting.

(5) Potential Impacts of Building Construction and Site Grading

The construction of access driveways, parking areas, underground utility systems, and building foundations will physically alter the existing topography of the site due to the excavation and fill requirements of the construction. Topsoil removed as part of the grading operations will be stockpiled on-site for re-use. The potential impacts related to construction are further described in DEIS Section III.J, *Construction*.

d. Potential Mitigation Measures

(1) Temporary and Permanent Erosion Control Measures

Several temporary structural practices to be utilized during construction to mitigate any potential impacts include, but shall not be limited to, surrounding material stockpiles with silt fencing and hay bale dams, excavated and embankment areas would be graded to permit drainage and the runoff would be intercepted in ditches with silt barriers or settling basins to collect sedimentation. Sediment traps, inlet protection, swales, berms and energy dissipaters would be installed, as necessary, to minimize soil and sediment from leaving the Project Site. Temporary mulching and

³ Per Section 199-3 a hilltop is defined as a roughly circular area defined by a radius of 75 feet from the highest point on a hill or rise of land. A ridgeline is defined as an area 75 feet down slope on either side of the center line of a ridge.

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seeding would be conducted to limit and control the exposure of soil. Stabilized construction entrances including wheel wash down areas and anti-tracking pads would also be constructed and maintained throughout construction to minimize the off-site migration of sediment. Soil erosion and sedimentation control measures will meet the New York State Department of Environmental Conservation (NYSDEC) *New York State Standards and Specifications for Erosion and Sediment Control* requirements and the Town of Harrison requirements as outlined in the Town Code, Chapter 130 Stormwater Management and Erosion and Sediment Control.

Permanent structures and measures implemented to control the project's quantity and/or the quality of the stormwater would also be installed on the Project Site. These include permanent erosion control practices (soil stabilization with the establishment of permanent seeding, groundcover and vegetation), water quality control practices (bioretention/rain gardens), and related stormwater flow controlling structures (drain inlets, catch basins with sumps to trap sediment, etc.). Stormwater runoff from proposed roofs and parking areas will be directed to bioretention areas and rain gardens via overland flow, swales, roof leaders or catch basins. These permanent erosion control measures provide an opportunity for solids and sediment to settle out of stormwater before it is discharged. With the implementation of the permanent measures, the peak rates of flow for all storm events up to and including the 100-year storm event will be at or below existing conditions. The project operator will be responsible for inspecting and maintaining permanent stormwater management structures and practices. Routine monthly and quarterly inspection of the site will be made to ensure the property is kept in good physical order.

2. WATER RESOURCES

The Applicant's ecological consultant, WKA, completed an Investigation for Wetlands, Watercourses, and other Rare Habitats on the 6.49 acre Project Site in June, 2013. Wetland identification was based on the presence of hydric soils and /or a prevalence of hydrophytic vegetation, or plants adapted to grow in water. Soil types were identified by observation of soil morphology (soil texture, color, and structure). Prevalence of hydrophytic vegetation was confirmed by visually determining the dominant plant species in each vegetation community in accordance with the Onsite Routine Determination Method as described in the 1987 U.S. Army *Corps of Engineers Wetland Delineation Manual*. Waterbody determinations were based on the presence or absence of an ordinary high water mark or bed and bank.

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a. Existing Conditions

(1) Wetlands, Water Bodies, Surface Watercourses and Groundwater

(a) Town of Harrison Code Chapter 149

Chapter 149 of the Town Code pertains to regulating certain activities in and adjacent to wetlands, waterbodies and natural drainage systems. William Kenny Associates identified no wetlands or watercourses regulated by the Town of Harrison on the Project Site.

(b) NYS Environmental Conservation Law Articles 15 and 24

The NYSDEC regulates freshwater wetlands larger than 12.4 acres in size or less if they are determined to be of unusual importance in the State of New York under Article 24 of the Environmental Conservation Law.

The NYSDEC also regulates certain activities proposed to occur within Adjacent Areas or land within 100 feet horizontally of NYSDEC wetland boundary. William Kenny Associates identified no wetlands or watercourses regulated by the NYSDEC on the Project Site.

(c) U.S. Army Corps of Engineers

The Army Corps of Engineers (ACOE) regulates certain activities within the Waters of the United States. Waters of the United States are navigable waters, their tributaries, and adjacent wetlands or other waters or wetlands where their degradation or destruction could affect interstate or foreign commerce. Wetlands are defined as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adopted for life in saturated soil conditions. William Kenny Associates identified no wetlands or watercourses regulated by the ACOE on the Project Site.

(2) Floodways and Flood Hazard Boundaries

There are no floodways or flood hazard zones on or adjacent to the Project Site based upon FEMA Flood Insurance Rate Map panel number 36119C0287F.

(3) Existing Stormwater System and Drainage Patterns

The Project Site is 6.46 acres and the study area watershed, which includes adjacent right-of-way and neighboring properties, is approximately 7.02 acres. Approximately 0.52 acres on the Project Site is currently impervious. The Site contains a high point of Elev. 330 located in the northwest portion of the Site, north of the existing residence. The drainage divide on the Site generally runs north-south

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from the high point through the existing residence. Stormwater runoff is currently conveyed via overland flow with approximately one-quarter flowing to the southwest and approximately three-quarters to the southeast through adjoining properties.

See Figure No. III.C-3, *Existing Drainage Conditions* and DEIS Section III.C.

b. Future Conditions Without the Project

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. This development would result in additional impervious area on the Project Site.

c. Potential Impacts

(1) Wetlands

No wetlands or watercourses were identified on the Project Site during the investigation and as such, no adverse impacts would occur as a result of the Project.

(2) Proposed Stormwater Management System

The Proposed Project will minimize the extent of site disturbance by concentrating the proposed work to the center of the site which helps maintain existing landscape buffers. Approximately 2.18 acres within the Project's limit of disturbance would be impervious, including redevelopment of the existing 0.52 acres of impervious area, for a net increase of 1.66 acres from existing to developed conditions.

All new stormwater management facilities have been designed in accordance with NYSDEC guidelines and the Town of Harrison requirements. The stormwater management facilities would treat existing impervious areas to be disturbed and newly developed impervious areas and manages all discharge points to ensure stormwater rates of runoff are less than or equal to existing conditions for all storm events up to and including the 100-year frequency. The approximate anticipated flow rate reduction to Discharge Point 1 (DP 1) to the water course to the east of the site ranges from 17 to 51 percent reduction in peak rate of stormwater runoff. The approximate anticipated flow rate reduction to Discharge Point 2 (DP 2) to the water course to the west of the site ranges from 8 to 22 percent reduction in peak rate of stormwater runoff. The percent reductions range depending on storm event, but the greatest reductions in peak rate of flow are anticipated in the 1 and 2-year storm events for both discharge points.

In addition, total suspended solids, total phosphorus and total nitrogen pollutant removals will be accomplished through the use of bioretention/rain gardens. The

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combined results of maintaining or reducing peak runoff rates and providing pollutant removals will prevent the potential of cumulative impacts of development on stormwater management facilities within the downstream corridor.

Stormwater runoff from the Proposed Project's sub-watershed areas will ultimately discharge to the same discharge points as under existing conditions. Following treatment in a series of water quality measures, stormwater from a majority of the developed portion of the site will be directed to a proposed catch basin and 280 linear feet of piping in Anderson Hill Road that would connect to the existing municipal system. This diversion of flow would reduce the amount of overland flow from the Site across the adjacent properties to the east of the Site. For additional stormwater management discussion, see the Stormwater Management Report in DEIS Appendix 4.

d. *Potential Mitigation Measures*

The proposed stormwater management plan has been designed in accordance with NYSDEC guidelines and the Town of Harrison requirements and would comply with the NYSDEC SPDES General Permit GP-010-001. An Erosion Control Plan would be prepared as part of the contract construction documents and would require that the erosion and sedimentation controls set forth thereon be implemented before the start of construction. As discussed above, the combined results of maintaining or reducing peak runoff rates and providing pollutant removals will prevent the potential of cumulative impacts of development on stormwater management facilities within the downstream corridor.

The erosion and sediment control plan would be established for the Proposed Project beginning at the start of construction and continuing through to its post-development conditions in accordance with the NYSDEC *New York State Standards and Specifications for Erosion and Sediment Control* requirements. Erosion and sedimentation related impacts would be minimized by controlling runoff and minimizing erosion, and by collecting suspended sediment before it leaves the Site. Several temporary structural practices to be utilized during construction to mitigate any potential impacts include, but shall not be limited to, surrounding material stockpiles with silt fencing and hay bale dams, excavated and embankment areas would be graded to permit drainage and the runoff would be intercepted in ditches with silt barriers or settling basins to collect sedimentation. Clean runoff would be diverted away from disturbed areas and sediment laden runoff will be diverted to sediment traps and/or catch basins with inlet protection. Suspended sediment in runoff will be filtered and/or settled out via silt fence, sediment trap and other measures.

Only those areas under construction will be opened and exposed. Disturbed areas will be stabilized preceding storm events and/or immediately following construction

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activities in the area. Temporary mulching and seeding would be conducted to limit and control the exposure of soil. Stabilized construction entrances including wheel wash down areas and anti-tracking pads would also be constructed and maintained throughout construction to minimize the off-site migration of sediment. Soil erosion and sedimentation control measures will meet the New York State Department of Environmental Conservation (NYSDEC) *New York State Standards and Specifications for Erosion and Sediment Control* requirements and the Town of Harrison requirements as outlined in the Town Code, Chapter 130 Stormwater Management and Erosion and Sediment Control.

Under post-development conditions, permanent structures and measures would be installed to control the project's quantity and/or the quality of the stormwater. These include permanent erosion control practices (soil stabilization with the establishment of permanent seeding, groundcover and vegetation), water quality control practices (bioretention/rain gardens), and related stormwater flow controlling structures (drain inlets, catch basins with sumps to trap sediment, etc.). Stormwater runoff from proposed roofs and parking areas will be directed to bioretention areas and rain gardens via overland flow, swales, roof leaders or catch basins. These permanent erosion control measures provide an opportunity for solids and sediment to settle out of stormwater before it is discharged. With the implementation of the permanent measures, the peak rates of flow for all storm events up to and including the 100-year storm event will be at or below existing conditions. Routine inspection of the site will be made to ensure the measures installed on the property are kept in good physical order, in accordance with Town and NYSDEC requirements.

3. ECOLOGICAL RESOURCES

The Applicant's ecological consultant, WKA, completed a habitat investigation on the 6.49 acre Project Site in June, 2013.

a. Existing Conditions

(1) Endangered, Threatened and Rare Species

Based on WKA's assessment, the vegetative cover-types are common in the region and state and are not expected to support rare or sensitive flora or fauna. NYSDEC identified an endangered rare plant, the Northern Clustered Sedge (*Carex arcta*), within the vicinity of the Project Site. However, according to the NYSDEC database the last documented observation was on June 15, 1937.⁴ WKA's on-site investigation revealed no sensitive or rare habitats, flora or fauna on the Project Site.

⁴ New York State – Department of Environmental Conservation. *Environmental Resource Mapper*. <http://www.dec.ny.gov/ismmaps/ERM/viewer.htm> Accessed April 22, 2014

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(2) Vegetation & Tree Removal

WKA conducted a site investigation on the Project Site and found that 526 Anderson Hill Road is currently improved with a single-family residence, an in-ground pool and an asphalt driveway. The vegetative cover at 526 Anderson Hill Road is primarily lawn with other ornamentals and shade trees. The vegetative cover at 530 Anderson Hill Road is primarily old-field with woodland borders.

The Project Site contains approximately 200 trees per the site survey (see full-size Drawing No. SP-0.0 accompanying this DEIS). The Proposed Project would require removal of approximately 85 trees from the Project Site, as shown on Drawing No. SP-3.0, Conceptual Landscape Plan. The removal of trees on the Project Site is proposed in order to construct the proposed sanctuary addition, attendant parking areas, improved site entry driveways, and stormwater management areas. Approximately 3 trees to be removed are associated with the widening of the existing west driveway, and 3 trees to be removed are associated with the relocation of the east driveway. Construction of and associated grading around the proposed sanctuary addition would require the removal of 9 trees. Construction of the proposed parking areas and islands would result in the removal of 39 trees. Stormwater management facilities and associated grading would require the removal of 30 trees. One Norway maple (*acer platanoides*) in poor condition directly adjacent to the existing residence would be removed. Norway maples are considered to be an invasive species by the NYSDEC⁵.

Based on site observations by WKA, the trees to be removed on the property generally include Tree of Heaven, Norway maple, (both invasive species) black locust, Sycamore maple, sugar maple, black cherry, weeping willow, Japanese maple, Norway spruce, flowering dogwood, and Northern red oak. The majority of these species are non-native. Approximately 5% of the trees to be removed are dead trees, and the undeveloped portions of the Site are replete with non-native vines, shrubs, and bamboo which are smothering canopy trees in areas.

The majority of trees proposed to be removed, approximately 90%, are less than 36-inch diameter at breast height (dbh). However, there are some mature trees within the center of the existing developed portions of the Site located proximate to the existing residence that would be removed due to their proximity to the proposed sanctuary addition and associated grading. The proposed sanctuary addition has been designed so that it connects at the rear of the existing house in a manner that maintains the character of the existing structure while providing for good spatial flow and connectivity between the new and existing sections of the Church. The

⁵ NYSDEC, *Advisory Invasive Plant List: Interim List of Invasive Plant Species in New York State*
<http://www.dec.ny.gov/animals/65408.html>

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tree proposed tree removal includes a 46-inch dbh pin oak located approximately four feet from a concrete slab adjacent to the accessory structure behind the existing residence that appears to be in relatively good condition. Two tulip poplar trees (44-inch dbh and 60-inch dbh) are located behind the existing residence to the south of the pool which would also be removed. The 44-inch tulip poplar is in fair condition, but exhibits large deadwood in the canopy and some decay within the western side of the tree near a codominant union. The 60-inch tulip poplar has a large wood decay in its eastern codominant stem and large deadwood in the canopy.

The Project has been designed so that tree removal is focused within the interior of the Project Site at the proposed improvements, and to limit tree removal from the perimeter buffer, including the area within the 100-foot buffer along Anderson Hill Road, to the greatest extent practicable. The proposed project would maintain over 100 trees within the buffer areas. Within the 100-foot buffer along Anderson Hill Road only six of the approximately 40 existing trees are proposed to be removed, which includes three trees removed in order to accommodate the widening of the west driveway and three trees removed for the relocation of the east driveway.

b. Future Conditions Without the Project

Without the Project, impacts to the surrounding area would be limited to those associated with continued use of the three parcels as single-family residential, and any future development of the parcels consistent with current zoning. Additional discussion is included in DEIS Section IV-1, *Alternatives*.

c. Potential Impacts

(1) Potential Impacts to Plants and Animal Communities

According to the NYSDEC and site investigations, no state or federally listed rare, threatened, or endangered species of plants or animals were found within the area of the project site and as such, no adverse impacts are expected as a result of the Project. Additionally, the vegetative cover-types identified on the Project Site are common in the region and state and are not expected to support rare or sensitive flora or fauna. As illustrated by Figure II.C-2, *Aerial Photograph* in DEIS Section II, the property on all sides of the project site have been developed, limiting availability of wildlife corridors in the vicinity of the Project. However, the Proposed Project would maintain and augment the existing vegetated areas along the Anderson Hill Road frontage and the Site's perimeters, thus preserving these habitat areas intact.

d. Potential Mitigation Measures

(1) Proposed Landscaping

The proposed landscape plan has been designed to preserve and maintain the overall existing character of the Site while providing aesthetic enhancement in the areas of

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new development and along the Site's perimeters. The proposed landscape design for the Project would mitigate tree removal through the planting of approximately 75 shade trees, 60 evergreen trees, 25 ornamental flowering trees, 25 woodland buffer trees, along with shrubs and ground cover. The conceptual plant schedule proposes the following tree categories and species:

Shade Trees – Shade trees would be located along the east driveway and within the proposed parking areas to frame the entry approach and provide shade within parking areas. Proposed shade trees include the following species:

Acer rubrum “Armstrong” / Armstrong Red Maple
Liquidambar styraciflua / American Sweet Gum
Quercus palustris / Pin Oak
Quercus rubra / Red Oak
Tilia cordata “Greenspire” / Greenspire Littleleaf Linden

Evergreen Trees – Evergreen trees would be located within the perimeter planting areas to augment existing perimeter vegetation and further shield views of the Proposed Project from adjacent properties. Proposed evergreen trees include the following species:

Juniperus virginiana / Eastern Red Cedar
Picea glauca / White Spruce
Picea pungens glauca / Colorado Blue Spruce
Pseudotsuga menziesii / Douglas Fir

Ornamental Trees – Ornamental trees would be located along the west driveway and generally interspersed between shade trees and within landscaped areas to provide visual interest and to accentuate entry paths. Proposed ornamental trees include the following species:

Amelanchier laevis / Allegheny Serviceberry
Cornus florida “Cherokee Brave” / Cherokee Brave Dogwood
Cornus kousa / Kousa Dogwood
Prunus americana / American Plum

Woodland Buffer Trees – Woodland buffer trees would be interspersed with the proposed evergreen trees along the perimeter of the Project Site to provide additional screening and visual interest from within and from outside of the Project Site:

Acer saccharum / Sugar Maple
Betula nigra / River Birch Multi-Trunk
Carpinus caroliniana / American Hornbeam
Cercis canadensis / Eastern Redbud
Hamamelis virginiana / Common Witch Hazel

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Salix alba “Tristis” / Golden Weeping Willow

The proposed landscape plan is described and illustrated in greater detail in Section II Description of the Proposed Action of this DEIS. Drawing No. SP-3.0, Conceptual Landscape Plan, included with the full size drawing set accompanying this DEIS, provides the approximate size at installation for the proposed trees described above.

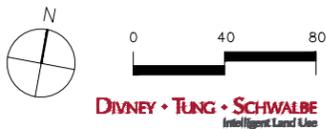
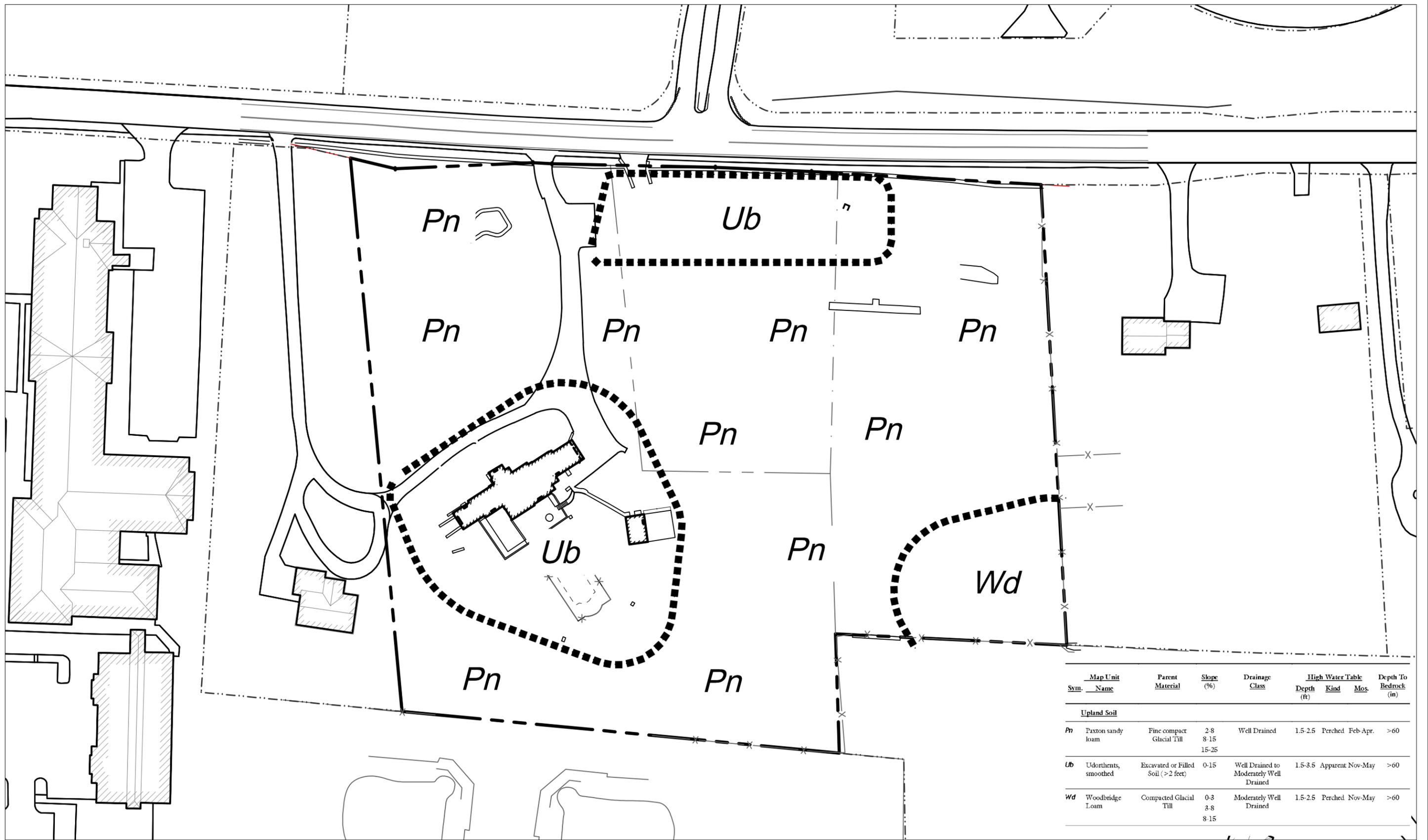
(2) Vegetation To Be Retained and/or Preserved

The required 100-foot buffer at the Site’s Anderson Hill Road frontage would be maintained, along with trees in the remaining site perimeters. Within the 100-foot buffer only five of the approximately 40 existing trees are proposed to be removed. Two trees within the buffer would be removed to accommodate the widening of the west driveway and three trees would be removed to accommodate the relocation of the east driveway. Numerous invasive and native vines within the buffer are smothering the canopy and sub-canopy vegetation. Selective maintenance and pruning would be conducted within the buffer to enhance the overall ecological and aesthetic functions of the buffer areas. The vegetative buffer along the perimeter of the Project Site would be augmented with additional landscaping to enhance the screening from within and from outside of the Project Site.

In combination with the existing trees that would be preserved, the proposed replacement trees would screen the parking areas and building from the adjoining residential properties. The mix of trees and the layered planting would screen the Project throughout the seasons. Standard construction best management practices would be employed to protect trees and tree roots that will be retained and/or preserved including the installation of hay bales, orange construction fence and/or silt fence. If necessary, additional measures, including the installation of guards or strapping around the trunks of trees, would be used to prevent bumps from construction vehicles. Potential adverse impacts related to tree removal would be mitigated to the maximum extent possible.

(3) Habitat Disturbances

As previously discussed the vegetative cover-types identified on the Project Site are common in the region and state and are not expected to support rare or sensitive flora or fauna. The properties on all sides of the project site have been developed, limiting availability of wildlife corridors in the vicinity of the Project. However, the Proposed Project would maintain and augment the existing vegetated areas along the Anderson Hill Road frontage and the Site’s perimeters.



SOILS MAP SOURCE: WILLIAM KENNY ASSOCIATES

SOILS MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.B-1

C. UTILITIES

C. UTILITIES

This section describes the utility infrastructure servicing the Project Site. The existing utilities described herein include water supply for domestic use and fire protection, sanitary sewer, electric service, gas supply and stormwater management. The project site is currently served with existing utility services which may be used for temporary purposes during construction, and then would be augmented or adapted to serve the proposed improvements.

1. WATER SERVICE

a. *Existing Conditions*

The project is currently served with an individual private well for a single family seven (7) bedroom residence. The well and appurtenances are located in an underground vault located east of the existing residence.

The project site is located within the Westchester Joint Water Works Water District and a 12 inch water main is located along the north side of Anderson Hill Road.

b. *Future Conditions Without the Project*

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. Based on NYSDEC Standards¹ the water usage for a seven bedroom residence would be approximately 1,155 gallons per day (gpd). Two additional four-bedroom single-family residences would result in an estimated 660 gpd each, for a total water demand of approximately 2,475 gpd.

c. *Potential Impacts*

The project will require abandoning the existing well in accordance with the Westchester County Department of Health (WCDOH) Rules and Regulations. The water supply will be replaced with a new six (6) inch water service from the existing water main on Anderson Hill Road to the proposed church. The water supply line will split in the lower level mechanical room for the domestic supply and fire protection. The fire protection line will include a backflow prevention device in accordance with the WCDOH Rules and Regulations. A fire department connection will also be provided at the building exterior, the size and location of which will be coordinated with the Purchase fire department. The Westchester Joint Water Works (WJWW) will be responsible for providing both domestic and fire protection water service to the Project Site. The existing well may be used for

¹ NYSDEC. *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems*. March 5, 2014. Table B-3 Typical per Unit Hydraulic Loading Rates for Single-Family Residence at 150 gallons per day per bedroom. Estimated demand represents adjusted wastewater flow plus 10%. Additional flow assumed not to enter sewer system.

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C UTILITIES

temporary service until all approvals have been obtained and water is available from the new service lateral.

The proposed Project water usage is estimated at 110 gpd Monday through Saturday for the office and scheduled activities (see DEIS Section II.D.2.c) and 1,172 gpd for Sunday religious service.² The water demand of the Proposed Project would be approximately 1,300 gpd less on a Sunday and over 2,300 gpd less Monday through Saturday than the estimated water demand for three-single family dwellings under the Future Conditions without the Project.

d. Potential Mitigation Measures

The following water conservation practices will be implemented as part of the Project to mitigate potential impacts of the development:

- (1) Fixtures installed for the proposed project will be reduced flow, water conservation fixtures in compliance with the 2010 Plumbing Code of New York State or latest edition.
- (2) Restriction of any irrigation to early morning hours.

Based on preliminary discussions with Westchester Joint Water Works, there is sufficient capacity within the existing water district system to serve the Proposed Project.³

2. SANITARY SEWER

a. Existing Conditions

Two existing four (4) inch cast iron sanitary sewer services with cleanouts discharge from the existing residence based on available records and site observations. One service connects from the west side of the residence and to the public sewer main located on the Purchase Elementary School grounds via a sewer easement crossing the residential lot immediately west of the Project Site.⁴ The second sewer service is shown from the rear of the residence to connect directly into the existing public sewer main located within the side yard and flows easterly via an eight (8) inch pipe⁵

² NYSDEC. *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems*. March 5, 2014., Table B-3 for Church at 3 gpd per seat, plus 15 gpd per employee. Monday through Saturday activities as described in DEIS Section II. Sunday services based upon a total of 350 seats. Estimated demand represents adjusted wastewater flow plus 10%. Additional flow assumed not to enter sewer system.

³ Westchester Joint Water Works, Terry O'Neill, Distribution Supt/Chief Plant Operator. 2014, July 23. Telephone meeting.

⁴ Map entitled "Subdivision Map Prepared for Butterfield Industries Inc, Anderson Hill Road, Town/Village of Harrison, N.Y." Filed in the office of the County Clerk of Westchester County, October 27, 1989 as map 23943.

⁵ Pipe located within a 15' Sanitary Sewer Easement as shown on the Boundary and Topographic Survey in the set of full-sized drawings that accompany this DEIS.

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to the County trunk sewer line and treated at the Blind Brook Waste Water Treatment Plant located in Rye, NY.⁶

b. Future Conditions Without the Project

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. Based on the NYSDEC Standards⁷ the sanitary load for a seven bedroom residence would be approximately 1,050 gpd. Two additional four-bedroom single-family residences would result in an estimated 600 gpd each, for a total sanitary load of approximately 2,250 gpd.

c. Potential Impacts

A new single six inch sewer lateral will be installed from the proposed building and connected to the existing 8 inch sewer main located east of the existing residence. The proposed Project sanitary load is estimated to be approximately 100 gpd Monday through Saturday for the office and scheduled activities (see DEIS Section II.D.2.c) and 1,065 gpd for Sunday religious service.⁸ The sanitary load of the Proposed Project would be approximately 735 gpd less on a Sunday and over 2,100 gpd less Monday through Saturday than the estimated sanitary load for three-single family dwellings under the Future Conditions without the Project

The sanitary sewage would be collected and treated at the Blind Brook Waste Water Treatment Plant for the Project with a connection from the proposed building similar to current conditions. The existing capacity of the Blind Brook Sewer District and Treatment Plant is expected to be adequate to accommodate flows from the proposed Church, as the sanitary sewer flow is expected to be similar to the estimated load for the existing seven bedroom residence,, and no significant adverse impacts are expected.

d. Potential Mitigation Measures

The fixtures installed for the Proposed Project would be reduced flow, water conservation fixtures in compliance with the 2010 Plumbing Code of New York State or latest edition. Based on preliminary discussions with Westchester County, there is sufficient capacity with the existing off-site sanitary sewage system to serve

⁶ The facility design flow is 5 million gallons per day (mgd). The current average daily flow is 4.2 mgd. The facility is owned and operated by the Westchester County Department of Environmental Facilities (WCDEF).

⁷ NYSDEC. *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems*. March 5, 2014. Table B-3 Typical per Unit Hydraulic Loading Rates for Single-Family Residence at 150 gallons per day per bedroom.

⁸ Id., Table B-3 for Church at 3 gpd per seat, plus 15 gpd per employee. Monday through Saturday activities as described in DEIS Section II. Sunday services based upon a total of 350 seats.

the proposed project and no significant adverse impacts are expected to sanitary sewer services.

3. STORMWATER MANAGEMENT

a. Existing Conditions

Following is a brief description of the existing drainage conditions at the Project Site. More detailed information may be found in the Stormwater Management Report prepared by the Applicant and included in Appendix 4 of this DEIS.

(1) Drainage Patterns & On-Site Facilities

The existing conditions of the Site are shown on Figure No. III.C-3, *Existing Drainage Conditions*, along with the existing major drainage patterns. The Project Site is 6.46 acres and the study area watershed, which includes adjacent right-of-way and neighboring properties, is approximately 7.02 acres. Approximately 0.52 acres on the Project Site is currently impervious. The Site contains a high point of Elev. 330 located in the northwest portion of the Site, north of the existing residence. The drainage divide on the Site generally runs north-south from the high point through the existing residence. There are currently no stormwater management facilities on the site. Stormwater runoff is currently conveyed via overland runoff with approximately one-quarter flowing to the southwest and approximately three-quarters to the southeast through adjoining properties.

(2) Stormwater Runoff

Table No. III.C-1, *Design Flow Summary*, found at the end of this Section presents an estimate of the pre-development (or existing condition) peak rate of stormwater runoff. The estimated existing peak rate of runoff ranges from approximately 3.5 and 1.1 cubic feet per second (CFS) during a 1-year storm event to approximately 19.8 and 6.4 CFS during a 100-Year storm event for the two existing discharge points.

b. Future Conditions Without the Project

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. This development would result in additional impervious area on the Project Site.

c. Potential Impacts

The Proposed Project will minimize the extent of site disturbance by concentrating the proposed improvements within the center of the site which helps maintain existing landscape buffers. Approximately 2.16 acres within the Project's limit of disturbance would be impervious, including redevelopment of the existing 0.52 acres

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of impervious area, for a net increase of 1.64 acres from existing to developed conditions.

All stormwater management facilities have been designed in accordance with New York State Department of Environmental Conservation (NYSDEC) guidelines and the Town of Harrison requirements. The stormwater management facilities would treat existing impervious areas to be disturbed and newly developed impervious areas and manage all discharge points to ensure stormwater peak rates of runoff are less than or equal to existing conditions for all storm events up to and including the 100-year frequency. In addition, total suspended solids, total phosphorus and total nitrogen pollutant removals will be accomplished through the use of porous pavements and bioretention/rain gardens. The combined results of maintaining or reducing peak runoff rates and providing pollutant removals will prevent the potential of cumulative impacts of development on stormwater management facilities within the downstream corridor.

Stormwater runoff from the Proposed Project's sub-watershed areas will ultimately discharge to the same discharge points as under existing conditions. Following treatment in a series of water quality measures, stormwater from a majority of the developed portion of the site will be directed to a proposed catch basin and 280 linear feet of piping in Anderson Hill Road that would connect to the existing municipal storm sewer system. This diversion of flow would reduce the amount of overland flow from the Site across the adjacent properties to the east of the Site. For additional stormwater management discussion, see the *Stormwater Management Report* in DEIS Appendix 4.

(1) Stormwater Volume and Stormwater Quality

Stormwater management measures have been proposed such that the post-developed conditions of the site generally maintain the current hydrology of the site. In accordance with standard development practices, the peak rate of stormwater discharge from the site after the completion of development shall not exceed the estimated predevelopment peak discharge. Under proposed conditions, the total volume of runoff would increase due to a net increase in impervious area. However, under proposed conditions, the estimated peak rate of runoff decreases from the existing to proposed conditions between -0.7 CFS and -0.1 CFS for the 1-Year storm event and -3.6 CFS and -0.3 CFS for the 100-Year storm event for the two discharge points. A comparison of the estimated pre- and post-development peak runoff rates is shown on Table No.III.C-1, *Design Flow Summary*.

d. Potential Mitigation Measures

As discussed above stormwater management measures have been proposed such that the post-developed conditions of the site generally maintain the current hydrology of the site. Proposed green infrastructure techniques help meet the required water quality volume to be detained and treated. The stormwater management design for

the Proposed Project has been proposed to be consistent with the guidelines of the NYSDEC New York State Stormwater Management Design Manual. Porous pavement and bioretention/rain gardens will provide pollutant removal capacity. The proposed combination of bioretention/rain gardens and porous pavement will capture the stormwater runoff from the newly created impervious areas at the project site.

(1) Erosion and Sediment Control Plan

The Project will be designed to minimize and mitigate potential impacts during construction. Erosion and sediment related impacts would be minimized by controlling runoff, by minimizing erosion, and by collecting sedimentation before it leaves the site. Clean runoff would be diverted away from disturbed areas and sediment laden runoff would be directed to sediment traps. Erosion would be minimized, as only those areas under construction would be opened and exposed. Disturbed areas would be stabilized preceding major storm events and/or immediately following construction activities in an area. Suspended sediment in runoff would be filtered and/or settled out via silt fence, sediment traps and other such measures.

Erosion and sediment control during construction shall be implemented as specified in the project Stormwater Pollution Prevention Plan (SWPPP) and the associated Erosion and Sediment Control Plan. The erosion and sediment control measures would be installed in accordance with the New York State Standards and Specifications for Erosion and Sediment Control (August 2005). The contractor would be required to inspect and maintain the temporary erosion and sediment control devices throughout the duration of construction including until the site achieves permanent stabilization. Inspections during construction would be conducted by a Trained Contractor as defined by the NYSDEC during construction on a daily basis and immediately after a rainfall event.

(2) Stormwater Pollution Prevention Plan

In compliance with requirements established for the NYSDEC SPDES General Permit For Stormwater Discharges From Construction Activity (Permit No. GP-0-10-001), a Preliminary Stormwater Pollution Prevention Plan (SWPPP) has been prepared and would be implemented. As part of the SWPPP, an Erosion and Sediment Control plan would be included in the contract construction documents and would require that the erosion and sediment controls set forth thereon be implemented before the start of construction. Further, the plan would establish the guidelines for monitoring and maintaining the control measures both during and after construction. Stabilization of the site shall also comply with the conditions or requirements set forth therein and as established by the Town of Harrison.

4. GAS SERVICE

a. Existing Conditions

Natural gas is not currently available for the proposed project. The nearest gas main is located approximately 375 feet west of the Project Site at Purchase Street. In the existing residence an oil burner is utilized to supply heat and on-site propane tanks supply fuel for cooking.

b. Future Conditions Without the Project

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. Though the Site is not currently served by natural gas, Consolidated Edison (Con Ed) could extend it along Anderson Hill Road to the Site in the future.

c. Potential Impacts

The existing natural gas line located at Purchase Street could be extended by Con Ed to the Project Site. The new connection points will be determined by Con Ed upon its review of the projected Project demands and final building design and are expected to originate from an extension of existing service mains. The proposed Project will increase energy demand for natural gas, however, no significant impacts are expected upon completion of the project as the infrastructure network is expected to be either capable of or upgraded to support the utility demands of the Project. Alternatively, the Project could continue to utilize heating oil for heat and hot water supply and liquid propane for cooking.

d. Mitigation Measures

The renovated building and addition will be designed to comply with the applicable New York State Energy Conservation Code and New York State Building Code. High efficiency consumer appliances and building mechanical systems would incorporate controls and operating strategies which would minimize the consumption of natural gas.

5. ELECTRICITY SERVICE

a. Existing Conditions

The project site is currently served with existing overhead electric service which would be abandoned and replaced with new underground services. The overhead utility lines are generally located along the existing west driveway, running north from the east side of the existing structure to Anderson Hill Road. The existing services may be used for temporary purposes during construction.

b. *Future Conditions Without the Project*

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences on the adjacent undeveloped parcels, or other uses permitted by special permit. The Project Site would continue to be serviced with the existing utility poles and overhead wires, which would have to be extended to service the two undeveloped parcels.

c. *Potential Impacts*

The new electrical service will be installed overhead from the existing utility pole located on the north side of Anderson Hill Road, just west of Harrows Lane, to a new utility pole on the Project Site and continued underground from the new utility pole to a transformer prior to entering the proposed facility. The Project would increase energy demand for electricity, however no significant off-site impacts are expected upon completion of the project as the existing infrastructure network is expected to support the utility demands of the proposed Project.

(1) *Ability of Provider to Service the Project*

Preliminary contact has been made with Con Ed, which has indicated that final design documentation would be required during the site plan review phase of the Project. The existing residence is served by permanent electric service and the adjacent vacant lot was formerly served by electrical service prior to removal of the residence. The connection to the Proposed Project would require a modification to the primary electric service connection from the overhead high voltage system and continue underground to the proposed building. The final configuration of the electrical system layout and design would be completed in coordination with the Con Ed upon review of final building design plans.

d. *Potential Mitigation Measures*

The proposed building would be designed to comply with the latest New York State Energy Conservation Code and the New York State Building Code. Consumption of electricity would be reduced through the use of high efficiency Energy Star rated consumer appliances, lighting fixtures and building mechanical systems.

TABLE NO. III.C-1

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

DESIGN FLOW SUMMARY

DESIGN POINT NO.	1-YEAR		2-YEAR		5-YEAR		10-YEAR		25-YEAR		50-YEAR		100-YEAR	
	SW Flow (CFS)	Runoff Volume (CFT)												
Westchester County Rainfall (IN) ⁽¹⁾	2.8		3.5		4.5		5.0		6.0		7.0		7.5	
1 Existing	3.5	17,032	5.6	26,136	8.9	40,598	10.6	48,264	14.2	64,251	17.9	80,934	19.8	89,429
Developed	1.7	15,638	3.3	26,615	7.4	43,168	8.9	51,706	11.4	69,173	13.6	86,989	14.6	96,006
Delta	-1.8	-1,394	-2.3	479	-1.5	2,570	-1.8	3,441	-2.9	4,922	-4.4	6,055	-5.2	6,578
	-5.1%		-4.1%		-1.7%		-1.7%		-2.0%		-2.4%		-2.6%	
2 Existing	1.1	5,271	1.8	8,276	2.8	13,024	3.4	15,551	4.6	20,865	5.8	26,354	6.4	29,185
Developed	0.9	5,097	1.6	8,233	2.6	13,155	3.1	15,725	4.2	21,127	5.2	26,702	5.7	29,577
Delta	-0.2	-174	-0.2	-44	-0.2	131	-0.3	174	-0.4	261	-0.6	348	-0.7	392
	-2.2%		-1.0%		-8%		-9%		-10%		-10%		-11%	

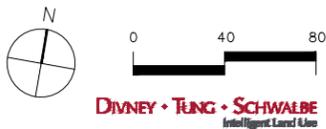
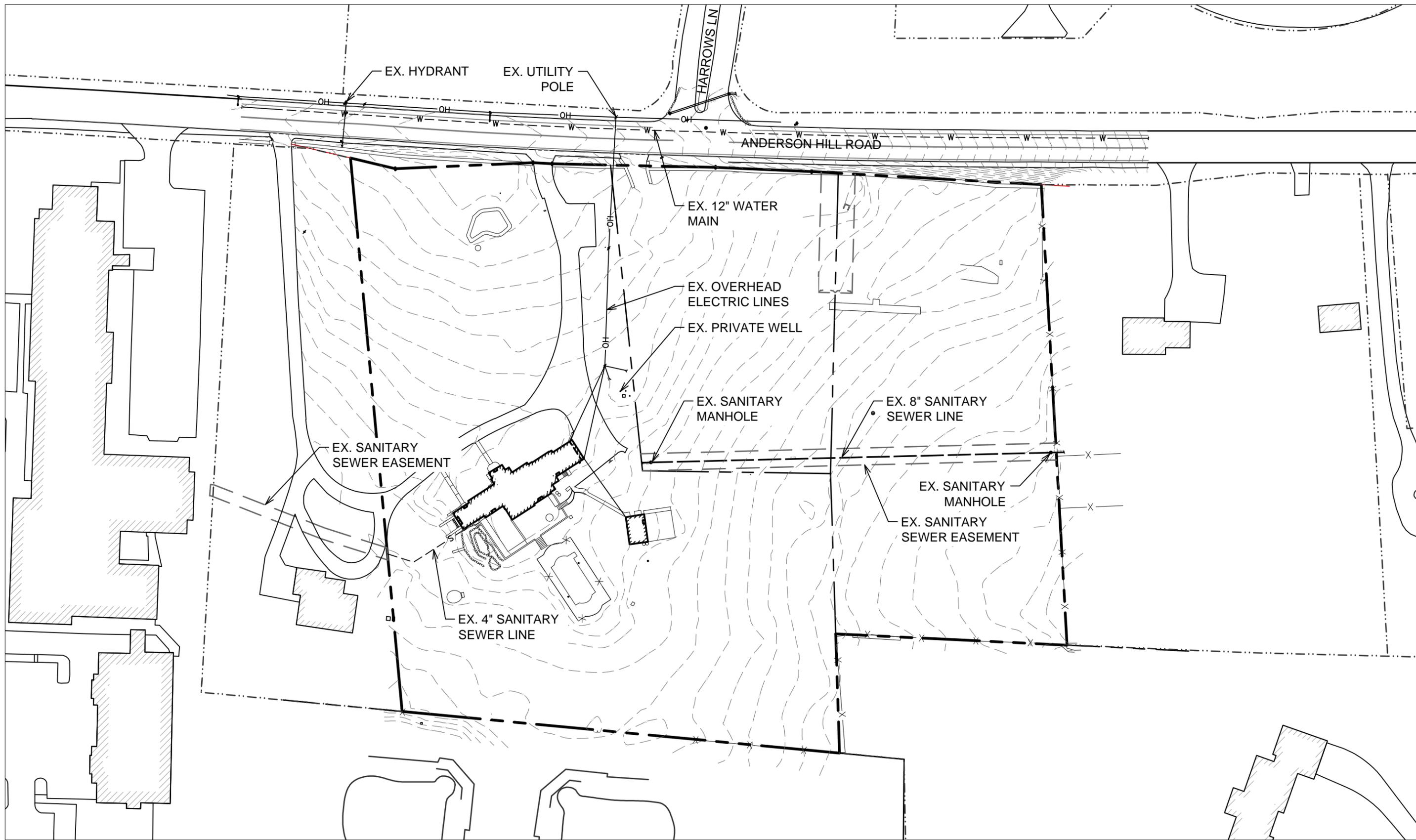
(1) Westchester County Rainfall, NYSDEC Amendment NY-1, November 7, 1990, page 2-14.5

GREEN INFRASTRUCTURE - BIORETENTION/RAIN GARDEN SUMMARY

BASIN ID	BASE ELEV.	BERM ELEV.	OUTLET CONTROL RISER PIPE	1-YEAR		2-YEAR		10-YEAR		100-YEAR	
				HWE ⁽¹⁾	SV ⁽²⁾						
CC	324.00	326.50	4" DIAM; 324.5' EL.	324.58	0.03	324.76	0.04	325.25	0.05	325.89	0.08
DD-1	318.50	321.50	8" DIAM; 319.0' EL.	319.10	0.05	319.24	0.06	319.76	0.08	320.47	0.12
DD-2	314.50	317.50	12" DIAM; 315.0' EL.	315.09	0.21	315.24	0.23	315.75	0.32	316.63	0.50

(1) High Water Elevation (Feet)

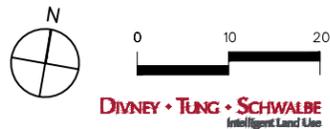
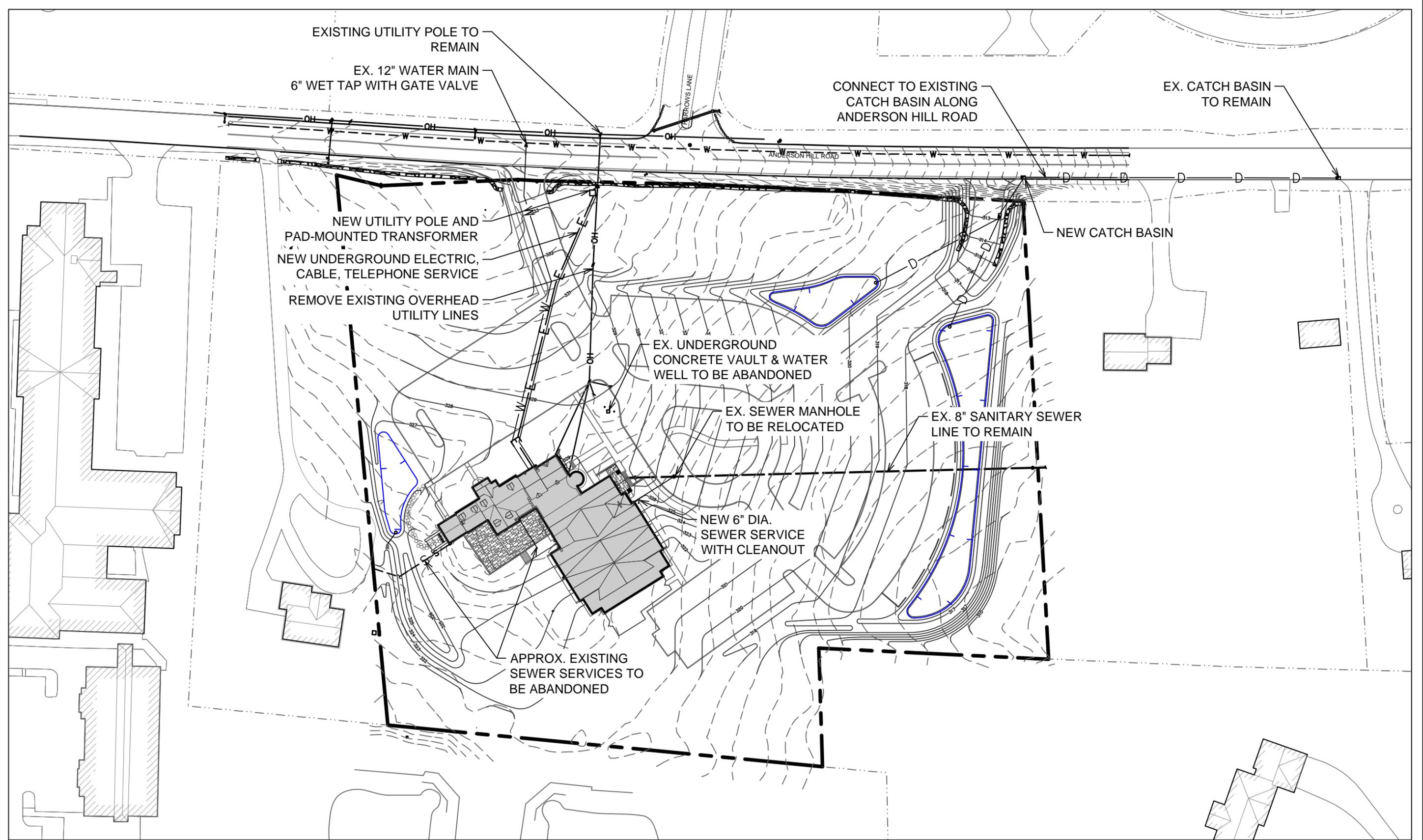
(2) Storage Volume (Acres Feet)

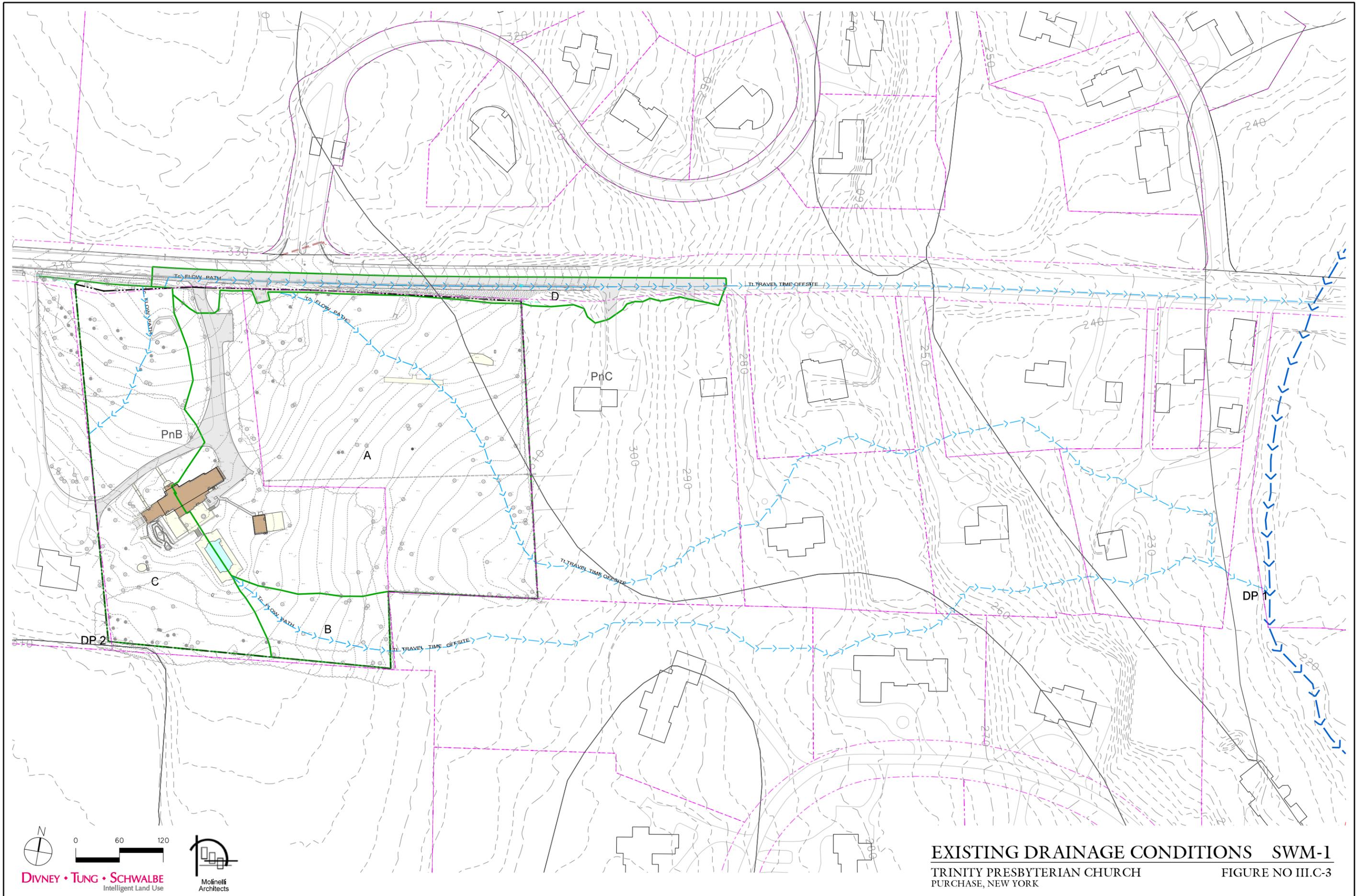


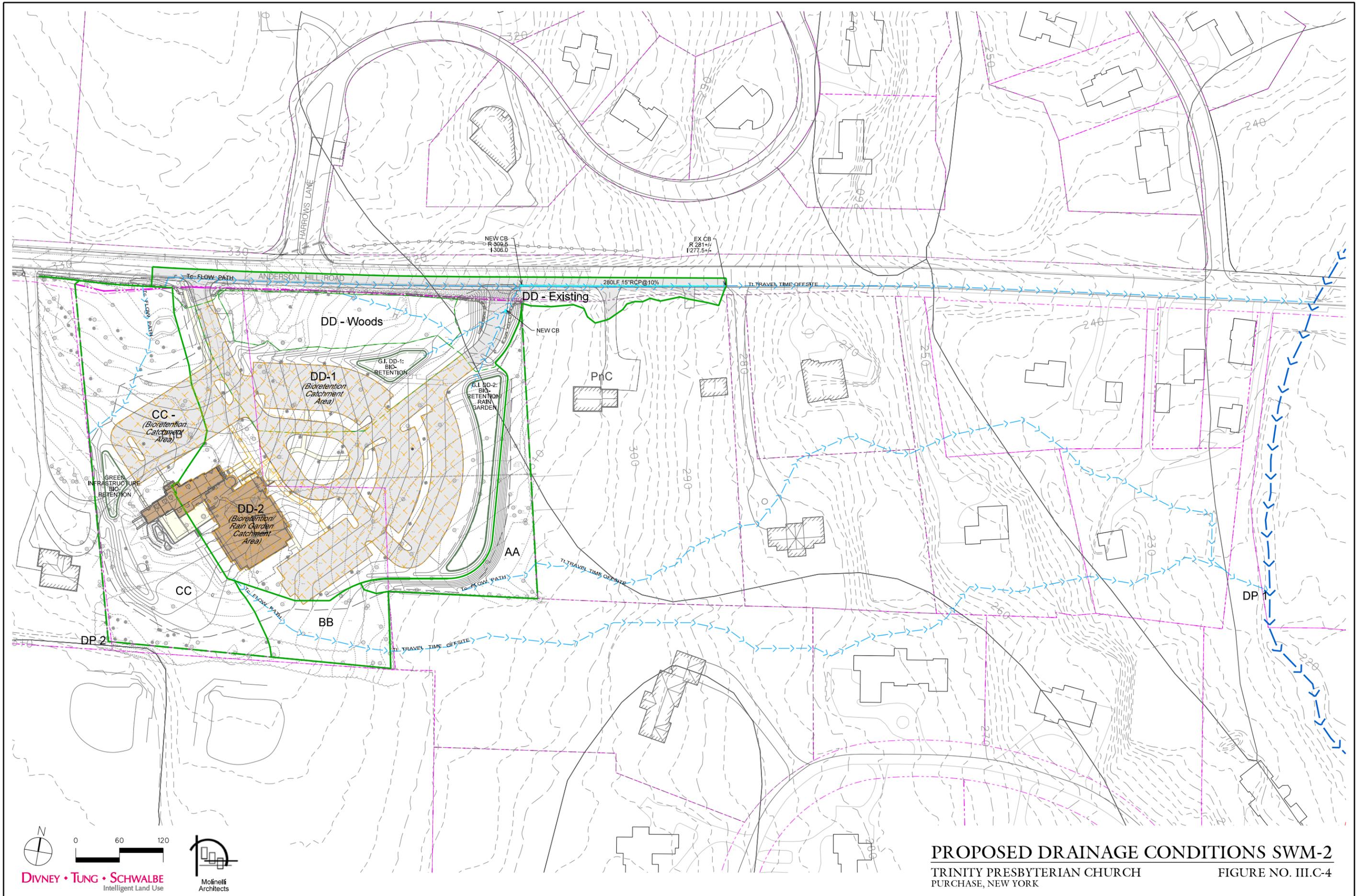
EXISTING UTILITIES

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.C-1







PROPOSED DRAINAGE CONDITIONS SWM-2
 TRINITY PRESBYTERIAN CHURCH
 PURCHASE, NEW YORK

FIGURE NO. III.C-4

D. VISUAL RESOURCES

D. VISUAL RESOURCES

This section evaluates the potential impacts of the Proposed Project on existing visual resources. Views to the Project Site from representative vantage points along Anderson Hill Road were documented and the existing character of the surrounding neighborhoods is described. The potential visual impacts of the Proposed Project are evaluated based upon a series of visual simulations that illustrate the proposed architecture, material, colors, and landscaping for the Project.

The Proposed Project was designed to be compatible with the surrounding area in that

- The augmentation of a vegetated buffer around the perimeter of the 6.46-acre Project Site has been proposed to screen views of the site from public vantage points;
- The design of the building has been designed to be compatible and complementary to the existing structure on the Property and to structures in the area;
- The scale of the building seasonably visible from off-site would be generally compatible with the scale of existing residential buildings in the area; and
- The cut-off light fixtures proposed would minimize the amount of lighting visible from off-site locations.

1. EXISTING CONDITIONS

a. *Site and Surrounding Area*

Project Site

Views to the Project Site from public vantage points are predominantly from Anderson Hill Road, a public street along the Site's northern border. Three vantage points, each looking towards the existing residence on the Project Site, were documented and are described below. Photographs from the vantage points were taken in early April with leaf-off conditions. A key map is included as Figure No. III.D-1, *View Location Map*.

Figure No. III.D-2, *View 1: Anderson Hill Road at Northwest Corner of Project Site* is a view looking to the southeast from Anderson Hill Road near the northwest corner of the Project Site. Due to a change in topography from Anderson Hill Road to the Project Site, an existing stone wall along Anderson Hill Road, and existing intervening vegetation, the existing residence is only partially visible from this vantage point.

Figure No. III.D-3, *View 2: Anderson Hill Road at Harrows Lane* is a view looking to the southwest from the intersection of Anderson Hill Road and Harrows Lane. Due to a change in topography from Anderson Hill Road to the Project Site, an existing stone wall along Anderson Hill Road, and existing intervening vegetation, the existing residence is partially visible from this vantage point.

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Figure No. III.D-4, *View 3: Anderson Hill Road at Northeast Corner of Project Site* is a view looking to the southwest from Anderson Hill Road near the northeast corner of the Project Site. Due to a change in topography from Anderson Hill Road to the Project Site, an existing stone wall along Anderson Hill Road, and existing intervening vegetation, the existing residence is nearly entirely screened from this vantage point.

Surrounding Area

The surrounding area, as discussed in Section II.C.1 of the DEIS and illustrated in Figure No. II.C-2, *Aerial Photograph* is characterized mostly by single-family residential uses and institutional/community uses. Many properties along Anderson Hill Road and Purchase Street feature low stone walls and landscaped or vegetated buffers along the roadway frontage, similar to the Project Site. Nearby institutional/community uses, such as the Purchase Elementary School, Purchase Post Office and Purchase Community House feature exteriors with stone cladding.

2. FUTURE CONDITIONS WITHOUT THE PROJECT

Without the Project, impacts to the surrounding area would be limited to those associated with continued use of the three parcels as single-family residential, and any future development of the parcels consistent with current zoning.

3. POTENTIAL IMPACTS

a. Visual Impacts

Three-dimensional models of the Proposed Project have been inserted into photographic images from the above selected public vantage points along Anderson Hill Road. Utilizing surveyed topographic contour information assigned with elevation coordinates, existing and proposed computer-generated terrain models were created to simulate the Proposed Project's topographic conditions.

Using the same coordinate system as the survey, existing and proposed building footprints, pavement, and vegetation per the landscape plan were located on the terrain models. Architectural models were created in 3-D by the architect, which were merged with the terrain model utilizing Google SketchUp. Perspective views were created in the software that simulate the vantage point, eye level, and camera angle at which the existing conditions photographs were taken. Merging the computer-generated perspective view of proposed conditions with the existing conditions photographs yields the visual simulations presented in this document.

Where the proposed buildings would not be visible from the vantage points due to intervening topography, trees, or buildings, the outline of the proposed buildings is represented with a dashed yellow line. The existing buildings are shown with a dashed green line, and the distances to buildings are noted in the figure labels.

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The visual simulations are discussed below.

Figure Nos. III.D-2, *View 1: Existing View to Site, Anderson Hill Road at Northwest Property Corner* and III.D-3 *View 1: Proposed View to Site, Anderson Hill Road at Northwest Property Corner*

This view includes a visual simulation demonstrating a vantage point looking to the southeast from Anderson Hill Road near the northwest corner of the Project Site. Like the existing structure, the proposed sanctuary addition, located approximately 400 feet from the vantage point, would be partially visible from this vantage point, primarily during winter months. However, a portion of the sanctuary addition would be screened by the existing structure. Additionally, the existing driveway would be widened and improved. As this figure illustrates, a reconfiguration of the stone walls would be proposed at the driveway along with new landscaping. Existing and proposed landscaping within the Project Site would further screen views of the existing structure and addition during summer months.

Figure Nos. III.D-4, *View 2: Existing View to Site, Anderson Hill Road at Harrows Lane* and III.D-5, *View 2: Proposed View to Site, Anderson Hill Road at Harrows Lane*

This view includes a visual simulation demonstrating a vantage point looking southwest from the intersection of Anderson Hill Road and Harrows Lane. Like the existing structure, the proposed sanctuary addition would be partially visible from this vantage point, primarily during winter months. The proposed sanctuary addition, located approximately 325 feet from this vantage point, would feature materials and colors that would complement the existing structure, therefore making it less visually prominent. Additionally, existing and proposed landscaping along Anderson Hill Road on the Project Site would further screen views of the existing structure and addition during summer months.

Figure Nos. III.D-6, *View 3: Existing View to Site, Anderson Hill Road at Northeast Property Corner* and III.D-7, *View 3: Proposed View to Site, Anderson Hill Road at Northeast Property Corner*

This view includes a visual simulation demonstrating a vantage point looking to the southwest from Anderson Hill Road near the northeast corner of the Project Site. The proposed sanctuary addition would be located approximately 470 feet from this vantage point. Although the intervening topography and vegetation would screen a portion of the proposed sanctuary addition, it would be partially visible from this vantage point, primarily during winter months. Existing and proposed landscaping on the Project Site would further screen views of the addition during summer months. As this figure illustrates, a new driveway would be constructed at the northeast corner of the Project Site. Existing stone wall would be reconfigured to provide an opening at the proposed driveway and new landscaping would be installed.

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b. Steeple Height and FAA Requirements

The proposed church steeple would be at a location on the project site with ground elevation of approximately 325 feet, and would rise to a maximum height of approximately 70 feet above ground level. The nearest runway of the Westchester County Airport is at ground elevation of approximately 380 feet, and has a horizontal distance of more than 9,100 feet from the proposed steeple. Construction of the steeple would require notice to the FAA if it were to exceed 200 feet above ground level (AGL), or if it exceeded an imaginary surface extending outward and upward at the following slopes: 100 to 1 for a horizontal distance of 20,000 feet from the nearest runway or 50 to 1 for a horizontal distance of 10,000 feet from the nearest distances.¹ The construction of the proposed steeple would not require a notice to be filed with the FAA since it would not be more than 200 feet AGL, and it would not intersect an imaginary surface at 91 feet AGL within 20,000 feet ($(1/100) \times 9,100 \text{ ft} = 91 \text{ ft}$) or 182 feet AGL within 10,000 feet ($(1/50) \times 9,100 \text{ ft} = 182 \text{ ft}$) of the nearest runway.

c. Shadow Impacts

A shadow impact analysis was prepared to evaluate whether the Proposed Project would cast new shadows on any sunlight-sensitive resources, such as public open spaces, playgrounds or natural resources where the introduction of shadows could alter the resource's condition. The Purchase Elementary School playground is located to the southwest over 300 feet from the proposed sanctuary addition and over 400 feet from the proposed steeple. The existing playing fields on the school property are located to the south over 140 feet and 240 feet from the proposed addition and steeple, respectively.

The shadows for the Proposed Project were modeled using Autodesk Revit building design software, and are illustrated in Figure No. III.D-8, *Shadow Impact Analysis*. The models present four representative days of the year:

¹ Title 14 of the Code of Federal Regulations (14 CFR), part 77.9. Construction or alteration requiring notice.

If requested by the FAA, or if you propose any of the following types of construction alteration, you must file notice with the FAA of:

- (a) Any proposed construction or alteration that is more than 200 ft. above ground level (AGL) at its site
- (b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes: (1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport in paragraph b. of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports. (2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph b. of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

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- December 21st winter solstice to demonstrate cold weather months
- March 21st vernal equinox (which is approximately the same as September 21st autumnal equinox)
- May 6th, which is a spring day approximately midway between the vernal equinox and summer solstice (and is also approximately the same as a mid-summer day in early August)
- June 21st summer solstice.

For each representative day, two time snapshots, 12 noon and 3:00 PM, are illustrated.

Shadows move in the opposite direction of the sun. In the northern hemisphere, shadows move from west to east, and point north at noon. As the shadow impact analysis illustrates, the shadows cast by the proposed sanctuary addition and steeple would be longest on December 21st in the late afternoon. As the analysis shows, the Proposed Project would not cast shadows on the Purchase Elementary School property, Anderson Hill Road, adjacent residences, or at any time of the year, beyond the Site's property line. Accordingly, there will be no adverse impacts related to shadows from the Proposed Project.

d. Lighting Impacts

The Proposed Project would utilize full cut-off style lights to provide a safe environment for congregants, staff and visitors in the evening hours. Parking areas would utilize appropriately-scaled lights, featuring 15 foot poles with a height of 18 feet to the top of the fixture, styled to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern would be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures would be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to the Church. The Church's front façade and proposed steeple would be lit utilizing LED fixtures located on the ground adjacent to the proposed Church. The proposed up-lighting would be sufficiently shielded to avoid casting glare.

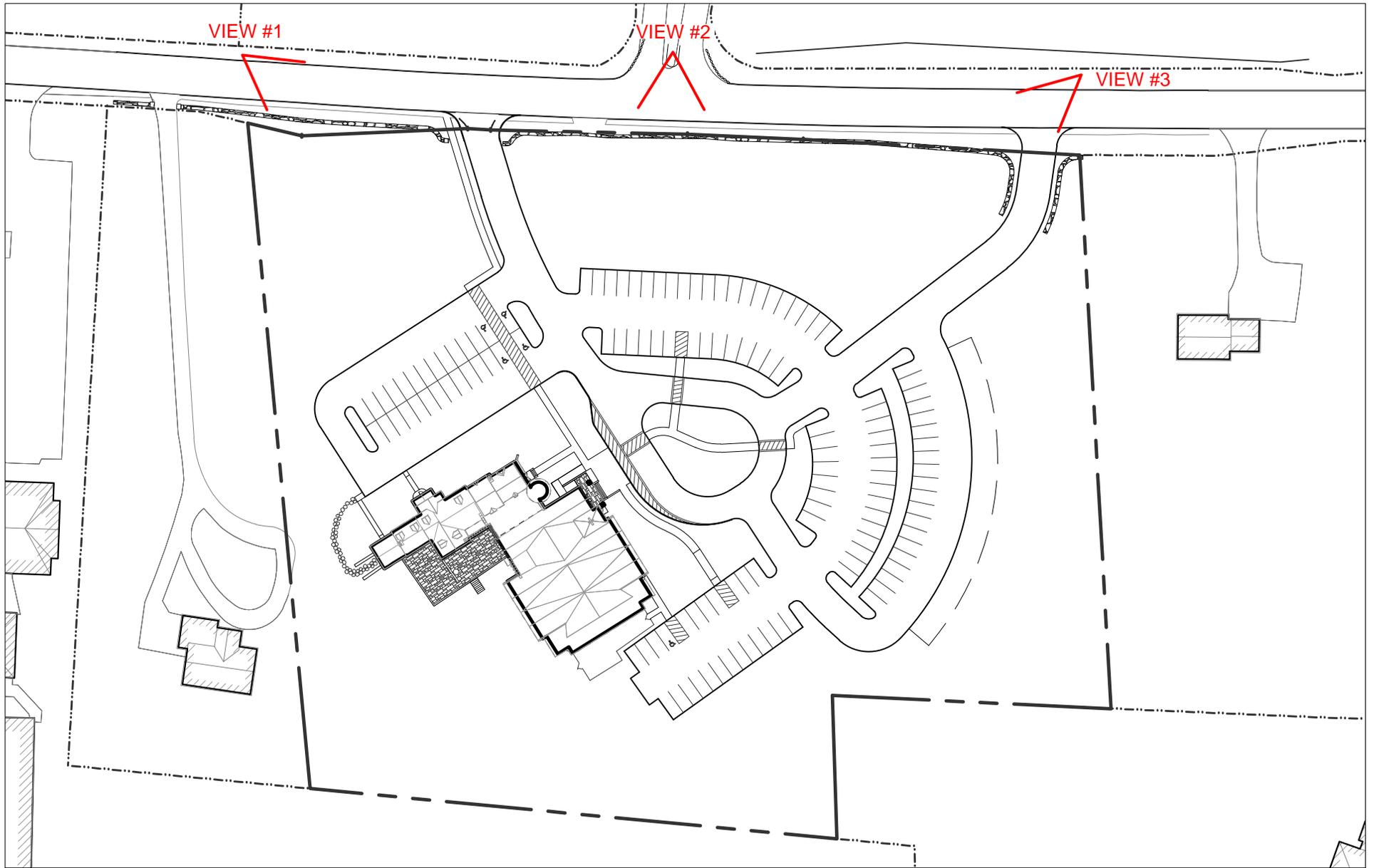
The proposed site lighting fixtures would be dimmable and controllable to provide the ability to turn lighting levels down when the Church is not in use. A photometric analysis is included on full-size drawing sheet SP-4.0, *Conceptual Lighting Plan* accompanying this DEIS. The lighting plan would also be subject to detailed review during the site plan approval process.

4. POTENTIAL MITIGATION MEASURES

The character of the stone wall and vegetated buffer along Anderson Hill Road, which allows seasonal views of the existing residence, would remain and be augmented. Views

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toward proposed building would be limited by this same stonewall, vegetated perimeter and intervening topography. The proposed building addition has been designed to be aesthetically pleasant and compatible with the existing residential structure using a materials palette that is in keeping with and complements the existing Tudor style and colors.



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Intelligent Land Use

VIEW LOCATION MAP

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.D-1



EXISTING RESIDENCE 345 FEET FROM
VANTAGE POINT

VIEW #1: EXISTING VIEW TO SITE
ANDERSON HILL RD @ NORTHWEST PROPERTY CORNER
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.D-2



PROPOSED CHURCH 400 FEET FROM VANTAGE
POINT PARTIALLY VISIBLE THROUGH
INTERVENING VEGETATION

OUTLINE OF EXISTING BUILDING
TO REMAIN

VIEW #1: PROPOSED VIEW TO SITE
ANDERSON HILL RD @ NORTHWEST PROPERTY CORNER
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.D-3



EXISTING RESIDENCE 325 FEET FROM
VANTAGE POINT



PROPOSED CHURCH 325 FEET FROM
VANTAGE POINT

VIEW #2: PROPOSED VIEW TO SITE
ANDERSON HILL RD @ HARROWS LANE
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.D-5



VIEW #3: EXISTING VIEW TO SITE
ANDERSON HILL RD @ NORTHEAST PROPERTY CORNER
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.D-6



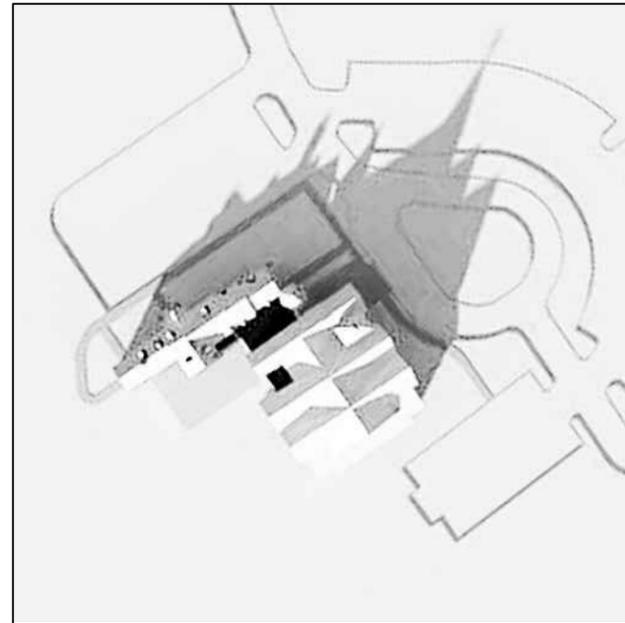
PROPOSED CHURCH 470 FEET FROM
VANTAGE POINT

VIEW #3: PROPOSED VIEW TO SITE
ANDERSON HILL RD @ NORTHEAST PROPERTY CORNER
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

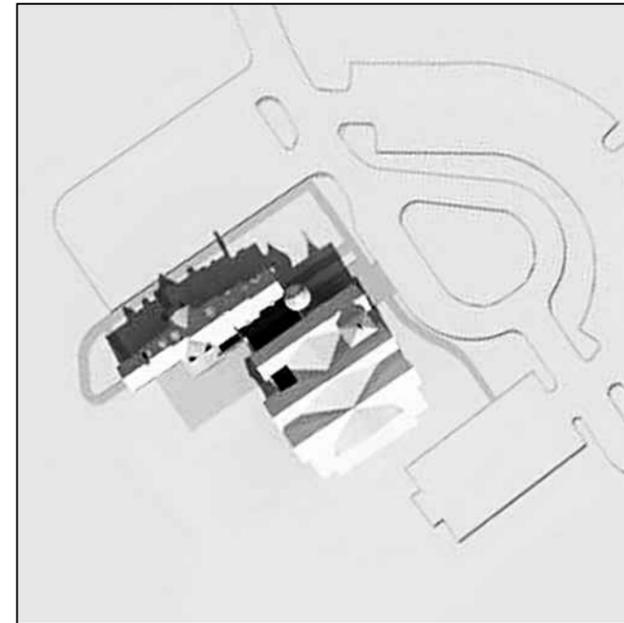
FIGURE NO. III.D-7



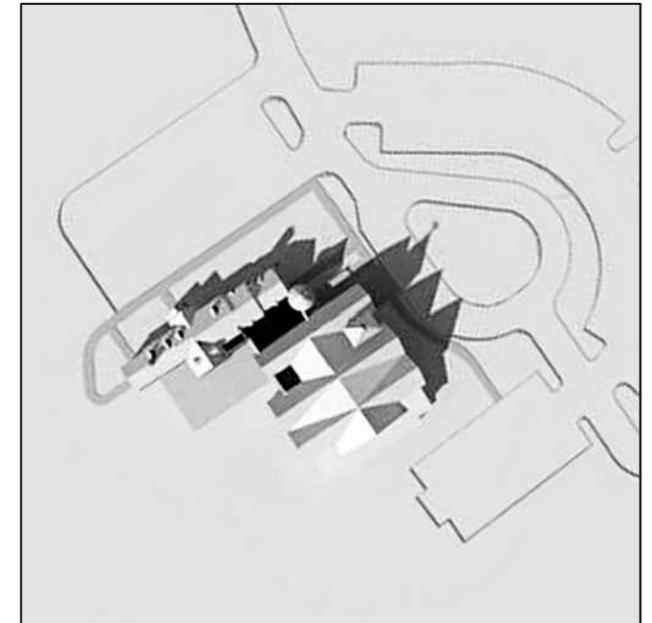
DECEMBER 21 - 12:00PM



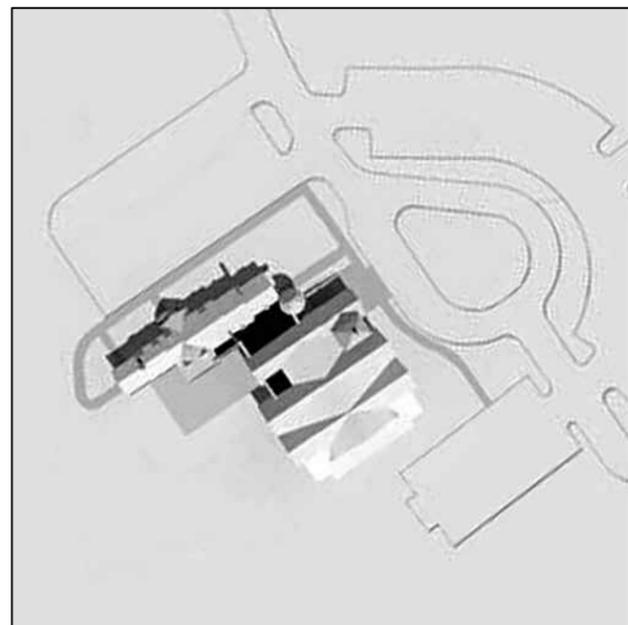
DECEMBER 21 - 3:00PM



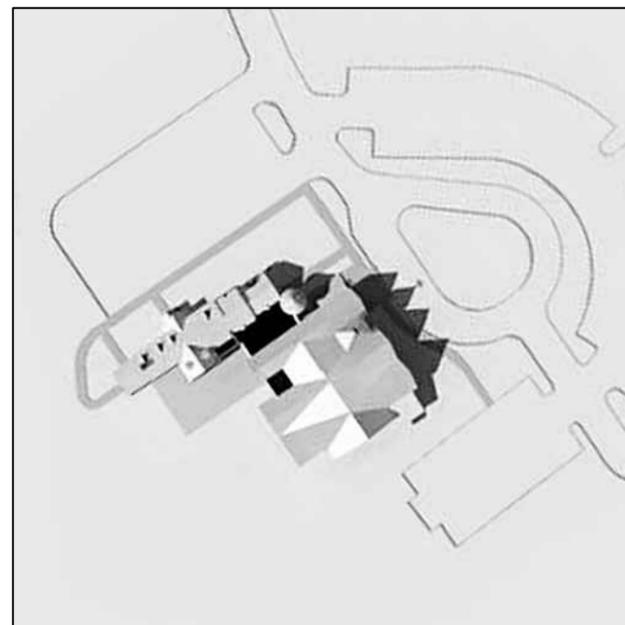
MARCH 21 - 12:00PM



MARCH 21 - 3:00PM



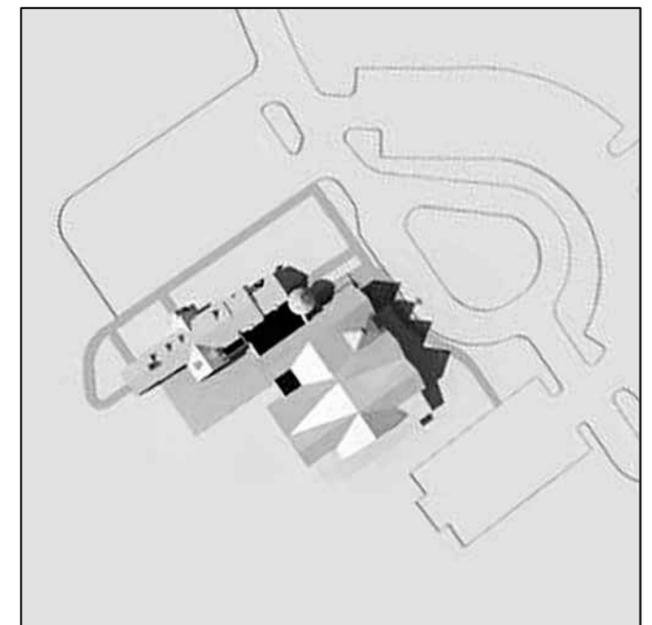
MAY 6 - 12:00PM



MAY 6 - 3:00PM



JUNE 21 - 12:00PM



JUNE 21 - 3:00PM



E. TRANSPORTATION

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(b) *Anderson Hill Road and Harrows Lane*

The results of the analysis of this two-way STOP controlled intersection indicate that it currently operates at a Level of Service "B," "B," "A" and "B" or better during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(c) *Anderson Hill Road and Lincoln Avenue*

The results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B," "B," "B" and "A" during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(d) *Anderson Hill Road and SUNY Purchase Access Drive/PepsiCo Access Drive*

The results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B," "A," "A" and "A" during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(6) School of the Holy Child

As previously discussed Trinity Church currently holds its religious services at the School of the Holy Child, located at 225 Westchester Avenue in the Town of Harrison approximately two miles south of the Project Site. To account for Sunday's worship and religious instruction activities at the School of the Holy Child, parking and vehicle occupancy surveys were conducted during the following days:

- Sunday, March 30, 2014;
- Sunday, April 6, 2014;
- Sunday, April 13, 2014 (Palm Sunday); and,
- Sunday, April 20, 2014 (Easter).

The results of the data collected is summarized in the following table:

TABLE NO III.E-1: FIELD DATA SUMMARY²

Date		Number of Cars	Number of People ³	Vehicle Occupancy	% Stay for Class
03/30/2014		68	182	2.68	60
04/06/2014		73	187	2.56	66
04/13/2014	Holiday (Palm Sunday)	51	140	2.75	59

² Source: Trinity Presbyterian Church and Frederick P. Clark Associates, Inc.

³ Based on these surveys, between 35% and 40% of the attendees on Sundays are children.

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04/29/2014	Holiday (Easter)	68	214	3.15	0
Average	--	65	181	2.79	46
Average (without Holiday)	--	71	185	2.62	63

These surveys also included the zip code of the driver, number of people in each vehicle, if they were a member, attended regularly or visitor and if they were staying for the religious instruction classes after the service. A summary of the data showed that on average for these four Sundays, which included Palm Sunday and Easter, there was vehicle occupancy of 2.79. Also, the average percent of people remaining for the classes after the service on a typical Sunday was 63 percent. Additional activities and the typical attendance are discussed in DEIS Section II, *Description of the Proposed Action*.

b. Future Conditions Without the Project

(1) 2016 Build Year

For the purposes of analysis, a Build Year of 2016 was utilized in completing the traffic analysis. The 2014 traffic volumes were expanded to reflect a 2016 traffic condition by applying a one percent per year growth rate. Additionally, based on discussions with the Town Planning Department and familiarity with the site vicinity, FPCA determined that the following other developments should be included:

- PepsiCo – Project Renew Master Plan⁴
- The Enclave (Rye Brook)

It was noted that SUNY Purchase may include senior housing on the Campus. However, since there is no application submitted to the Village/Town, it is assumed that any traffic from this application is accounted for in the annual growth rate.

The traffic volumes of these projects are provided in detail in DEIS Appendix 5, *Traffic Access & Impact Study*.

(2) No Build Alternative

Without the Proposed Project the capacity analysis shows that the studied intersections will result in following conditions:

- (a) *Anderson Hill Road and Purchase Street*

⁴ Proposed traffic generated by the reoccupied PepsiCo based on Traffic Study prepared by John Collins Engineers P.C. dated September 23, 2009. Although the Church is expected to be fully completed before the full build-out of the master plan, the traffic volumes for 2,400 employees were utilized, to be conservative.

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The results of the analysis for this condition indicate that it will operate at an overall Level of Service "D," "C," "B" and "B" during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(b) *Anderson Hill Road and Harrows Lane*

The results of the analysis for this condition indicate that it will operate at a Level of Service "B," "B," "A" and "B" or better during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(c) *Anderson Hill Road and Lincoln Avenue*

The results of the analysis for this condition indicate that it will operate at an overall Level of Service "A," "C," "A" and "A" during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

(d) *Anderson Hill Road and SUNY Purchase Access Drive/PepsiCo Access Drive*

The results of the analysis for this condition indicate that it will operate at an overall Level of Service "A," "C," "A" and "A" during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

c. Potential Impacts

(1) Projected Peak Hour Traffic

Using the vehicle occupancy of 2.79, as determined by the conducted surveys, for the Sunday Service Arrivals peak hour there will be 72 vehicles entering. For the Sunday Class Departures peak hour, 63 percent of the members remain with 45 vehicles exiting during this peak hour.

Additionally, the Institute of Traffic Engineers (ITE) trip generation rates for a church were calculated. Average vehicle trip ends for ITE rates were based on the proposed development program, with 3,610 square feet of office space being used throughout the week, and 200 seats being provided for Sunday Services. For the Sunday Service Arrivals peak hour there will be 61 vehicles entering. For the Sunday Class Departures peak hour, 63 percent of the members remain with 38 vehicles exiting during this peak hour.

The proposed Church traffic generation is summarized in Table No. III.E-2, *Proposed Project Traffic Generation*.

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TABLE NO III.E-2: PROPOSED PROJECT TRAFFIC GENERATION⁵

Land Use	Size	Traffic Direction	Vehicle Trip Ends				Sunday Peak Hour of Generator
			Weekday Morning (8-9 AM)	Weekday Afternoon (5-6 PM)	Sunday Service Arrivals (9-10 AM)	Sunday Class Departures (12N -1PM)	
Church (Using Vehicle Occupancy)	200 Seats; 2.79 Vehicle Occupancy	Enter	6	0	72	0	--
		Exit	<u>0</u>	<u>7</u>	<u>0</u>	<u>45</u>	--
		Total	6	7	72	45	--
Church (Using ITE Rates) ⁶	200 Seats; 3,610 SF Office Space	Enter	1	1	61	0	61
		Exit	<u>1</u>	<u>1</u>	<u>0</u>	<u>38</u>	<u>61</u>
		Total	2	2	61	38	122

(2) Arrival and Departure Distribution

Directional distribution of Site-generated traffic is based on parishioner’s addresses and two non-holiday vehicle counts (See DEIS Appendix 5). From the addresses and zip codes, a gravity model was utilized to show the directional distribution used to assign the site traffic arriving and departing the site. Based on this analysis, FPCA determined that 88 percent of the site traffic would arrive and depart from the west driveway on Anderson Hill Road, with 49 percent from the south on Purchase Street, 10 percent from the north on Purchase Street and the remaining 29 percent from the west on Anderson Hill Road. The remaining 12 percent will arrive and depart to the east on Anderson Hill Road, with 5 percent from the south on Lincoln Avenue and the remaining 7 percent from the east on Anderson Hill Road.

(3) Build Traffic Conditions

Build traffic conditions were developed based on adding the site-generated traffic to the no-build traffic volumes described above. With the Proposed Project the capacity analysis shows that the studied intersections will result in following conditions, with the change in delay times for each intersection summarized in Table No. III.E-3, *Proposed Project Change in Traffic Delays*:

(a) Anderson Hill Road and Purchase Street

The results of the analysis indicate that the Level of Service will remain the same, with an acceptable increase in vehicle delay for the weekday morning,

⁵ Proposed Church traffic generation extracted from proposed development program. See Appendix 5, Table 6.

⁶ “Trip Generation,” 9th Edition, published by the Institute of Transportation Engineers (ITE), 2012, using Church, Code #560 Average Rates.

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weekday afternoon and Sunday service arrivals peak hours. There will be a change in Level of Service from "A" to "B" for the northbound left turn lane group, from "B" to "C" for the northbound through/right lane group and from "B" to "C" for the intersection overall for the Sunday class departures peak hour.

(b) *Anderson Hill Road and Harrows Lane*

The results of the analysis indicate that the Level of Service will remain the same with a minimal increase in vehicle delay.

(c) *Anderson Hill Road and Lincoln Avenue*

The results of the analysis indicate that the Level of Service will remain the same, with an acceptable increase in vehicle delay for all peak hours.

(d) *Anderson Hill Road and SUNY Purchase Access Drive/PepsiCo Access Drive*

The results of the analysis indicate that the Level of Service will remain the same, with an acceptable increase in vehicle delay for all peak hours.

TABLE NO III.E-3: PROPOSED PROJECT CHANGE IN TRAFFIC DELAYS

Intersection	Control Type	Weekday Peak Hour Delay (Seconds)		Sunday Peak Hour Delay (Seconds)	
		Morning	Afternoon	Morning	Afternoon
Purchase Street (NYS Route 120) at Anderson Hill Road	Traffic Signal (Overall Delay)	0.4	0.4	0.5	1.6
Anderson Hill Road at Harrows Lane	Unsignalized (All Movements)	0.0	0.0	0.0	0.0
Anderson Hill Road at Lincoln Avenue	Traffic Signal (Overall Delay)	0.0	0.1	0.1	0.0
Anderson Hill Road at Pepsico Access Drive/ SUNY Purchase Access Drive	Traffic Signal (Overall Delay)	0.0	0.0	0.1	0.0

(4) Future Parking Conditions

As discussed in DEIS Section III.A, *Land Use and Zoning*, 119 parking spaces would be required for the Proposed Project pursuant to the Zoning Ordinance. Based on the peak parking demand observed through the surveys of Trinity Church, the peak parking demand occurs on a Sunday morning with a total peak demand of 73 spaces. The Proposed Project includes 130 paved parking spaces along with stabilized lawn areas to accommodate 10 additional vehicles as needed, for a total of 140 parking spaces, as illustrated on Figure No. III.E-1, *Proposed Parking, Access & Circulation System*. The proposed parking spaces would be adequate to handle both the typical and special events held at the Site.

(5) Pedestrian and Bicycle Impacts

An existing sidewalk exists along the southern side of Anderson Hill Road and extends from the intersection of Anderson Hill Road and Purchase Street west of the Site to just west of Lincoln Avenue. The Proposed Project would maintain the existing sidewalk along the frontage of the Site. There would be adequate driveway sight distances from the improved west driveway and proposed east driveway so that there would be no significant adverse impacts related to pedestrian and bicycle circulation along the frontage of the Project Site.

Based on the *Purchase School Handbook*⁷ the hours of the school day for the Purchase Elementary School students are 8:55 AM to 3:05 PM, Monday through Friday. Children arrive at the school between 8:15 AM and 8:55 AM. As discussed above, the weekday morning peak hour of the Proposed Project is between 8:00 AM and 9:00 AM, with 6 cars generated. Based on this traffic generation, it is not anticipated that the Proposed Project would result in any significant adverse impacts on Purchase Elementary School student arrivals.

Student dismissal begins at 3:05 PM, and the last bus usually leaves by 3:35 PM. The School office closes at 4:00 PM. The weekday afternoon peak hour of the Proposed Project is between 5:00 PM and 6:00 PM, with 7 cars generated, and is well after student dismissal and the School office closes. Therefore, it is not anticipated that the Proposed Project would result in any significant adverse impacts on Purchase Elementary School student dismissals.

(6) Driveway Sight Distance Analysis

The driveway sight distances were evaluated looking in each direction along Anderson Hill Road from the proposed driveway locations to determine if adequate sight lines are available to exit the Proposed Project. The evaluation of sight distances is discussed in greater detail in the *Traffic Access & Impact Study* included in DEIS Appendix 5. Following the standards outlined by the Westchester

⁷ Harrison Central School District. *Purchase School Handbook*.
<http://www.harrisoncsd.org/images/schools/pur/PurHandbook.pdf> Accessed May 13, 2014.

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Department of Public Works the Project would meet either the intersection sight distance (ISD) and/or stopping sight distance (SSD) for each of the proposed driveways as it relates to the 85th percentile speed of motorists traveling on Anderson Hill Road.

The desired ISD is based on standards prepared by Westchester County Department of Public Works (WCDPW). The desired ISD for the posted speed limit of 35 miles per hour for a left turn from stop is 390 feet and for a right turn from stop is 335 feet. For the 85th percentile operational speed the desired ISD is 500 feet for a left turn from stop and 430 feet for a right turn from stop. At the west driveway the ISD measured to the left is in excess of 500 feet and to the right is 460 feet. At the east driveway the ISD measured to the left is 460 feet and to the right is in excess of 500 feet. The ISD to the right at the west driveway and to the left at the east driveway meet an ISD for 41.4 miles per hour, which is acceptable to the WCDPW.⁸

The SSD was conducted for the west driveway for the westbound direction and the east driveway for the eastbound direction for the posted speed and the 85th percentile speed. The required SSD for west driveway for the westbound direction is 223 feet and 339 feet for the posted speed and 85th percentile speed, respectively. The SSD available was measured to be in excess of 339 feet for the west driveway for the westbound direction. The required SSD for east driveway for the eastbound direction is 267 feet and 395 feet for the posted speed and 85th percentile speed, respectively. The SSD available was measured to be in excess of 395 feet for the east driveway for the eastbound direction.

Based on a review by the WCDPW, both driveways meet the standards to provide access. The County Traffic Engineer suggested that an intersection warning signage with a “driveway” plaque could also be installed in advance of the Project Site to provide additional awareness for vehicles on Anderson Hill Road.⁹ Based on the evaluation of the intersection sight distances and with the installation of the signage recommended by the County Traffic Engineer, no further significant adverse impacts related to sight distances are anticipated.

d. Potential Mitigation Measures

Based on the results of the traffic analysis, the traffic to the added roads would result in an average increase of less than one percent to the overall operation of the nearby signalized intersections and the unsignalized intersection of Harrows Lane.¹⁰

⁸ Kevin Roseman, Traffic Engineer, Westchester County Department of Public Works. Meeting, June 13, 2014. Westchester County Office Building, 148 Martine Avenue, White Plains, NY.

⁹ Ibid.

¹⁰ Proposed Church traffic delay impacts extracted from *Traffic Access and Impact Study*. See Appendix 5, Tables 8-9.

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Additionally, the two existing drives will operate at acceptable Levels of Service. Installation of the recommended intersection warning signage would be proposed along Anderson Hill Road, as appropriate. Therefore, no significant adverse impacts to traffic are anticipated and no further mitigation measures are required.

(1) Shared Parking

As previously discussed, it is the Applicant's opinion that the proposed parking spaces would be adequate to handle both the typical and special events held at the Site. If the adjacent Purchase Elementary School wished to discuss potential shared parking with Trinity Church for non-Sunday periods, the Church would be receptive to discussions.

TABLE NO. III.E-4

Also DEIS Appendix 5 - Table 3
 ACCIDENT EXPERIENCE SUMMARY – ANDERSON HILL ROAD
 Trinity Presbyterian Church
 526-530 Anderson Hill Road
 Purchase, New York

ACCIDENT CHARACTERISTICS	ANDERSON HILL ROAD													
	At Purchase Street (NYS Route 120)		Between Purchase Street (NYS Route 120) and Harrows Lane		At Harrows Lane		Between Harrows Lane and Lincoln Avenue		At Lincoln Avenue		Between Lincoln Avenue and PepsiCo Access Drive/SUNY Purchase Access Drive		At PepsiCo Access Drive/SUNY Purchase Access Drive	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year														
▪ 2011	6	40	0	0	0	0	3	25	6	55	0	0	2	40
▪ 2012	5	33	0	0	1	100	6	50	1	9	0	0	3	60
▪ 2013	4	27	0	0	0	0	3	25	4	36	0	0	0	0
▪ Total	15	100	0	0	1	100	12	100	11	100	0	0	5	100
Accident Severity														
▪ Property Damage	12	80	0	0	1	100	9	75	8	73	0	0	5	100
▪ Injury	3	20	0	0	0	0	3	25	3	27	0	0	0	0
Collision Type														
▪ Rear-end	5	33	0	0	0	0	3	25	2	18	0	0	0	0
▪ Left Turn	3	20	0	0	0	0	1	8	4	37	0	0	3	60
▪ Right Turn	2	13	0	0	0	0	0	0	0	0	0	0	1	20
▪ Sideswipe-Same Dir.	1	7	0	0	1	100	2	17	2	18	0	0	1	20
▪ Right Angle	3	20	0	0	0	0	3	25	2	18	0	0	0	0
▪ Fixed Object	1	7	0	0	0	0	0	0	1	9	0	0	0	0
▪ Moving Object	0	0	0	0	0	0	2	17	0	0	0	0	0	0
▪ Backing	0	0	0	0	0	0	1	8	0	0	0	0	0	0

Also DEIS Appendix 5 - Table 3 Cont'd

ACCIDENT CHARACTERISTICS	ANDERSON HILL ROAD													
	At Purchase Street (NYS Route 120)		Between Purchase Street (NYS Route 120) and Harrows Lane		At Harrows Lane		Between Harrows Lane and Lincoln Avenue		At Lincoln Avenue		Between Lincoln Avenue and PepsiCo Access Drive/SUNY Purchase Access Drive		At PepsiCo Access Drive/SUNY Purchase Access Drive	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Contributing Factor														
▪ Following Too Closely	4	27	0	0	0	0	0	0	2	17	2	18	0	0
▪ Failure to Yield ROW	6	40	0	0	0	0	4	34	6	55	0	0	3	60
▪ Pavement Slippery	1	7	0	0	0	0	0	0	0	0	0	0	0	0
▪ Traffic Control Disregard	2	13	0	0	0	0	0	0	0	0	0	0	0	0
▪ Obstruction/Debris	1	7	0	0	0	0	0	0	0	0	0	0	0	0
▪ Passing/Lane Use Improper	1	7	0	0	0	0	1	8	0	0	0	0	0	0
▪ Unsafe Lane Change	0	0	0	0	1	100	0	0	0	0	0	0	0	0
▪ Backing Unsafe	0	0	0	0	0	0	1	8	0	0	0	0	0	0
▪ Turning Improper	0	0	0	0	0	0	1	8	1	9	0	0	1	20
▪ Animal Action	0	0	0	0	0	0	2	17	0	0	0	0	0	0
▪ Unknown	0	0	0	0	0	0	1	8	0	0	0	0	0	0
▪ Driver Inattention	0	0	0	0	0	0	0	0	2	18	0	0	1	20
Light Condition														
▪ Daylight	12	80	0	0	0	0	7	59	4	36	0	0	1	20
▪ Dark-Lighted	3	20	0	0	1	100	4	33	5	46	0	0	3	60
▪ Dusk	0	0	0	0	0	0	1	8	0	0	0	0	1	20
▪ Dawn	0	0	0	0	0	0	0	0	1	9	0	0	0	0
▪ Unknown	0	0	0	0	0	0	0	0	1	9	0	0	0	0
Surface Condition														
▪ Dry	10	67	0	0	1	100	10	84	9	82	0	0	3	60
▪ Wet	2	13	0	0	0	0	1	8	1	9	0	0	2	40
▪ Snow/Ice	2	13	0	0	0	0	0	0	0	0	0	0	0	0
▪ Slush	0	0	0	0	0	0	1	8	0	0	0	0	0	0
▪ Unknown	1	7	0	0	0	0	0	0	1	9	0	0	0	0

TABLE NO. III.E-4

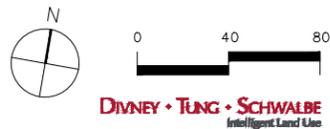
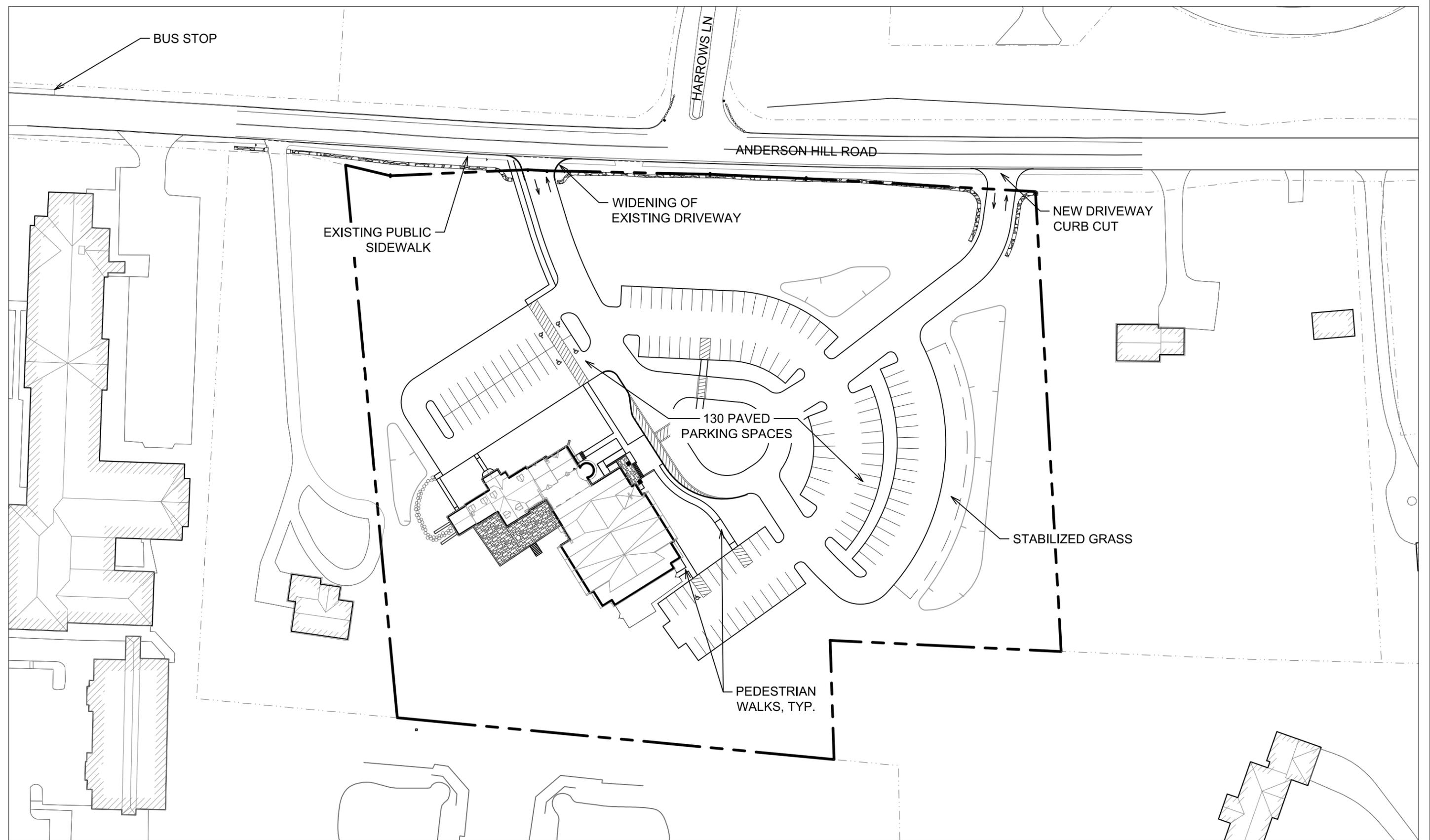
Also DEIS Appendix 5 - Table 3 Cont'd

ACCIDENT CHARACTERISTICS	ANDERSON HILL ROAD													
	At Purchase Street (NYS Route 120)		Between Purchase Street (NYS Route 120) and Harrows Lane		At Harrows Lane		Between Harrows Lane and Lincoln Avenue		At Lincoln Avenue		Between Lincoln Avenue and PepsiCo Access Drive/SUNY Purchase Access Drive		At PepsiCo Access Drive/SUNY Purchase Access Drive	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions														
▪ Clear	9	59	0	0	1	100	8	67	7	64	0	0	4	80
▪ Cloudy	3	20	0	0	0	0	3	25	2	18	0	0	1	20
▪ Rain	1	7	0	0	0	0	0	0	1	9	0	0	0	0
▪ Snow	1	7	0	0	0	0	0	0	0	0	0	0	0	0
▪ Sleet/Hail/Freezing Rain	0	0	0	0	0	0	1	8	0	0	0	0	0	0
▪ Unknown	1	7	0	0	0	0	0	0	1	9	0	0	0	0

Source: Harrison Police Department.

Notes: January 1, 2011 to December 31, 2013 is the latest accident data available.

Frederick P. Clark Associates, Inc.
 G:\823.000 Trinity Church, Purchase\Word\ahr14-003.stc.doc
 8/28/14



PROPOSED PARKING, ACCESS & CIRCULATION SYSTEM

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. III.E-1

F. AIR QUALITY AND NOISE

F. AIR QUALITY AND NOISE

1. AIR QUALITY

a. Existing Conditions

According to the U.S. Environmental Protection Agency, “Stationary sources [of pollutants in the ambient air] are non-moving sources, fixed-site producers of pollution such as power plants, chemical plants, oil refineries, manufacturing facilities, and other industrial facilities. ... Air pollution from stationary sources is produced by two primary activities. These activities are stationary combustion of fuel such as coal and oil at power generating facilities, and the pollutant losses from industrial processes. Industrial processes include refineries, chemical manufacturing facilities, and smelters. ... Large, stationary sources of emissions that have specific locations and release pollutants in quantities above an emission threshold are known as point sources.”¹

Existing stationary sources of pollutant emissions are associated with combustion of fuel oil and natural gas for HVAC units for existing buildings. The Project Site is set on approximately 6 acres of land and contains one residential house. This residential building is not considered a large stationary source of air pollution.

b. Future Conditions Without the Project

Without the Project, the sources of air quality would be substantially similar to the existing condition. Background levels would remain the same, but air quality impacts could show a slight increase due to the annual growth in traffic volume, as discussed in DEIS Section III.E, *Transportation*. Under current zoning the two undeveloped lots that comprise the eastern portion of the Site could also be developed with single-family residences, or another permitted/special permit use, if the Proposed Project were not to be built. Additional development would include construction activities that could result in potential short-term air-quality impacts.

c. Potential Impacts

(1) Construction-Related Air Quality Issues

Air quality emissions of concern that are associated with short-term construction activities may include fugitive dust from moving equipment and excavation activities, as well as exhaust emissions from diesel-fueled construction equipment. Fugitive dust emissions would be minimized because trucks would be limited to an on-site speed of 5 mph, a water truck would wet the driveways, and water would also be used to wet working surfaces to prevent windborne fugitive dust. Stockpiles of soil and gravel piles would be covered.

¹ <http://www.epa.gov/airquality>

SECTION III • ENVIRONMENTAL ANALYSES

F AIR QUALITY AND NOISE

The Proposed Project has been designed to avoid potential impacts to air quality during demolition and construction. Excavation typically causes dust, especially during periods of dry weather. However, these particles are temporary in nature and would be minimized by using best construction practices and mitigation measures discussed below. As a result of these mitigation measures disturbances in the form of dust and debris to the nearby area would be minimal.

(a) *Construction Emissions*

Construction activities may affect surrounding areas during the developmental period of a proposed action, including air quality. Potential construction air quality impacts are assessed based on duration, equipment usage, and affected area.

Where duration of construction is expected to be short-term, potential air quality impacts generally do not require a detailed, quantitative assessment. In the case of the Project, the duration of construction is anticipated to be less than two years. Given this, and because the Proposed Project would not result in significant mobile source impacts due to insignificant traffic impacts associated with the Church, and no significant PM10/PM2.5² air quality impacts from stationary sources are anticipated from the Project, a qualitative evaluation of the construction emissions was conducted and key elements are summarized below.

Westchester County currently meets the NAAQS for all pollutants except ozone and PM2.5. Westchester County is designated as a moderate non-attainment area for ozone as well as a nonattainment area for PM2.5. Prior to 2002, the County also was a nonattainment area for CO. It is now designated as a CO maintenance area and is subject to the same requirements as a CO nonattainment area. A CO maintenance area must maintain the NAAQS for 20 years by following two sequential 10-year plans.

The primary concern for potential impacts associated with construction air quality is emissions of particulate matter due to exhaust emissions or fugitive dust on-site. Key elements of the preliminary evaluation for construction impacts to air quality include:

- Carbon monoxide emissions from employee vehicles;
- Disruption to normal traffic patterns caused by road closings;
- Increased truck traffic on local roads;

² The PM10 standard covers those particles with diameters of 10 micrometers or less. The PM2.5 standard covers particulates with diameters of 2.5 micrometers or less.

SECTION III • ENVIRONMENTAL ANALYSES
F AIR QUALITY AND NOISE

- Fugitive PM10 and PM2.5 emissions from on-site vehicular movement and other activities; and
- PM10, PM2.5, NO_x, and SO₂ emissions from equipment exhaust.

d. Potential Mitigation Measures

Based on the qualitative assessment, construction activities are not likely to cause significant adverse air quality impacts. The short duration of the construction period, in conjunction with the implementation of best management practices to mitigate construction emissions exposure off-site, would minimize negative effects from construction emissions.

(1) Construction Techniques to Reduce Short-Term Impacts

Standard mitigation measures would be incorporated into the construction management plans to minimize potential impacts in accordance with all applicable laws and regulations. Equipment would comply with applicable EPA regulations. To minimize fugitive dust emissions, vehicles on-site would be limited to a speed of 5 mph, and water would be used to wet working surfaces. Storage piles would be covered. Exposed areas would be stabilized after disturbance to minimize dust, and dust associated with demolition activities would be controlled with misting systems. Tracking pads would be established at construction exits to prevent dirt from being tracked onto roadways. Construction areas would be surrounded by perimeter fencing that would help contain fugitive dust emissions. Emission reduction and related construction measures would be included in the specifications of the construction contracts. In compliance with applicable laws, restrictions would be placed on on-site vehicle idle times for all vehicles not using the engine to operate a loading, unloading, or processing device (e.g., concrete mixing trucks).

2. NOISE

The noise analysis qualitatively addresses noise from project-generated traffic increases and construction operations. Traffic noise was evaluated for the weekday AM and PM and Sunday peak traffic periods.

a. Existing Conditions

Ambient sources of noise in the Project Site include traffic from local roadways primarily Anderson Hill Road which runs east-west along the northern boundary of the Project Site and Purchase Street – NYS Route 120 which runs north-south approximately 375 feet west of the Project Site. Other nearby sources of noise include the Purchase Elementary School and Manhattanville College. Additionally, the Project Site is currently located approximately 10,000 feet from the Westchester County Airport and within the 60 LDN Noise Contour.³

³ The 60-decibel LDN Noise Contour represents the Day-Night Average Sound Level, a measure of cumulative noise exposure occurring over a 24-hour period, averaged over the entire year. *Westchester County*

SECTION III • ENVIRONMENTAL ANALYSES
F AIR QUALITY AND NOISE

(1) Existing Noise Environment and Noise Generators

General background noise in the vicinity of the Project Site is attributed predominantly to automobile traffic on adjacent roads along with wildlife, such as birds chirping. Occasional sources of noise include aircraft, lawnmowers and landscape maintenance equipment on nearby residential properties, and the adjacent elementary school (playground, playfields, and parking lots).

The Harrison Village Code (Chapter 177, *Noise*) states that “the creation of any unreasonably loud, disturbing and unnecessary noise is prohibited. Noise of such character, intensity and duration as to be detrimental to the life or health of any individual is prohibited.”⁴ The Harrison Village Code does not define sensitive noise receptors.

b. Future Conditions Without the Project

Without the Project, the sources of noise would be substantially similar to the existing condition. Background levels would remain the same, but traffic noise could show a slight increase due to annual growth in traffic volume, as discussed in DEIS Section III.E, *Transportation*. Under current zoning the two undeveloped lots that comprise the eastern portion of the Site could also be developed with single-family residences, or another permitted/special permit use, if the Proposed Project were not to be built. Additional development would include construction activities that could result in potential short-term noise-related impacts.

c. Potential Impacts

Noise is measured in A-weighted decibels (dBA)⁵. According to the decibel scale, an increase in 3 dBA results from a doubling, or 100% increase, of the noise source and is the lowest perceptible threshold of change. NYSDEC provides guidelines in *Assessing and Mitigating Noise Impacts* (February 2, 2001). The document does not identify a specific threshold for determining impacts, however, the following human reactions to increases in noise levels are listed in the document:

- Under 5 dBA Unnoticed to tolerable
- 5 – 10 dBA Intrusive
- 10 – 15 dBA Very noticeable
- 15 – 20 dBA Objectionable
- Over 20 dBA Very objectionable to intolerable

Airport Noise Study, 2002. Prepared for Westchester County Department of Transportation by TAMS Consultants, Inc. and Harris Miller Miller & Hanson, Inc.

⁴ Town of Harrison. Code, Chapter 177, §177-1.

⁵ Id., §177-3.

(1) Potential Noise Generation from Construction Equipment and Traffic

The duration of construction of the Project is anticipated to be less than two years. It is expected that construction work would begin in 2015 and the Build Year would be 2016.

The construction of the Project would create short-term noise disturbances. Abutting properties may experience noise impacts during demolition of the existing structures occurring in the first phase of construction. Sound levels from outdoor power tools and portable air compressors would not exceed 70 db(A) and 76 db(A), respectively, as required under the Harrison Noise Ordinance. In compliance with the Town's Noise Ordinance, construction activities performed outside of a fully enclosed structure would be prohibited after 8:00 PM or before 7:30 AM on weekdays or before 10:00 AM on weekends and national and state holidays.

Noise levels may temporarily increase due to construction-related traffic and on-site use of construction equipment. All equipment would be properly maintained and muffled in compliance with applicable U.S. Environmental Protection Agency (EPA) noise emission standards.

The results of the *Traffic Access & Impact Study* (see DEIS Appendix 5) indicate that traffic from the Project would not result in a doubling of traffic volumes at the studied area intersections, which would be required to experience a noise level increase of 3 dBA during the peak periods. For the studied intersections, the increase in volume of project-generated traffic is not expected to cause a noticeable increase in noise levels.

(2) Potential Impact of Noise Generated by Non-Traffic Sources

Noise associated with the completed Church is not expected to be out of character with the surrounding uses. Trinity Church will make use of facilities similar to other religious institutions in the Town of Harrison. The Church's typical scheduled activities are discussed in DEIS Section II.D.2.d.

d. Potential Mitigation Measures

Although noise would be generated from construction equipment, all equipment would be properly maintained and muffled in compliance with the EPA's noise emission standards, and such noise impacts would be temporary and short-term. The Project would comply with the Town of Harrison Noise Ordinance, which regulates noise during construction periods. Noise levels may temporarily increase due to construction-related traffic and on-site use of construction equipment. Project generated traffic would not cause significant noise impacts at the affected intersections, and operation of Project uses would not result in any significant noise impacts. Therefore, no additional mitigation measures are required.

G. SOCIOECONOMIC AND FISCAL IMPACTS

G. SOCIOECONOMIC AND FISCAL IMPACTS

The following section describes the historic demographic conditions, existing conditions and future socioeconomic and fiscal conditions in the Town of Harrison and Westchester County.

1. SOCIO ECONOMIC

a. Existing Conditions

The Town of Harrison's 2010 population was 27,472 according to the US Census Bureau which represents a 13.7% increase in population since the 2000 Census (24,154). The Purchase/Park Lane portion of the Town (Census Tract 86.02) had a 2010 population of 5,657 which represents a 21.4% increase in population since the 2000 Census (4,660).¹

b. Future Conditions Without the Project

The *Town/Village of Harrison Comprehensive Plan* (December 2013), provides population forecasts for the Purchase/Park Lane area and Town of Harrison overall based on New York Metropolitan Transportation Council (NYMTC) long-range forecasts. According to the NYMTC projections, the Purchase/Park Lane area would increase to a population of approximately 6,000 in 2035 or a 6.2% increase over 2010. The Town of Harrison would increase to a population of approximately 34,200 in 2035, or increase of 24.5% over 2010.²

Without the Proposed Project, the Project Site, which contains three parcels, could potentially consist of the existing single-family residence along with two additional single-family residences or other permitted/special permit uses. According to the US Census Bureau, the 2010 average household size and family size in the Town of Harrison was 2.77 and 3.24, respectively. This would equate to a population of approximately 8 and 10 people on the Project Site, respectively.

c. Potential Impacts

Under the Proposed Project there would be no proposed residential units on the Project Site, and therefore would not generate an increase in the population within the Town of Harrison. It is expected that the demographic conditions associated with population and other characteristics for the Town of Harrison would be consistent with the long-range forecasts identified in the Town's Comprehensive Plan.

d. Potential Mitigation Measures

The Proposed Project would not generate additional population within the Town of Harrison. It is the Applicant's opinion that no significant impacts are expected and therefore no mitigation measures are required.

¹ US Census Bureau. American Fact Finder.

² *Town/Village of Harrison Comprehensive Plan*. Town/Village of Harrison. Adopted December 19, 2013. p.20.

2. FISCAL IMPACTS

a. **Existing Conditions**

Trinity Presbyterian Church is tax-exempt, as a non-profit religious organization, and therefore does not pay local property taxes to the Town, School District or Westchester County for the Project Site. However, Trinity Church paid approximately \$790 to the Town of Harrison for Fire District #4 (Purchase)³ and approximately \$1,180 to Westchester County for the Blind Brook Sewer District in 2014 for the three lots that comprise the Project Site.⁴

b. **Future Conditions Without the Project**

Under future conditions without the Project, the Project Site is assumed to remain as it currently exists. Trinity Church would continue to pay Fire District and Sewer District taxes, as determined by the Town and County.

c. **Potential Impacts**

As discussed in Section III.H, *Community Services*, the Project Site is provided Town-funded community services such as police, fire and ambulance. Since there are no residential units proposed as part of the Proposed Project, there are no significant costs for recreation, social and school related services expected. Trinity Church would continue to pay Fire District and Sewer District taxes, as determined by the Town and County. Following completion of the Proposed Project, the Town Assessor would potentially update the value of the Project Site based on market value and cost. The resulting applicable taxes would change according to the new value and future tax rates.⁵

d. **Potential Mitigation Measures**

Although Trinity Church is a tax-exempt institution, it would still rely on town-provided emergency services. However, as discussed in Section III.H, *Community Services* it is not expected that the Proposed Project would generate significant additional calls for service to the emergency service providers and would not result in adverse fiscal impacts to Police, Fire and EMS services. Additionally, the Proposed Project is not expected to increase demands on other town services such as recreation, schools or social services. Since the Proposed Project will not result in significant adverse impacts on Fiscal Impacts to the Town no additional mitigation measures are required.

³ 2014 Town of Harrison Tax Bill for Calendar Year ending Dec. 31, 2014 as per Assessment Roll of 2013.

⁴ 2014 Westchester County Tax Bill for Calendar Year ending Dec. 31, 2014 as per Assessment Roll of 2013.

⁵ Based on meeting held with Mark Heinbockel, Assessor (June 4, 2014) at Harrison Town Hall.

H. COMMUNITY SERVICES

H. COMMUNITY SERVICES

The identification and evaluation of community facilities and services was prepared primarily with responses to information requests received from the Town of Harrison and emergency service providers. Letters explaining the Project, outlining any required analyses as defined by the Scoping Document adopted by the Planning Board, and requesting the specified data were sent to service providers. See Appendix 2, *Relevant Correspondence and Contacts*, for copies of the letters and provider responses.

1. POLICE PROTECTION, FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The identification and evaluation of Police, Fire and Emergency Medical Services was prepared primarily with data received from responses to information requests sent to all service providers. Letters explaining the Proposed Action, outlining information defined by the Scoping Document was sent to the Harrison Police Department, Purchase Fire Department and Harrison Emergency Medical Services. See Appendix 2, *Relevant Correspondence and Contacts*, for copies of the letters and provider responses. Additionally, meetings with the Harrison Police Department and the Purchase Fire Department were conducted in order to discuss existing conditions, potential impacts of the Proposed Action and possible mitigation measures if adverse impacts were identified.¹

a. Existing Conditions

The Town of Harrison Police Department (HPD) is headquartered at 650 North Street in Harrison, New York, approximately 3 miles south of the Project Site. The Department is comprised of approximately 52 officers, six sergeants, five lieutenants, one chief and nine civilian staff members.² During 2012 and 2013 the HPD responded to 10,990 and 11,363 calls for service, respectively, or between 900 to 950 calls for service per month for the entire Town.³

The Purchase Fire Department (PFD) is an entirely volunteer organization headquartered at 614 Anderson Hill Road approximately 0.5 miles east of the Project Site. The PFD is comprised of approximately 50 volunteer member firefighters. The Department maintains three engines, one tower ladder, one rescue vehicle, and two command vehicles. The Department's fire station was constructed

¹A meeting was held with Christopher Mytych, Chief PFD and Robert FitzSimmons, Town Building Inspector/Fire Marshal (March 19, 2014) at the Purchase Fire Department headquarters. Email responses were provided by Joseph Blotto, Chief of Operations, Harrison EMS, and Cristopher Mytych, Chief PFD.

² Town of Harrison Village of Harrison 2014 Adopted Budget. http://www.harrison-ny.gov/sites/harrisonny/files/file/file/2014_adopted_budget.pdf

³ Based on Town Village of Harrison Police Department Monthly Reports for December 2012 (Minutes of the Meeting of the Town Board, January 16, 2014), and December 2012 (Minutes of the Meeting of the Town Board, January 17, 2013). <http://www.harrison-ny.gov/home/pages/minutes-agendas>

SECTION III • ENVIRONMENTAL ANALYSES H COMMUNITY SERVICES

in 1939 and has undergone three major renovations to accommodate the Department's expanding needs.⁴

The Purchase Fire District encompasses approximately 7.5 square miles. The District extends generally from the Village of Rye Brook to the east, Westchester County Airport to the northeast, West Harrison and the City of White Plains to the west, and just south of I-287 to the south. The Department complies with the provisions of the Westchester County Mutual Aid Plan and has reciprocal agreements with a number of neighboring fire departments.

Based on the Department's website, the PFD responded to an average of 530 calls annually between 2009 through 2013.⁵ The PFD currently has equipment in four of its vehicles to preempt the existing traffic signal to obtain right-of-way at the intersection of Anderson Hill Road and Purchase Street. The existing equipment is a line-of-sight system, which requires an emergency vehicle with an emitter to be within approximately 500 feet of the intersection in order to control the traffic signal due to the angle of approach.⁶

The Harrison Emergency Medical Services (Harrison EMS) is a paid EMS service with 56 employees on staff and is headquartered on North Street in Harrison, New York, adjacent to the Harrison Police Station. Harrison EMS operates two advanced life support ambulances with the capability of having four trucks running depending on funding and seasonal demand. Harrison EMS responds to between 3,200 and 3,500 calls per year for service.⁷ Harrison EMS provides basic and advanced life support services and serves Harrison Fire District, Purchase Fire District, West Harrison Fire District, and the portion of Westchester County Airport situated within the Town of Harrison.

According to Joseph Bilotto, Chief of Operations, response times vary depending on from where the Department is responding and the time of day, but on average Harrison EMS responds to emergency calls within 8 minutes. The Police Department sends a police unit to all EMS calls which generally arrives within one minute of a call. Harrison EMS is part of the County Mutual Aid response plan, and if all units are out on calls, other departments would be called upon to respond. Chief Bilotto indicated that Harrison EMS has outgrown its existing facility and is

⁴Mytych, Christopher, Chief, Purchase Fire Department, cmytych@purchasefd.com. 2014. *Re: FW: Trinity Presbyterian Church Project*. [email] Message to Steinberg, M. Sent April 23, 2014.

⁵ Purchase Fire Department. <http://www.purchasefd.com/>. Web. April 23, 2014.

⁶ Christopher Mytych, Fire Chief and Robert FitzSimmons, Town of Harrison Building Inspector/Fire Marshal. Meeting, March 19, 2014. Purchase Fire Department..

⁷Bilotto, Joseph, B.S, NREMT-P/NYS-CIC, FF, Chief of Operations, Harrison Emergency Medical Services, jbilotto@harrisonems.com 2014. *Trinity Presbyterian Church Project*. [email] Message to Steinberg, M. Sent April 1, 2014.

trying to raise funds for renovations. Additionally, Harrison EMS has been trying to obtain another location within the Purchase or West Harrison Fire Districts in order to decrease response times in the northern portions of the Town, but does not currently have funding.

b. *Future Conditions Without the Project*

Without the Project, impacts to the surrounding area would be limited to those associated with continued use of the three parcels as single-family residential or other permitted/special permit uses, and any future development of the parcels consistent with current zoning.

According to Chief Mytych the PFD anticipates greater community demands within the next five years due to continued residential and commercial growth. One example of community growth includes a proposed 385-unit senior housing project situated across 40 acres of the Purchase College campus. Chief Mytych indicated that to meet such demands the Department would need to continue its efforts to recruit and retain members, primarily due to the high cost of living in the area.

Based on discussion with the Purchase Fire Department, Pepsico would provide an upgraded traffic signal preemption system at the Intersection of Anderson Hill Road and Purchase Street as a condition of its amended site plan approval for the Project Renew Master Plan. As stated in the Planning Board resolutions for amended site plan approval and negative declaration, “The Applicant will work with the Fire Department to install relays along Anderson Hill Road to make better use of the emergency override system which will improve response time in the area.”⁸

According to Chief Bilotto, the needs of Harrison EMS would not change with or without the Proposed Project. The Harrison Police Department did not provide detailed information regarding its future needs without the Project.

c. *Potential Impacts*

Trinity Church currently holds its activities such as religious services, religious instruction, and special events at the School of the Holy Child, which is located within the area presently served by the Harrison Police Department, Purchase Fire Department and Harrison EMS. The Proposed Project would accommodate the existing functions and members that currently worship at the School of the Holy Child. Therefore, it is not anticipated that the Proposed Project would result in significant adverse impacts on the emergency service providers.

⁸ Town of Harrison Planning Board Resolution PB2013/06, January 22, 2013, Amended Site Plan Approval, *General Conditions of Construction*, Condition #30. p.9; and PB 2013/08, SEQR Negative Declaration Determination, *Reasons for Supporting the Negative Declaration*, Condition #6. p.9.

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Harrison Police Department representatives raised questions about traffic, parking and the proposed use of the facilities which are addressed in the sections of this document corresponding to those topics.⁹

Chief Mytych and Mr. Fitzsimmons, Town Building Inspector/Fire Marshal recommended that on-site fire projection system include sprinklers, a fire department connection (FDC), a fire hydrant located on the project site and appropriate signage to preclude parking within any required fire lanes. Since the existing PFD tower ladder was specified to reach the control tower at the Westchester County Airport, Chief Mytych indicated that he did not believe there would be problems with accessing upper levels of the proposed or renovated structure.

(1) Ability to Handle Calls for Service

As stated above, Trinity Church currently holds its religious activities at the School of the Holy Child, which is located within the area presently served by the Harrison Police Department, Purchase Fire Department and Harrison EMS. Accordingly, the Proposed Project would not generate significant additional calls for service to the emergency service providers to result in significant adverse impacts on their ability to handle calls for service. Chief Mytych indicated that the Purchase Fire Department would be able to accommodate potential services calls at the Project Site, and accessing the Project Site from the proposed driveways and parking areas did not appear to be a concern. The Chief indicated that the Department would likely preplan its access route so that fire trucks could pull directly up to the building at the entry circle.

Furthermore, as discussed in DEIS Section III.E, *Transportation*, analysis by the Applicant's Traffic Engineer indicates that the activities of the Proposed Project would not result in significant traffic impacts on surrounding roadways that could impact the ability of emergency service providers to access the Site or surrounding areas.

(2) Response Times

Chief Mytych of the Purchase Fire Department indicated that the busiest periods on the roadways in the Project Site's vicinity are generally weekdays, notably the periods during Purchase Elementary School drop off and dismissal. Chief Mytych indicated that the Church services on Sundays would not likely overlap with peak traffic periods on the surrounding roadways. The Chief did indicate that occasional events at SUNY or Manhattanville College could coincide with arrivals or departures at the proposed Trinity Church.¹⁰ However, in Chief Mytych's opinion, it is unlikely that

⁹ Anthony Marraccini, Harrison Chief of Police and Michael Olsey, Lieutenant, Town of Harrison Police Department. Meeting, June 4, 2014.

¹⁰ Christopher Mytych, Fire Chief and Robert FitzSimmons, Town of Harrison Building Inspector/Fire Marshal. Meeting, March 19, 2014.

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the presence of Trinity Church will have any impact on response times since services will typically be held during off-peak travel periods.

According to Chief Bilotto, response times of Harrison EMS average 8 minutes to the Project Site vicinity. As stated above, Chief Bilotto also indicated that the Police Department sends a police unit to all EMS calls which generally arrives within one minute of a call.

(3) Occasional Road Closures

On occasion, special events hosted at Manhattanville College or SUNY Purchase result in the closure of local roads, such as Anderson Hill Road and Purchase Street. The Police Chief indicated that during that time, traffic within the limits of the road closures would be restricted. Chief Bilotto indicated that most of the time the event organizers hire Harrison EMS to have an ambulance on site for such events.¹¹ Harrison EMS is given advanced notice of these events and can adjust its response protocols. However, Chief Bilotto indicated that road closures do not impact the ability of Harrison EMS to respond to emergencies. Chief Mytych indicated that during the occasional road closures the PFD strategically positions its apparatus for the duration to ensure timely response throughout the district.

If such road closures are scheduled for Sunday mornings, Trinity Church would plan to reschedule its religious services and instruction to occur on Sunday afternoon following reopening of the area roadways. Therefore, the Project would not result in significant adverse impacts related to the infrequent special event road closures.

d. Potential Mitigation Measures

As discussed in Section III.A, the proposed place of worship is consistent with the existing land use pattern in the area and compatible with the types of uses typically found in residential areas. The proposed Church would be constructed in compliance with the applicable provisions of current New York State Building Code and Fire Code and would feature sprinklers, as required. A fire department connection (FDC) would be installed as part of the sprinkler system, along with the installation of a fire hydrant on the project site proximate to the main entry or parking area near the building. A combination of appropriate “no parking” striping and/or signage would be incorporated adjacent within the internal driveways and parking areas, as appropriate. Fire protection and code compliance would be subject to detailed review and approval during the site plan review process, as applicable. Given the proximity of the Project Site to the nearest firehouse along with proposed code safety requirements that would be included in the building design for the

¹¹ Bilotto, Joseph, B.S, NREMT-P/NYS-CIC, FF, Chief of Operations, Harrison Emergency Medical Services, jbilotto@harrisonems.com 2014. *Re: Trinity Presbyterian Church Project.* [email] Message to Steinberg, M. Sent April 7, 2014.

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H COMMUNITY SERVICES

Project, no significant adverse impacts on emergency services are expected as a result of the Project and therefore, no further mitigation measures are required.

2. HIGHWAY / SANITATION

a. Existing Conditions

The Highway staff is responsible for the paving, maintenance and repair of all Town roads; the care and maintenance of sidewalks, sewer lines, and storm drains. Snow removal, seasonal curbside leaf pick-up, and the monthly collection of cut and tied brush are also the responsibility of the Highway Division.¹²

The Sanitation staff is responsible for collection of garbage, recycling, bulk trash and organic yard waste.

b. Future Conditions Without the Project

Without the Project, solid waste and recycling impacts to the Project Site would be limited to that associated with the existing residential structure and potentially two additional single-family residential structures on the vacant lots or other permitted/special permit uses. Without the Proposed Project, the site would generation between 70 and 200 pounds of solid waste per week.

Table No. III.H-1: Projected Solid Waste Generation

<u>Component</u>	<u>Generation Rate</u> ¹³	<u>Number</u> ¹⁴	<u>Solid Waste (lbs/week)</u>
1 Residence	3.5 lbs/day/resident	2.77 residents	68
3 Residences	3.5 lbs/day/resident	8.31 residents	204

c. Potential Impacts

The interior driveways on the Project Site would be privately owned and maintained by Trinity Church. The Applicant would be responsible for snow removal within the site. The Proposed Project would not require additional highway services and would not result in significant adverse impacts on highways to the Town.

According to the Department of Public Works, Trinity Church would be eligible for the Town's Commercial Garbage Program with a limit of up to four (4) 2 cubic yard

¹² Town/Village of Harrison, New York. Department of Public Works, Highway. <http://www.harrison-ny.gov/highway>. Web. April 24, 2014.

¹³ Based on 0.0075 tons/day/resident per Development Impact Assessment Handbook, Urban Land Institute, 1994.

¹⁴ Average Household Size of 2.77 for Town of Harrison based on US Census Bureau, 2010 Census.

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containers for garbage and recycling.¹⁵ All commercial properties are handled in the same manner, regardless of classification. Accordingly, Trinity Church would be required to pay a yearly registration fee of \$100 and a collection fee of \$1,200 (two 2-yard containers per week) with each additional container (up to four) charged at \$600 per year, or \$500 annually for up to 10 pails. Should Trinity Church choose to opt out of the Commercial Garbage Program, a \$100 “opt-out” fee would be required, and an acceptable alternate carter would have to be submitted to the Town. Trinity Church would be required to pay any “opt-out” or registration and collection fees similar to any other establishment in the Town’s Commercial Garbage Program, and therefore no significant adverse impacts related to the Town’s refuse and recycling program are anticipated.

(1) Projected Solid Waste Generation and Proposed Waste Removal and Recycling Collection

The Project is expected to generate approximately 515 pounds of solid waste per week. Based on two collections per week, solid waste generation would result in approximately one to two 2-cubic yard containers of solid waste per collection.¹⁶

Table No. III.H-2: Projected Solid Waste Generation

<u>Component</u>	<u>Generation Rate</u> ¹⁷	<u>Number</u>	<u>Solid Waste (lbs/week)</u>
Religious Institution	1.03 lbs/sf/yr	26,000 SF	515

Solid waste generated by the Proposed Project would be separated and processed according to applicable Town, County and State regulations.

(2) Need for Additional Services or Facilities

As discussed above, the interior driveways would be privately owned and maintained by the Applicant. The collection of solid waste and recycling on the Project Site could be serviced by the Town of Harrison. Trinity Church would be required to pay required fees related to refuse and recycling. No additional services or facilities would be required as a result of the Proposed Project.

d. Potential Mitigation Measures

The Proposed Project would utilize a private carter or pay the required fees to the Town of Harrison to participate in the Town’s Commercial Garbage Program. The

¹⁵ Giannetti, Anna, Harrison Department of Public Works. Agianetti@harrison-ny.gov 2014. Re: *Refuse Collection – Proposed Trinity Presbyterian Church at 526-530 Anderson Hill Road*. [email] Message to Steinberg, M. Sent May 2, 2014.

¹⁶ U.S. EPA. *Measuring Recycling: A Guide for State and Local Governments, Appendix B: Standard Volume-to-Weight Conversion Factors*. EPA530-R-97-011. September 1997. Uncompacted residential waste 150-300 lbs per cubic yard.

¹⁷ Source: Solid Waste Fee Evaluation, Sullivan County, NY. Prepared by MSWConsultants, October 2009.

interior driveways on the Project Site would be privately owned and maintained by Trinity Church. Therefore, the Proposed Action will not have significant adverse impacts on Town highway or solid waste service and no mitigation measures are required.

3. SOCIAL SERVICES

a. ***Existing Conditions***

There are a variety of social services offered by local, county and state programs, such as recreational activities, education, library, or welfare and assistance programs. Trinity Church currently holds services within the Town of Harrison. Since many members and visitors of the Church generally come from within the Westchester and Fairfield County area, it is the Applicant's opinion that each would utilize these services in the Town where they reside.

Additionally, Trinity Church is actively involved in community service outreach programs with several organizations in the area, including Hope House in Port Chester, Habitat for Humanity, Hurricane Sandy Disaster Relief and Hillside Food Outreach.

b. ***Future Conditions Without the Project***

Without the Proposed Project, site conditions would remain essentially in their current conditions. The demand for social services from the Town and other jurisdictions may be greater under the future conditions without the Project, as services could be utilized by residents in the single-family residences that exist or could be constructed on the Project Site.

c. ***Potential Impacts***

As the Urban Land Institute (ULI)¹⁸ points out, demand for social-related services is generally based on incoming population and workforce that may be attracted to the area as a result of the Proposed Project. Trinity Church currently holds its activities such as religious services, religious instruction, and other special events at the School of the Holy Child within the Town of Harrison. The Church currently employs five staff members and has administrative offices located in nearby Rye, New York. No residential units, and therefore no increase in the residential population on the Project Site, are a part of the Proposed Project. Additionally, the Proposed Project is not expected to significantly increase the number of staff as a result of the relocation of administrative offices to the Project Site. Therefore, no adverse impacts on social services are anticipated as a result of the Proposed Project.

¹⁸ Development Impact Assessment Handbook, Urban Land Institute, 1994.

d. *Potential Mitigation Measures*

No significant adverse impacts on social services are expected as a result of the Project and therefore, no mitigation measures are required.

**I. HISTORIC AND ARCHAEOLOGICAL
RESOURCES**

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RESOURCES

I. HISTORIC AND ARCHAEOLOGICAL RESOURCES

This section of the DEIS describes the history of the Project Site and the character of the surrounding area in order to assess whether the Proposed Project would have any significant adverse impact on historic and/or archaeological resources. This section also provides a summary of the Phase IA Literature Review and Sensitivity Analysis and Phase IB Archaeological Field Reconnaissance Survey prepared by CITY/SCAPE: Cultural Resource Consultants in July 2013 and June 2014, respectively. The Phase IA/IB report, along with all photos and maps associated with the archaeological resources analyses, is located in Appendix 7 of this DEIS. The Phase IA Literature Review and Sensitivity Analysis concluded that none of the buildings on the Project Site meet the established criteria for listing on the National Register of Historic Places. The Phase IB Archaeological Field Reconnaissance Survey ruled out the presence of prehistoric and/or historic cultural resources located in the undisturbed areas of the Site.¹

1. EXISTING CONDITIONS

The property is located in an area of primarily residential development, although it is immediately adjacent to the Purchase Elementary School and the nearby and broader setting features land uses such as a U.S. Post Office and educational institutions (Manhattanville College and SUNY Purchase), a country club and golf course, and the PepsiCo World Headquarters, as discussed in DEIS Section III.A.

An early 20th century structure currently stands on the Project Site. This structure, a Tudor-style dwelling, is located in the central portion of Block 643, Lot 7 in the western half of the Site. The cartographic research indicates that it was present on the site by 1951. This lot also features a landscaped patio and driveway on the north side of the house, and an in-ground swimming pool on the south side of the house. Lots 44 and 49 east of the structure are currently undeveloped. The lots, according to aerial images from 1994 and the 1951 topographic map, once contained a residential structure which was removed in approximately 2001. There are a number of structures located along Anderson Hill Road. Based on their architectural appearance, all date to the early to mid-20th century and, with the exception of the PepsiCo World Headquarters (700 Anderson Hill Road), none are considered to be National Register eligible.

¹ For the purposes of the Phase IA/IB report, the area of potential effect (APE) is considered the entirety of the property. All work on the Project Site was performed in accordance with the guidelines established by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the Standards for Cultural Resource Investigations and the Curation of Archeological Collections published by the New York Archeological Council (2005 & 1994). The field investigation and technical report meets the specifications of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:190:4471644742) (United States Department of the Interior 1983). All work meets the requirements of the relevant federal standards (36 CFR 61) and of the State Environmental Quality Review Act (SEQRA) 6NYCRR, part 617, of the New York State Environmental Conservation Law.

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a. National Register of Historic Places

No buildings on the Project Site are currently listed on the National Register of Historic Places. During the site assessment, CITY/SCAPE evaluated the buildings on the Site in order to determine whether any of the buildings on or in the vicinity of the Project Site meet the criteria for listing on the National Register of Historic Places². The visual inspection of the project site and vicinity indicates that none of the buildings on the Project Site meet the established criteria for listing on the National Register.

The OPRHP website was consulted to determine if any properties on or adjacent to the Site are listed on the National Register of Historic Places. In addition to the archaeological site files, the OPRHP files were reviewed to identify structures on or in the vicinity of the project area that have been listed on the National Register of Historic Places or identified as National Register eligible. There are 10 structures located within a one mile radius of the Site that are considered National Register eligible, and are shown on Figure No. III.I-1, *National Register Eligible Properties within 1 Mile of Project Site*. None of these buildings are located adjacent to or within view of the Proposed Project.

There is one National Register Listed property located within a one mile radius of the Site. Reid Hall, formerly the manor house of the Ophir Farm estate and now Manhattanville College, was listed on the National Register of Historic Places in 1969. The residence, now the administration building for the college, was built in 1892. Reid Hall is not within view of the Proposed Project, and there would be no impacts to Reid Hall or Manhattanville College campus, as a result of the Project.

b. Pre-Historic Potential of the Project Site

As part of the initial research for the Phase 1A literature review, CITY/SCAPE examined the archaeological site maps housed at Peebles Island, Waterford, New York. These files indicate that there are no sites documented within the boundaries of the Project Site. There are, however, two sites located within a one-mile radius of the Site. These two sites, Purchase II and Purchase V (A11905.0011, A11905.0011) are located within the SUNY Purchase campus, which is located to the north of the Project Site. These sites were identified as part of Archeological Investigations at the Purchase Corporate Estates Property (Pal 1992). This survey identified prehistoric and historic debris associated with agricultural practices. The Proposed Project would not result in any impacts to these identified sites.

In addition to these sites at the SUNY Purchase campus, the environmental model employed by the New York State Museum and OPRHP suggests that undisturbed

² <http://www.nps.gov/nr/regulations.htm>

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portions of the Project Site may have a moderate potential to contain prehistoric sites, due to the following:

- The Project Site contains well drained and level areas that could have provided camp sites or special use camps for prehistoric peoples.
- The Project Site is located near water sources that could have provided floral and faunal resources that would have been a magnet for prehistoric peoples.

With respect to the potential for historic cultural resources, map research indicates that during the 19th century there were several structures located on the Project Site. These structures have been removed from the Site but it is possible that subsurface evidence of these buildings remains within the Project Site. It is possible that shaft features or sheet middens (shallow dumps) associated with the dwellings may be present. The historic potential of the Project Site is assessed as moderate. A Phase 1B Archaeological Field Reconnaissance Survey, consisting of an examination of excavated soils from 63 16" diameter shovel tests spaced at 50' intervals, was conducted in areas of the Project Site considered to have the potential to yield prehistoric or historic cultural materials. None of the shovel tests yielded prehistoric and/or historic cultural materials.

c. *History of the Project Site*

As part of the Phase 1A literature review, CITY/SCAPE located and identified structures either on or adjacent to the project area that may be of historic significance³. CITY/SCAPE's map research indicates that the Project Site was occupied as early as 1851 and possibly earlier. Sometime between 1910 and 1951, a residential structure was built on Lot 44. The earlier structure was torn down and the existing dwelling at 526 Anderson Hill Road was constructed. After 1994, the residential structure on Lot 44 was torn down. The asphalt driveway and stone entry gates associated with this structure are still present. During the assessment, CITY/SCAPE evaluated the buildings on the Site in order to determine whether any of the buildings on the Project Site meet the criteria for listing on the National Register. The visual inspection of the project site and vicinity indicates that none of the buildings on the Project Site meet the established criteria for listing on the National Register.

2. FUTURE CONDITIONS WITHOUT THE PROJECT

Without the Project, impacts to the surrounding area would be limited to those associated with continued use of the three parcels as single-family residential, or other permitted/special permit uses, and any future development of the parcels consistent with current zoning.

³ Based upon historic maps available at the State Museum in Albany, the New York Public Library digital collection, and the David Rumsey Cartographic online collection.

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3. POTENTIAL IMPACTS

The Proposed Project consists of the renovation of the existing residential structure with the addition of a sanctuary and associated parking on the Project Site. Professional surveys and excavations in the Town of Harrison, New York, indicate the presence of professionally excavated prehistoric sites in the vicinity of the project area. One of these sites is located less than one mile north of the Project Site and has been interpreted as the location of a prehistoric camp site. (PAL 1992) Much of the Project Site has been disturbed by construction and demolition in the 19th and early 20th centuries; however, in those areas that have not been disturbed, additional investigation was conducted to rule out the possible presence of a prehistoric site or sites. Given that much of the site has been developed, the overall potential of the site to contain prehistoric resources was considered to be moderate.

A Phase 1B Archaeological Field Reconnaissance Survey was conducted in the undisturbed areas within the APE to rule out the presence of prehistoric and/or historic cultural resources. The Phase 1B Archaeological Field Reconnaissance Survey was completed in June 2014, and testing did not yield prehistoric or historic cultural material. Based on the results City/Scape concluded that no further archaeological investigation of the Project Site is warranted. The Phase 1A/1B report is located in DEIS Appendix 7.

4. POTENTIAL MITIGATION MEASURES

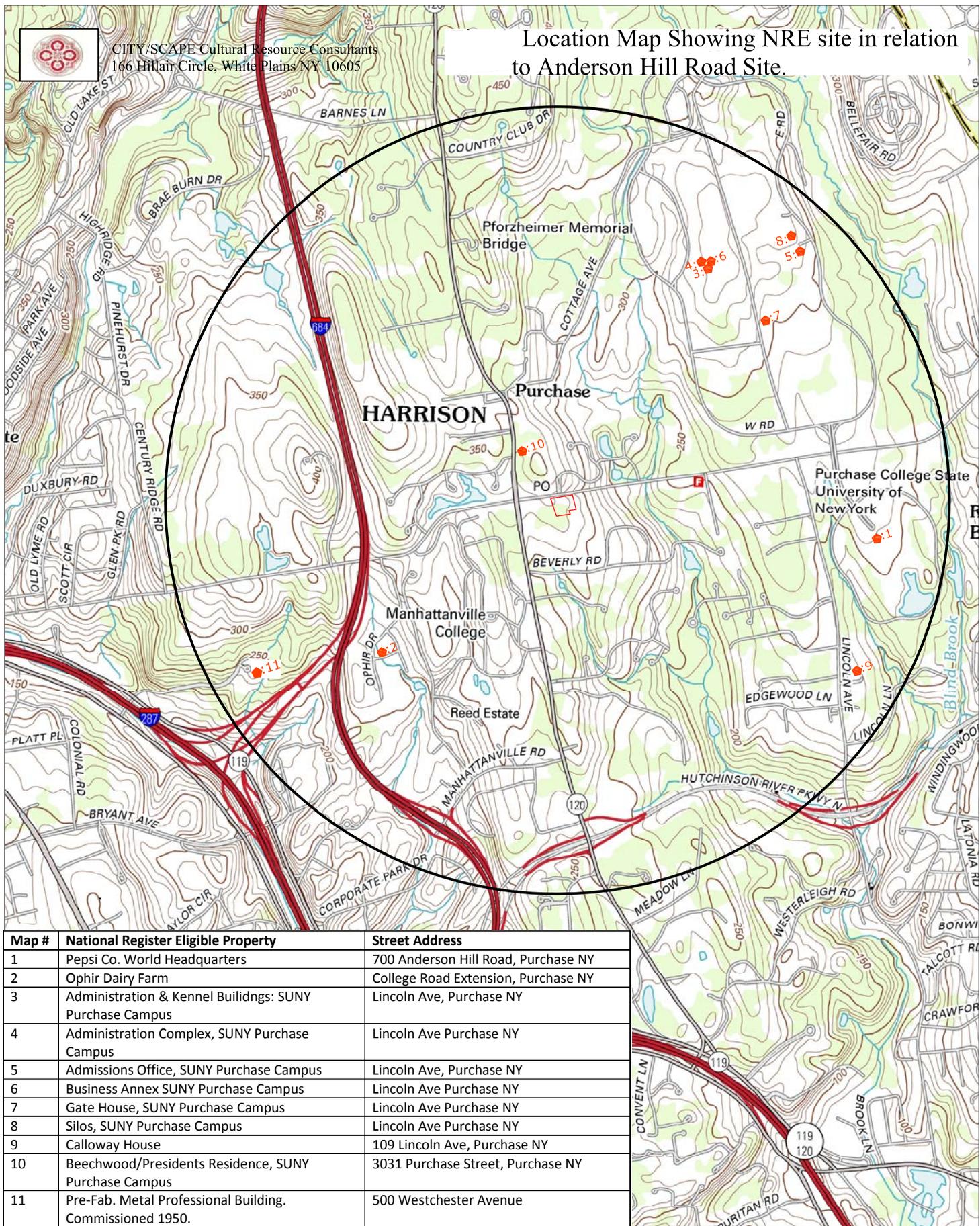
Although the existing Tudor-style residential building on the Project Site is not considered to be National Register eligible, the Proposed Project has been designed to retain the existing building in order to minimize new construction. The residential structure would remain and be adaptively re-used, with the new sanctuary portion of the building constructed as an addition styled to complement the existing architecture. As discussed above, the retention of the existing residential structure as part of the overall proposed church structure and the inclusion of the sanctuary addition is not expected to have significant adverse impacts on archaeological or historic resources on the Project Site, and would have the positive benefits of retaining the residential character of the neighborhood, providing similar views of the home from Anderson Hill Road, as illustrated in Section III.D, *Visual Resources*. Therefore, no additional mitigation measures are required.

Site disturbance within a portion of the eastern section of Project Site is proposed where limited site disturbance has previously occurred. A Phase 1B Archeological Field Reconnaissance survey for that portion of the Site has been completed. Based on the historic and archaeological consultant's findings, no additional archaeological investigation work is warranted and the proposed Project would have no impacts on archaeological resources.



CITY/SCAPE Cultural Resource Consultants
166 Hillair Circle, White Plains NY 10605

Location Map Showing NRE site in relation to Anderson Hill Road Site.



Map #	National Register Eligible Property	Street Address
1	Pepsi Co. World Headquarters	700 Anderson Hill Road, Purchase NY
2	Ophir Dairy Farm	College Road Extension, Purchase NY
3	Administration & Kennel Buildings: SUNY Purchase Campus	Lincoln Ave, Purchase NY
4	Administration Complex, SUNY Purchase Campus	Lincoln Ave Purchase NY
5	Admissions Office, SUNY Purchase Campus	Lincoln Ave, Purchase NY
6	Business Annex SUNY Purchase Campus	Lincoln Ave Purchase NY
7	Gate House, SUNY Purchase Campus	Lincoln Ave Purchase NY
8	Silos, SUNY Purchase Campus	Lincoln Ave Purchase NY
9	Calloway House	109 Lincoln Ave, Purchase NY
10	Beechwood/Presidents Residence, SUNY Purchase Campus	3031 Purchase Street, Purchase NY
11	Pre-Fab. Metal Professional Building. Commissioned 1950.	500 Westchester Avenue

J. CONSTRUCTION

J. CONSTRUCTION

This section describes the process by which the Applicant proposes to construct the proposed Project. The Project is expected to be constructed in an approximate 15-month period, with demolition and site preparation to begin in 2015 and building and site work completed in 2016. The construction sequence, potential impacts, and potential mitigation measures have been identified by the Applicant and its construction consultant, Beacon Projects Group, and are described herein.

1. EXISTING CONDITIONS

The residence that would be renovated as a result of the Proposed Project was built in the early 20th Century. Although it is in generally good condition, the building has not been significantly renovated in recent years, and may include building materials such as lead paint or asbestos. These materials were common at the time the residence was constructed, but have since been deemed hazardous and are subject to special handling regulations for the demolition and renovation of buildings containing them. Potential mitigation measures are described herein.

2. FUTURE IMPACTS WITHOUT THE PROJECT

Without the Proposed Project, construction activities would occur related to routine, on-going maintenance of the existing building. Renovation of the existing structure or new construction of additional single-family dwellings on the two undeveloped lots that involve land disturbance would be required to meet the Town standards and codes. Construction activities may result in short term air-quality and noise impacts that are described in DEIS Section III.F.

3. POTENTIAL IMPACTS

Construction of the Proposed Project will involve the improvement and construction of access driveways, parking areas, underground utility systems, building foundation systems, building structures, stormwater management measures, site lighting, landscaping and other physical improvements that will physically alter the existing Project Site.

Construction activities could potentially result in a number of temporary adverse environmental impacts. These include construction-related noise from the operation of heavy equipment; construction traffic relating to material deliveries and employee arrival/departure routes on the adjoining roadway network; increased soil erosion from on-going earthwork operations; and the degradation of air quality from fugitive dust and emissions from operating power equipment. The Applicant anticipates that all of these impacts can be mitigated through management of the timing and methodologies of the construction process.

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As discussed in DEIS Section III.B, no bedrock was encountered on the Project Site during the geotechnical investigations. Therefore, it is not anticipated that chipping or blasting would be required during the construction of the Project. If bedrock is encountered as the Project area is excavated, the necessary permits for chipping or blasting will be obtained. Air quality emissions of concern that are associated with short-term construction activities may include fugitive dust from moving equipment and excavation activities, as well as exhaust emissions from diesel-fueled construction equipment. The construction of the Project would create short-term noise disturbances during construction.

Truck traffic is expected to average approximately 10 round-trips per day over the construction period, with fewer truck trips expected during the earliest and latest stages of construction. These average daily totals may occasionally be exceeded as a result of overlapping, delivery-related, construction activity such as concrete work and the import of off-site material. See Figure No. III.J-3, *Peak Daily Construction Traffic Estimates*.

4. POTENTIAL MITIGATION MEASURES

a. Construction Management Techniques

Best-practice mitigation measures would be incorporated into the construction management plans to minimize potential impacts in accordance with all applicable laws and regulations. Before any building demolition or renovation is undertaken, a survey for materials of concern will be conducted. For any materials discovered, such as asbestos or lead paint, appropriate abatement measures will be undertaken, including proper containment, disposal, and clearance testing.

Construction equipment would comply with applicable EPA regulations. To minimize fugitive dust emissions, vehicles on-site would be limited to a speed of 5 mph, and water would be used to wet working surfaces. Storage piles would be covered. Exposed areas would be stabilized after disturbance to minimize dust, and dust associated with demolition activities would be controlled with misting systems. Tracking pads would be established at construction exits to prevent dirt from being tracked onto roadways. Construction areas would be surrounded by perimeter fencing that would help contain fugitive dust emissions. Emission reduction and related construction measures would be included in the specifications of the construction contracts. In compliance with applicable laws, restrictions would be placed on on-site vehicle idle times for all vehicles not using the engine to operate a loading, unloading, or processing device (e.g., concrete mixing trucks).

It is anticipated that the construction work force and truck traffic could be scheduled so that early arrival and departure times of the construction work force would not conflict with the local peak commuter periods. Further, all material storage, construction staging and employee parking areas are to be provided for on-site.

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Although noise would be generated from construction equipment, all equipment would be properly maintained and muffled in compliance with the EPA's noise emission standards, and such noise impacts would be temporary and short-term. The Project would comply with the Town of Harrison Noise Ordinance, which regulates noise during construction periods. Noise levels may temporarily increase due to construction-related traffic and on-site use of construction equipment. Project-generated traffic would not cause significant noise impacts at the affected intersections, and operation of Project uses would not result in any significant noise impacts. The measures described above would mitigate the potential short-term construction-related impacts, and no significant adverse impacts are expected as a result to the construction of the Proposed Project.

b. Phasing Plan

Construction activity for the Proposed Project is expected to be completed over an approximate 15-month period of continuous construction. The NYSDEC *SPDES General Permit For Stormwater Discharges from Construction Activity* (GP-0-10-001) requires a phasing plan for land disturbances exceeding 5-acres, and since the Proposed Project will minimize the extent of site disturbance to less than 5 acres, (as discussed in DEIS Section III.B) no formal construction phasing plan is required¹.

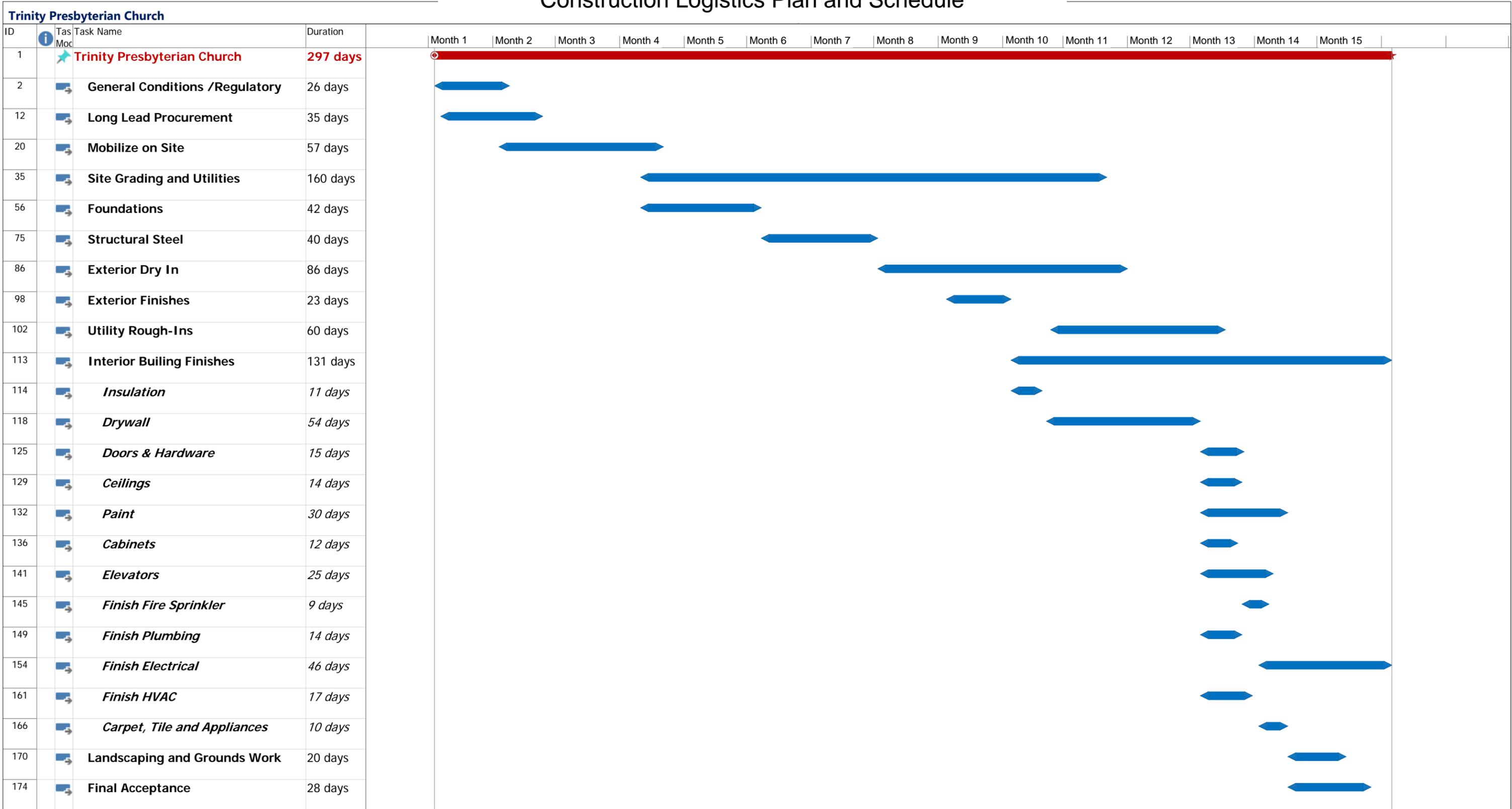
c. Construction Logistics Plan and Schedule

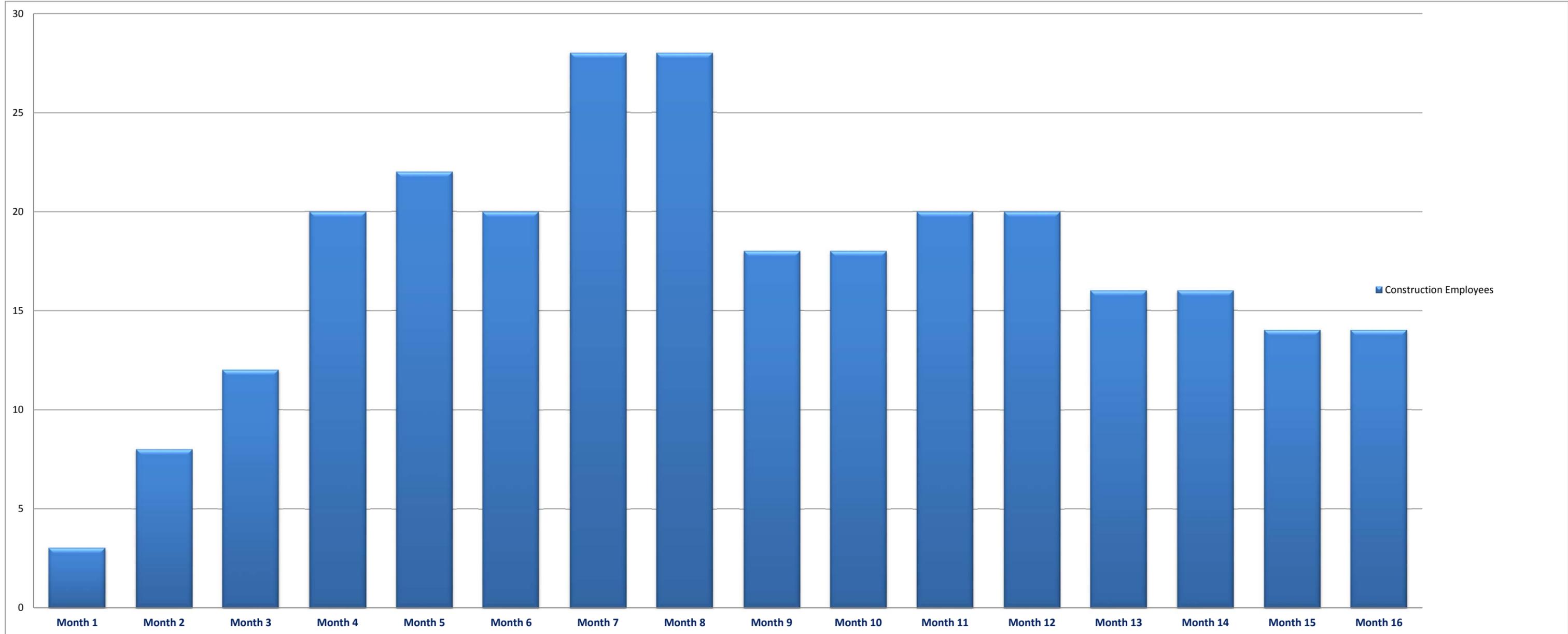
A construction logistics plan and schedule is provided at the end of this section (See Figure No. III.J-1), as well as estimates for the peak daily construction workforce and peak daily construction traffic (See Figure No. III.J-2 and Figure No. III.J-3, respectively).

During the outlined construction period, the installation of security fencing around active work areas before any building demolition, excavation, or building activities commence will help separate the Project Site from the general public and the surrounding properties. Further, to the extent practical, construction traffic will be isolated from daily circulation patterns on surrounding roadways. Temporary way-finding and detour signage will be utilized as necessary to direct traffic around any construction activities related to the provision of utility services (as described in DEIS Section III.C) that will require temporary, partial closures on Anderson Hill Road.

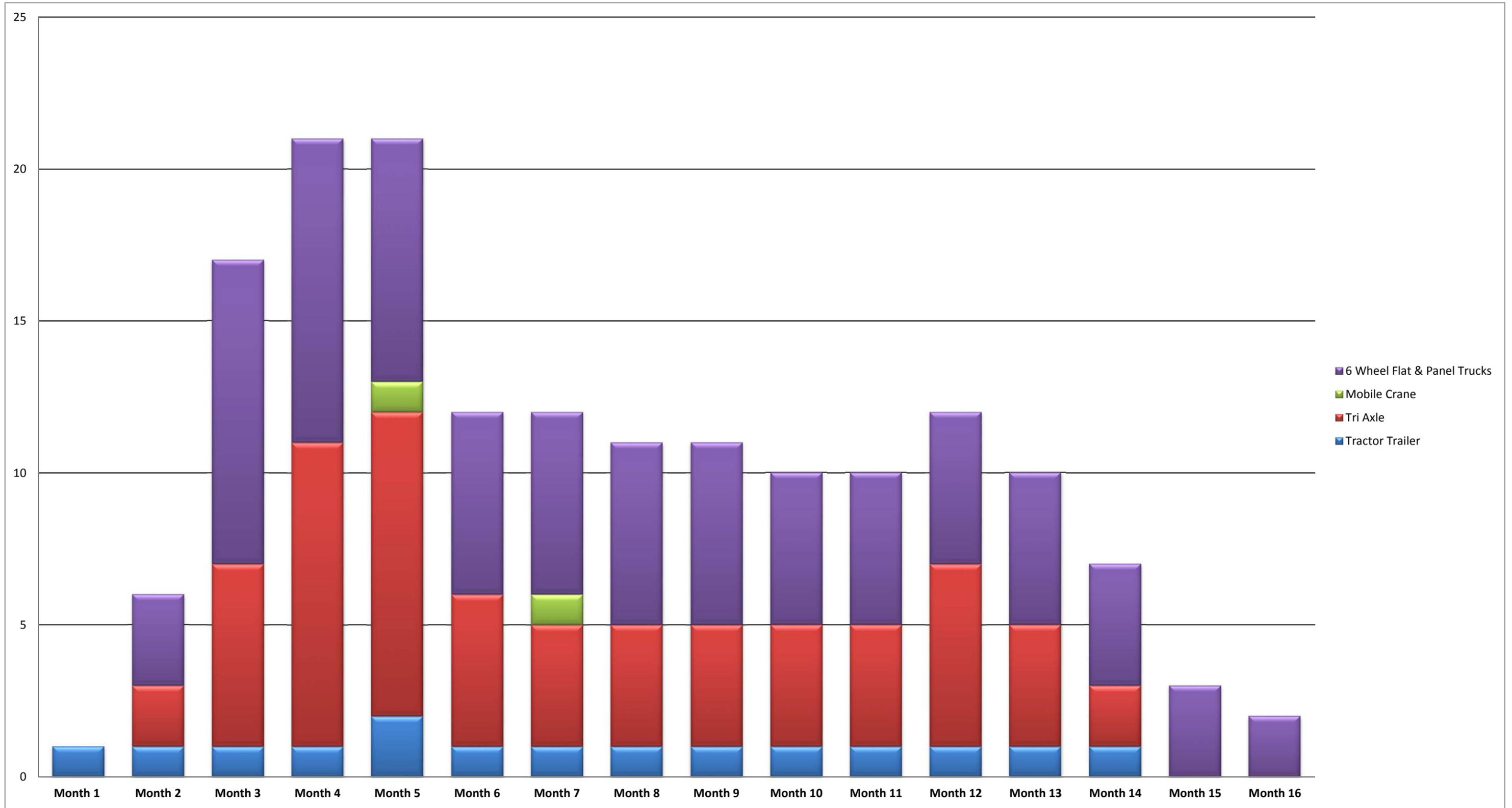
¹ NYSDEC. *SPDES General Permit for Stormwater Discharges from Construction Activity*. Permit No. GP-0-10-001. Effective January 29, 2010.

Construction Logistics Plan and Schedule





Peak Daily Construction Traffic Estimates



The purpose of Section IV is to compare the Proposed Action to reasonable alternatives that are consistent with the Applicant's objectives and capabilities. Additionally, SEQRA requires the review of a No Build Alternative. Per the Planning Board's February 25, 2014 adopted Scoping Document, development of the Site with three single-family residences is also reviewed. In the discussion that follows, three alternatives are analyzed with regard to the same types of potential environmental impacts assessed in subsections III.A through J of this DEIS for the Proposed Project. See Figure No. IV-1, *Proposed Action Plan*.

A. NO BUILD (NO ACTION) ALTERNATIVE

The No Build, or no action, alternative is required by NYCRR 617.9(b)(5)(v), and evaluates conditions that would occur if no development associated with the Proposed Project were to take place on the Project Site.¹ See Figure No. IV-2, *No Build Alternative*. Although identified in the adopted Scoping Document, this scenario would not be considered a feasible alternative as it does not meet the Applicant's objectives for the property.

Land Use & Zoning

Under this alternative the existing residence on the Project Site would be utilized as a single-family residence. This alternative would be consistent with the Site's existing R-1 zoning designation and would be consistent with the surrounding residential, community and institutional uses nearby.

Land, Water and Ecological Resources

As discussed in DEIS Section III.B, no regulated wetlands or watercourses were identified on the Project Site. Additionally, the on-site investigation revealed no sensitive or rare habitat, flora or fauna on the Project Site. Since the Project Site would remain in its existing configuration, there would be no proposed land disturbance and no tree removal.

Utilities

Without the Proposed Project, the existing utility connections and demands would be similar to the present conditions.

Visual Resources

Under this alternative, the existing residence would be visible from certain vantage points along Anderson Hill Road. The vegetation and stone walls would be similar to the present conditions.

Transportation

The No-Build condition analyzes traffic operating conditions without the development of the Proposed Project. Future conditions were projected for the Year 2016. The 2014 traffic volumes were expanded to reflect a 2016 traffic condition by applying a one percent per year growth rate, along with including other developments in the site vicinity. The future conditions without the

¹ Under this alternative, the Project Site would remain as it currently is today, with an existing single-family dwelling on Lot 7, and two adjacent undeveloped lots (Lots 49 and 44). Under current zoning the two undeveloped lots could be developed with single-family residences or other permitted/special permit uses if the Proposed Project were not to be built. This alternative is described below in subsection IV.B.

SECTION IV • ALTERNATIVES

Proposed Project are described in greater detail in DEIS Section III.E. Based on the results of the traffic study all intersections would generally operate at an overall acceptable Level of Service under the No-Build alternative.

Air Quality and Noise

Without the Proposed Project, there would be no change in existing uses and therefore no change to air quality. The sources of noise would be substantially similar to the existing condition. Background levels would remain the same, but traffic noise could show a slight increase due to growth in traffic volume.

Socioeconomic and Fiscal Impacts

Similar to the Proposed Project, under the No-Build alternative the demographic conditions associated with population and other characteristics for the Town of Harrison would be consistent with the long-range forecasts identified in the Town's Comprehensive Plan. As discussed in DEIS Section III.G, the U.S. Census Bureau identified that the average household size and family size in the Town of Harrison was 2.77 and 3.24, respectively.² Based on discussion with the Town Tax Assessor³, if the Project Site were to be marketed for sale to an entity not entitled to the existing tax exemption, the property could be returned to the full tax roll. If the existing residence and undeveloped lots were not improved or developed, it is unlikely that the current assessments would change much. Currently, the assessed value to Lots 7, 44, and 49 are \$2,650, \$2,150, and \$30,550, respectively. Although the property may generate more tax revenue under the No-Build condition as compared to the Proposed Project, there could also be additional impacts in the form of demand for services such as recreation and schools. Based on the Harrison Central School District budget, the average cost to educate a pupil in the district is approximately \$30,000.⁴ The total impact to the School District for the residence on the Site under the No-Build alternative would depend on the total number of school children that may reside on the property.

Community Services

It is expected that under the No-Build Alternative, the demand for fire, emergency services, and police would remain similar to existing conditions.

Historic and Archaeological Resources

The existing residence was not considered to be National Register eligible. Furthermore, based on the historic and archaeological consultant's findings no additional archaeological investigation work was warranted. Therefore, there would be no anticipated differences in potential impacts to historical or archaeological resources between this Alternative and the Proposed Project.

Construction

This alternative would not include any demolition or new construction. Therefore, there would be no potential for short-term impacts on noise, air quality or traffic related to construction activity.

² US Census Bureau, 2010. American Fact Finder.

³ Meeting held with Mark Heinbockel, Assessor (June 4, 2014) at Harrison Town Hall.

⁴ Harrison Central School District, *2014-2015 Proposed Budget*, 2013 Fiscal Accountability Summary, p.61. The Total Expenditures per Pupil for the HCSD was \$28,083.

B. DEVELOPMENT OF PROPERTY WITH THREE SINGLE-FAMILY RESIDENCES

As discussed in DEIS Section III.A, the Proposed Project includes a petition to the Town of Harrison for a Special Exception Use Permit, Site Plan, and a zoning height variance to allow the construction of a church in the R-1 zoning district (single-family residential). Figure No. IV-3, *Development of Property with Three Single-Family Residences*, illustrates a scenario that would not require a Special Permit. This alternative assumes that the existing single-family dwelling on Lot 7 would remain in its current state, and the two adjacent undeveloped lots (Lots 49 and 44) would be improved with single-family dwellings and related accessory structures to comply with permitted uses in the current zoning district. Based on existing zoning, the maximum building coverage permitted on Lots 49 and 44 would be more than 7,200 and 12,000 square feet respectively. For analysis purposes, however, a home with a footprint of approximately 5,000 square feet is assumed to be consistent with development patterns in the surrounding neighborhood. This scenario would not be considered a feasible alternative as it does not meet the Applicant's objectives for the property.

Land Use & Zoning

In this alternative each of the three parcels that comprise the Project Site would be contain a single-family residence. In addition, it is possible that the two newly undeveloped parcels would also contain customary accessory uses, such as garages, home professional offices, and private swimming pools, as well as driveway access to Anderson Hill Road. This alternative would be consistent with the Site's existing R-1 zoning designation and would be consistent with the surrounding residential and community and institutional uses nearby.

Land, Water and Ecological Resources

As stated in the previous scenario, no regulated wetlands, watercourses, sensitive or rare habitat, flora or fauna have been identified on the Project Site. Developing single family residences, however, could require removing some of the vegetation that has developed on the vacant land, likely including some trees. Stormwater management for the development of the vacant lots would be subject to Chapter 130, *Stormwater Management and Erosion and Sediment Control* of the Harrison Town Code. Stormwater management facilities could include a combination of rain gardens and drywells on each developed parcel.

Utilities

With the development of two new residences, this alternative would require two new utility connections. Based on NYSDEC Standards⁵ the water usage for two additional four-bedroom single-family residences would result in an estimated 660 gpd each. In combination with a seven bedroom residence, with an estimated water usage of approximately 1,155 gallons per day (gpd),

⁵ NYSDEC. *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems*. March 5, 2014. Table B-3 Typical per Unit Hydraulic Loading Rates for Single-Family Residence at 150 gallons per day per bedroom. Estimated demand represents adjusted wastewater flow plus 10%. Additional flow assumed not to enter sewer system.

SECTION IV • ALTERNATIVES

the total water demand would be approximately 2,475 gpd. As discussed in Section III.C, Utilities, the water demand for the three singled family residences would be greater than that of the Proposed Project. Similarly, the estimated sanitary sewer flow for three single family residences would also be greater than that of the Proposed Project.

Visual Resources

It is expected that some screening will be lost as the vacant properties are developed, and all three homes would become more visible from certain adjacent properties, as well as from certain vantage points along Anderson Hill Road. While the generous size of Lot 7 allows the existing home to exceed the buffer and setbacks that zoning requires, both undeveloped parcels are smaller and situated closer to Anderson Hill Road. Therefore, it is likely that any new developments would be more visible than what currently exists on the Project Site. In particular, Lot 49 is the smallest and situated closest Anderson Hill Road, where the visual impact would be greatest around the intersection of Harrows Lane. Lot 44 would likely be most visible to the abutting single-family residences to the south and east. The stone walls would remain similar to the present conditions, with the potential for an added entrance to accommodate a new driveway for Lot 49.

Transportation

During both the weekday morning and afternoon peak hours, this alternative would generate 4 fewer vehicle trip ends than the Proposed Project. During both the Sunday morning service arrivals and afternoon class departures, this alternative would generate 3 vehicle trip ends, while the Proposed Project would generate 72 and 45 respectively. Therefore, as in the Proposed Project, the development of two additional single family homes in this area would not be expected to increase traffic that would require additional demand for transportation facilities or services.

Air Quality and Noise

Similar to the Proposed Project, impacts on air quality and noise, like other construction-related impacts would be temporary in nature. Air quality and noise emissions associated with short-term construction activities would result from excavation activities and the use of construction equipment.

Socioeconomic and Fiscal Impacts

In this scenario, it is assumed that the socioeconomic and fiscal characteristics described in the No-Build Alternative would remain true for Lot 7, and increased to account for new development of Lots 44 and 49. It is anticipated that the assessed value for all three lots would increase, and the cost to the School District would depend on the total number of school children that may reside on the property.

Community Services

This alternative is generally similar to the No-Build Alternative in terms of community services. The development of two additional single family homes in this area would not be expected to significantly induce growth that would require additional demand for fire, emergency services, and police.

Historic and Archaeological Resources

The existing residence was not considered to be National Register eligible. Furthermore, based on the historic and archaeological consultant's findings no additional archaeological investigation work was warranted. Therefore, there would be no anticipated differences in potential impacts to historical or archaeological resources between this Alternative and the Proposed Project.

Construction

Construction of the single-family residences would be subject to the hours permitted by the Town of Harrison. Construction would not be permitted after 8:00 PM or before 7:30 AM on weekdays or before 10:00 AM on weekends and national and state holidays. Furthermore, the use of lawn mowers, leaf blowers, wood chippers, chain saws and snow blowers is prohibited between the hours of 8:00 PM and 8:00 AM on weekdays and prohibited between the hours of 8:00 PM and 10:00 AM on weekends and national and state holidays.

C. REDUCED-SCALE ALTERNATIVE

1. REDUCED PARKING

This alternative proposes modifications to the site plan that would reduce the scale of the parking area while still providing the minimum number of spaces to comply with zoning requirements and the peak parking demand for the Church identified in DEIS Section III.E, *Transportation*. Figure No. IV-4, *Reduced Scale Alternative*, illustrates the Proposed Project with a portion of the parking proposed on the north side of the existing residence reduced. Overall, the number of parking spaces would be reduced from 130 to 120.

Land Use & Zoning

In this alternative, the Applicant's development program would remain the same as the Proposed Project, and the adjustment to the site plan to reduce the number of parking spaces from 130 to 120 would continue to comply with the Town's Zoning Ordinance. Therefore, in the Applicant's opinion, there would be no anticipated differences in potential impacts to land use or zoning between this Alternative and the Proposed Project.

Land, Water and Ecological Resources

This Alternative is similar to the Proposed Project in terms of land disturbance and ecological resources. This alternative would result in a small reduction in the amount of impervious area proposed since fewer parking spaces would be constructed. The proposed stormwater management plan would be substantially the same, and there would be no additional significant adverse impacts.

Utilities

This alternative would not change the Proposed Project's demands for water, sewer, gas or electrical services. As previously stated, the reduced parking spaces in this Alternative would result in a small reduction in the amount of impervious area proposed, although the proposed stormwater management plan would remain substantially the same. Therefore, in

SECTION IV • ALTERNATIVES

the Applicant's opinion, there would be no anticipated differences in potential impacts to utilities between this Alternative and the Proposed Project.

Visual Resources

As in the Proposed Project, existing and proposed landscaping will continue to provide sufficient screening in summer months. However, this proposed reduction will retain an existing area of lawn to the north of the existing residence and may further reduce visual impacts from certain vantage points when the trees are bare. Given the site plan and the nature of the site's topography, however, no significant adverse visual impacts have been identified with the parking area in the Proposed Project, so none would be anticipated from this alternative, as the reduced scale would provide an even greater buffer area between the parking and adjacent properties.

Transportation

This Alternative would be identical to the Proposed Project in terms of traffic generation, but the number of parking spaces on site would be reduced from 130 to 120. As noted in DEIS Section III.E, an average of 65 parking spaces were occupied at Sunday worship and religious instruction activities of Trinity Church, with a peak demand of 73 cars parked in the study period. The parking spaces provided in this alternative would meet the minimum zoning requirements, and since they would adequately serve the Applicant's needs, no significant adverse impacts are identified.

Air Quality and Noise

As in the Proposed Project, potential temporary air quality and noise emissions associated with this Alternative would result from short-term construction activities, including excavation and the use of construction equipment. In the Applicant's opinion, there would be no anticipated differences in potential impacts to air quality or noise between this Alternative and the Proposed Project.

Socioeconomic and Fiscal Impacts

This Alternative would not change socioeconomic conditions in the Town of Harrison or Trinity Church's status as a tax-exempt institution as described in DEUS Section III.G. In the Applicant's opinion, there would be no anticipated differences in potential impacts to socioeconomic or fiscal conditions between this Alternative and the Proposed Project.

Community Services

This Alternative would not change the demand for police, fire, emergency medical services, highway and sanitation services, or social services as described in DEIS Section III.H. In the Applicant's opinion, there would be no anticipated differences in potential impacts to community services between this Alternative and the Proposed Project.

Historic and Archaeological Resources

The reduced number of parking spaces in this Alternative would result in a small reduction in the area of disturbance, which, as noted in DEIS Section III.I, did not yield prehistoric and/or historic cultural resources in the Phase 1B Archaeological Field Reconnaissance

Survey. The proposed adaptive reuse of the existing residential structure and complementary architectural style of the proposed addition would not change. It is the Applicant's opinion that there would be no anticipated differences in potential impacts to historic or archaeological resources between this Alternative and the Proposed Project.

Construction

This alternative would not change the anticipated construction management techniques or logistics plan as described in DEIS Section III.J. In the Applicant's opinion, there would be no anticipated differences in potential impacts from construction between this Alternative and the Proposed Project.

2. REDUCED BUILDING HEIGHT

This alternative evaluates modifications to the Proposed Project that would reduce the height of the proposed sanctuary addition to the height of the existing house to which it will be attached. As described in DEIS Sections II.D.2.c(2) and III.A.3.b, the addition's floor levels and roof eaves have been designed to align with the corresponding floors and roof eaves of the existing structure, while its roof pitch will be steeper to create a taller interior volume for the proposed worship space. The midpoint of the roof of the sanctuary addition is proposed to be at Elev. 366.11, approximately 7.6 feet higher than that of the existing house, and the church would have a zoning height of approximately 39.8 feet.

Figure No. IV-5, *Reduced Scale Alternative – Reduced Building Height* includes a dashed line marking the approximate midpoint of the roof of the existing residence (Elev. 358.51) and extending across the upper portion of the proposed sanctuary.

This alternative would have the effect of unduly limiting the interior volume of the proposed worship space. The reduced height sanctuary would lose the proportions that promote an open and uplifting feeling for worship and a sense of ascendancy to God. As such it would not be considered a feasible alternative, in that it does not meet the Applicant's objectives.

Land Use & Zoning

In this alternative, the Applicant's development program and site plan would remain the same as the Proposed Project. Figure No. IV-5 shows the proposed average finished grade 10 feet from the face of the church building of Elev. 326.33. If the sanctuary addition were to have the same roof pitch as the house, or a flat roof rising to the level of the dashed line, the church would have a calculated building height of approximately 32.2 feet ($358.51 - 326.33 = 32.18$), which would still exceed the permitted 30 foot maximum height in the R-1 district. The proposed steeple would not change since it would not be restricted in height per §235-23 of the zoning ordinance.

Land, Water and Ecological Resources

This Alternative is similar to the Proposed Project in terms of land disturbance and ecological resources. This alternative would result in a small reduction in the amount of impervious area proposed since fewer parking spaces would be constructed. The proposed

SECTION IV • ALTERNATIVES

stormwater management plan would be substantially the same, and there would be no additional significant adverse impacts.

Utilities

This alternative would not change the Proposed Project's stormwater management plan, or the demands for water, sewer, gas or electrical services. Therefore, in the Applicant's opinion, there would be no anticipated differences in potential impacts to utilities between this Alternative and the Proposed Project.

Visual Resources

As discussed in DEIS Section III.D, *Visual Resources*, the proposed building would be partially visible in certain seasons and from certain public vantage points along Anderson Hill Road; however, existing and proposed landscaping would screen views of the structure, which is setback over 240 feet from the street. In the Applicant's opinion the difference in sanctuary roof height between the Proposed Project and this Alternative would be barely if at all perceptible.

Transportation

This Alternative would be identical to the Proposed Project in terms of traffic generation and parking conditions. Therefore, in the Applicant's opinion, there would be no anticipated differences in potential impacts to utilities between this Alternative and the Proposed Project.

Air Quality and Noise

As in the proposed project, the air quality and noise emissions associated with this Alternative would result from short-term construction activities, including excavation and the use of construction equipment. In the Applicant's opinion, there would be no anticipated differences in potential impacts to air quality or noise between this Alternative and the Proposed Project.

Socioeconomic and Fiscal Impacts

This Alternative would not change socioeconomic conditions in the Town of Harrison or Trinity Church's status as a tax-exempt institution as described in DEUS Section III.G. In the Applicant's opinion, there would be no anticipated differences in potential impacts to socioeconomic or fiscal conditions between this Alternative and the Proposed Project.

Community Services

This Alternative would not change the demand for police, fire, emergency medical services, highway and sanitation services, or social services as described in DEIS Section III.H. In the Applicant's opinion, there would be no anticipated differences in potential impacts to community services between this Alternative and the Proposed Project.

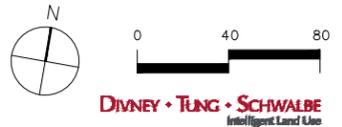
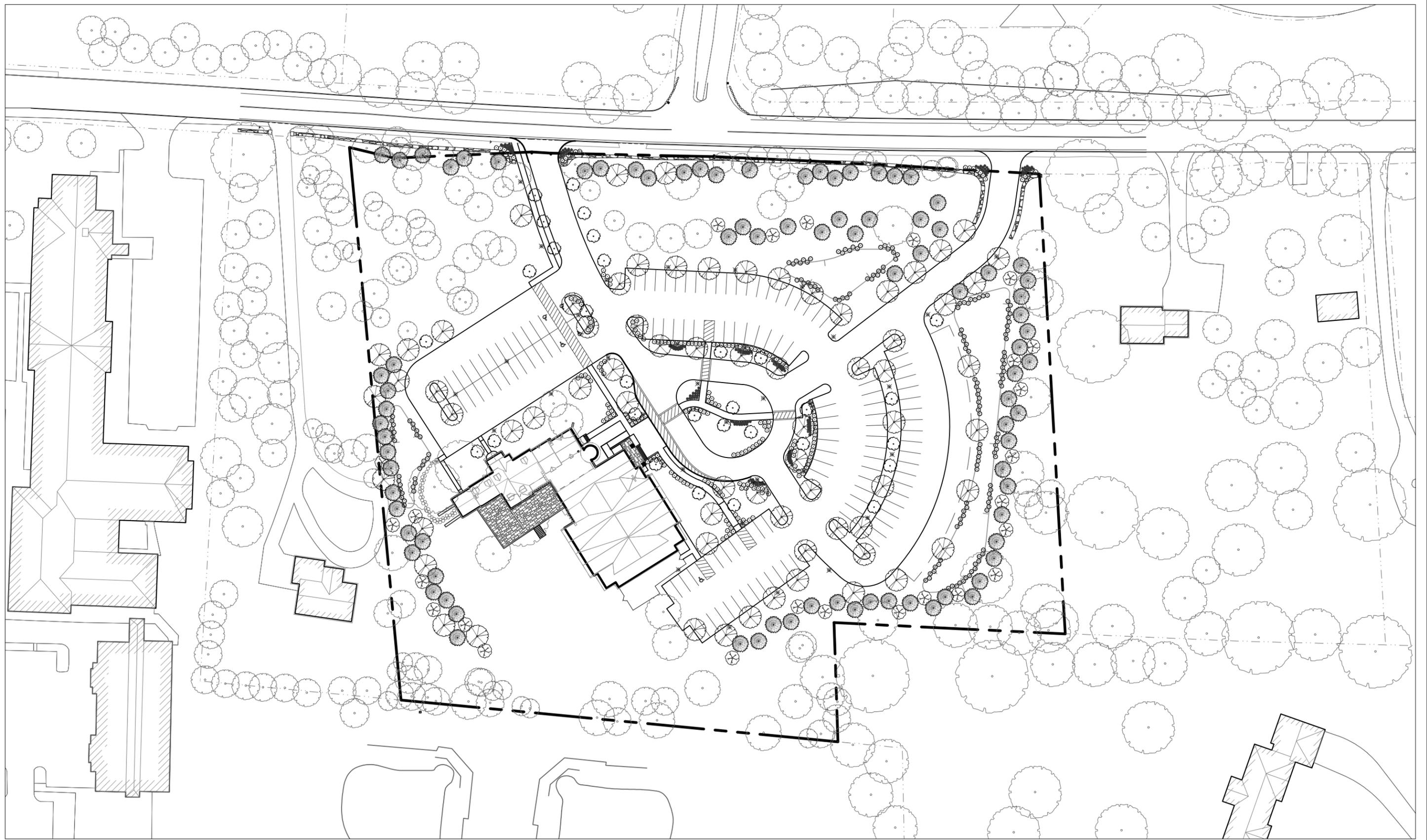
Historic and Archaeological Resources

This alternative would not change the proposed limits of disturbance, the adaptive reuse of the existing residential structure, or the complementary architectural style of the proposed

addition. It is the Applicant's opinion that there would be no anticipated differences in potential impacts to historic or archaeological resources between this Alternative and the Proposed Project.

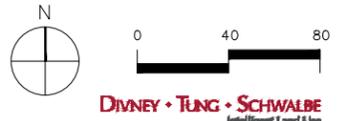
Construction

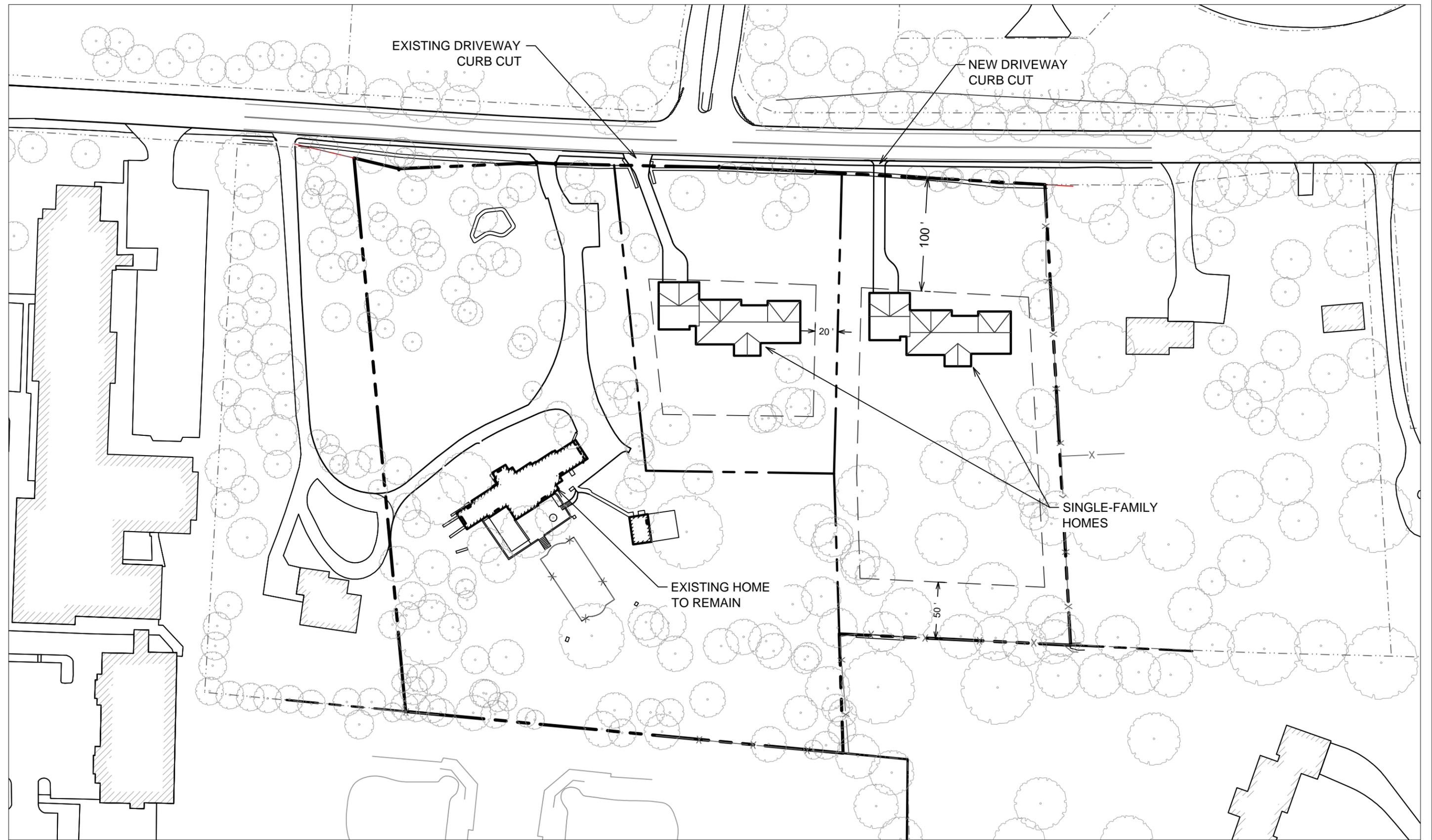
This alternative would not change the anticipated construction management techniques or logistics plan as described in DEIS Section III.J. In the Applicant's opinion, there would be no anticipated differences in potential impacts from construction between this Alternative and the Proposed Project.



PROPOSED ACTION PLAN
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. IV-1





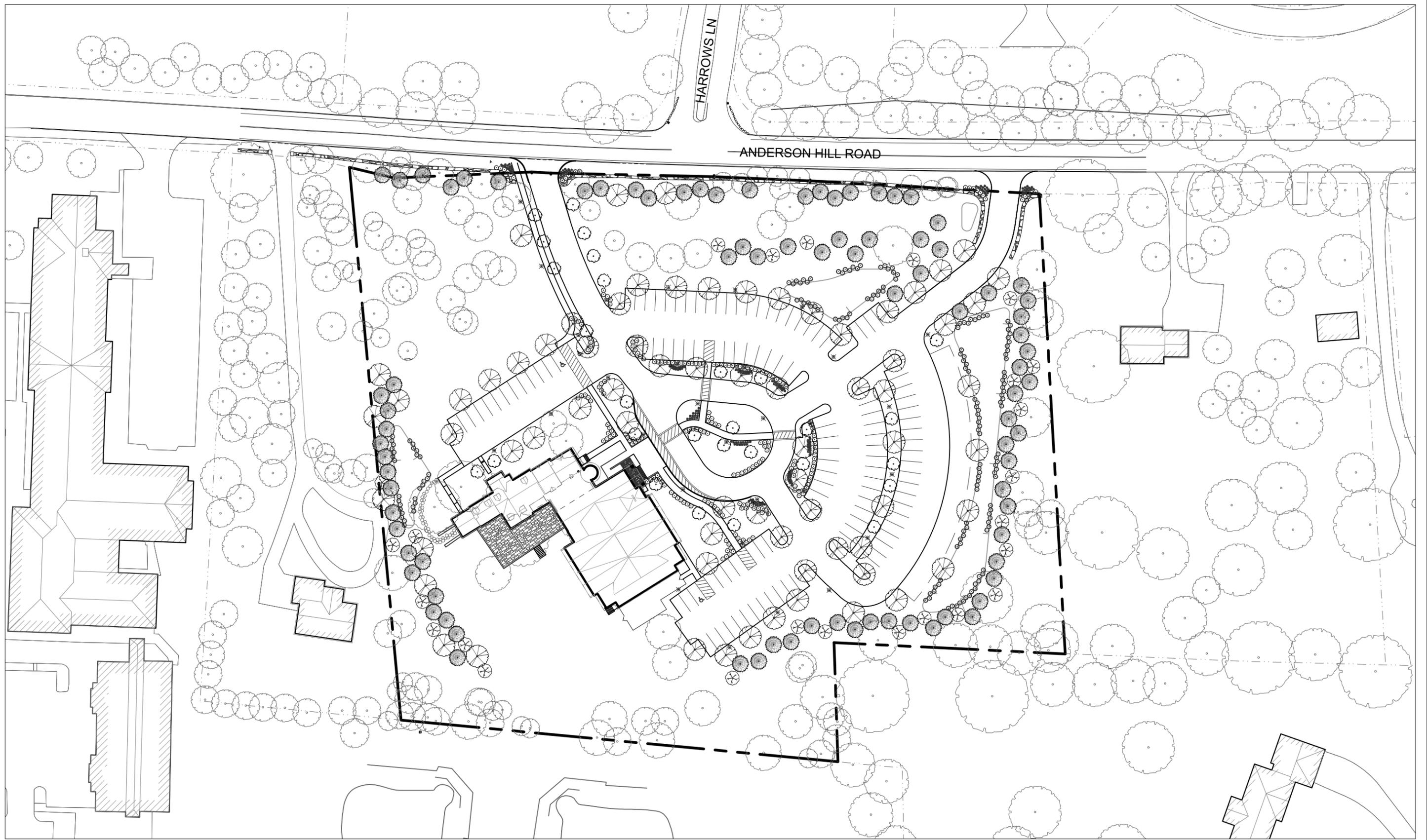
DEVELOPMENT OF PROPERTY WITH THREE SINGLE-FAMILY RESIDENCES

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. IV-3

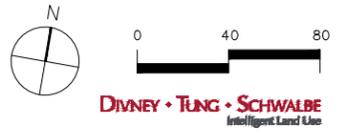


DIVNEY • TUNG • SCHWALBE
Intelligent Land Use



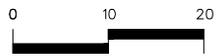
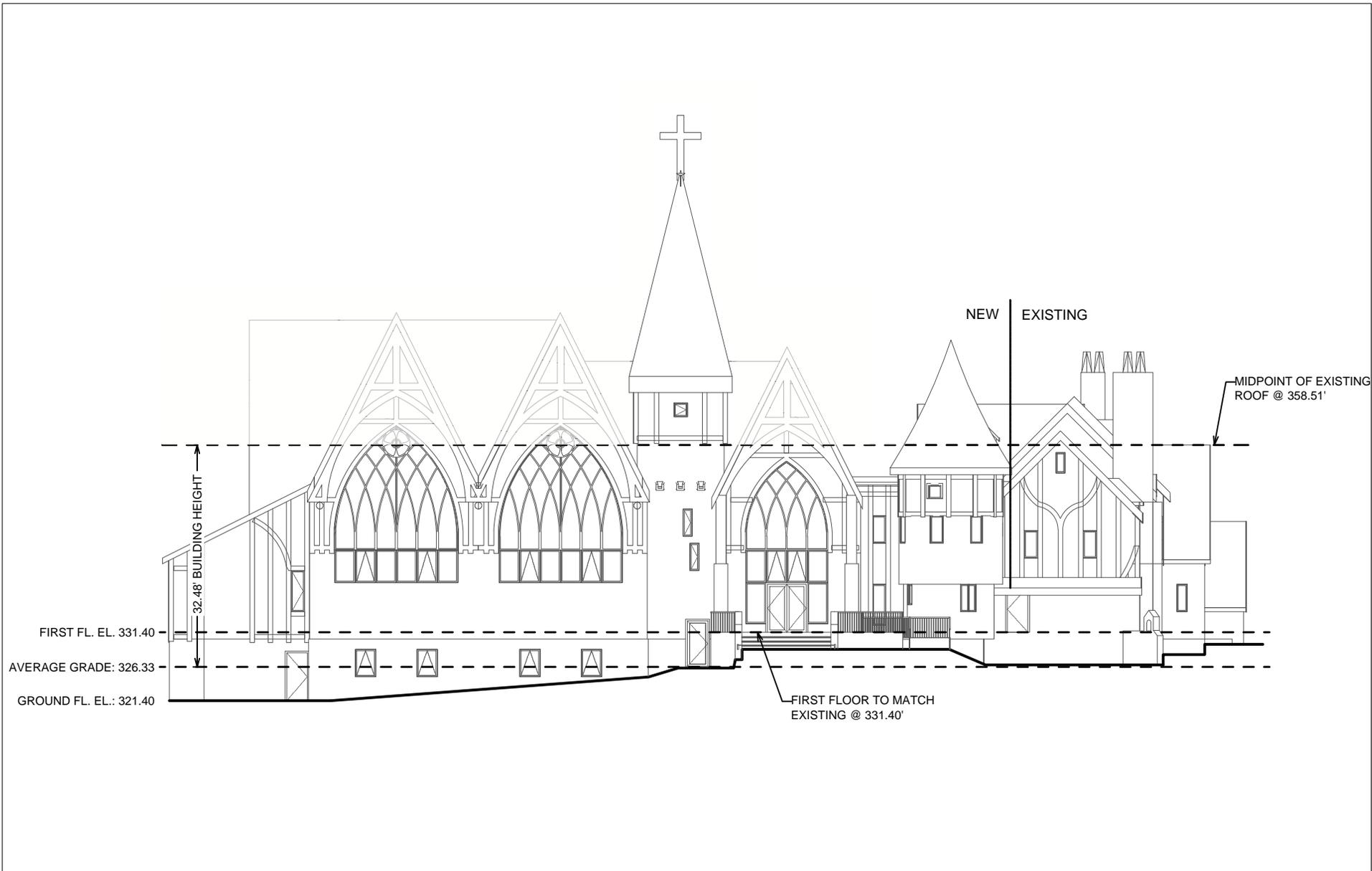
HARROWS LN

ANDERSON HILL ROAD



REDUCED SCALE ALTERNATIVE
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FIGURE NO. IV-4



DIVNEY • TUNG • SCHWALBE
Intelligent Land Use



Molinelli
Architects

REDUCED SCALE ALTERNATIVE -

REDUCED BUILDING HEIGHT

TRINITY PRESBYTERIAN CHURCH

PURCHASE, NEW YORK

FIGURE NO. IV-5

SECTION V • ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

A. SHORT TERM CONSTRUCTION

Construction activities associated with the Project would result in temporary construction impacts, including noise, traffic and dust. The short duration of the construction period, in conjunction with the implementation of best management practices to mitigate construction emissions exposure off-site, would minimize negative effects from construction emissions. As discussed further in DEIS Section III.F, *Air Quality and Noise*, these measures include wetting working surfaces, covering storage piles, stabilizing exposed areas following disturbance, and installing tracking pads at construction exists to prevent minimize dirt and dust emissions from the site. Although some noise would be generated from construction equipment, all equipment would be properly maintained and muffled in compliance with the EPA's noise emission standards, and such noise impacts would be temporary and short-term. Construction activities would comply with the Town of Harrison Noise Ordinance.

The Project has been designed to minimize the loss of trees and all reasonable precautions would be taken to protect vegetation during the construction process, the Project would require the removal of approximately 85 trees on the Project Site. Although the Applicant would seek to mitigate this loss in the manner described below, this would nevertheless constitute an adverse construction impact. The Applicant would seek to mitigate this impact through the proposed planting of 185 shade trees, evergreen trees, ornamental flowering trees, woodland buffer trees, along with shrubs and ground cover, as discussed in DEIS Section III.B, *Land, Water and Ecological Resources*. The mix of trees and the layered planting would complement the architecture and would screen the Project throughout the seasons.

A. GROWTH INDUCEMENT

The Proposed Project is a place of worship and would be consistent with the overall land use patterns in the Site vicinity. As identified in the Town's Comprehensive Plan, places of worship "are normally seen as compatible with dwellings in overwhelmingly residential areas, and even necessary to the proper functioning of such areas." The Proposed Project would not result in additional residential units on the Project Site, and would not result in an increase in the Town's population or any adverse impacts for resident services.

Additionally, as discussed in Section III.E, Transportation, the traffic added to the roads would result in an insignificant traffic impact to the overall operation of the nearby intersections. As a result, no mitigation measures, which could potentially provide growth-inducing transportation facilities in the Site's vicinity, are required.

Trinity Presbyterian Church is an existing place of worship that currently holds its services in the Town of Harrison and has administrative offices in nearby Rye. Therefore, it is not anticipated that the Proposed Project would result in any significant job creation or demand for service which would require growth of other industries or services.

A. ENERGY SOURCES

Construction of the Proposed Project would result in the consumption of gasoline, oil and electricity used in the operation and maintenance of construction equipment. Upon completion of the project, internal heating and hot water systems would be provided by oil or natural gas, and lighting and air conditioning systems are likely to be provided by electricity.

B. ENERGY CONSERVATION MEASURES

All buildings will be designed to comply with the 2010 New York State Energy Conservation Code and the 2010 New York State Building Code. High efficiency Energy Star-rated appliances, lighting fixtures and building mechanical systems would incorporate automated and variable controls strategies which would further minimize the consumption of electricity and fuel.

The following water conservation practices are expected to be employed and in place post-construction of the Project to mitigate potential impacts of the development:

- Fixtures will be reduced flow, water conservation fixtures complying with the 2010 Plumbing Code of New York State or latest edition.
- Use of drip landscape irrigation systems in planting beds and restriction of irrigation to early morning hours.

SECTION VIII • IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

A. NATURAL RESOURCES

Construction of the Proposed Project, including proposed addition, parking areas and landscaped areas would result in the alteration of both previously developed and undeveloped land area. The construction of the Proposed Project would require removal of approximately 85 trees on-site. However, the Applicant would seek to mitigate this impact through a landscape and tree planting program that would provide for nearly 185 shade, evergreen, woodland buffer and ornamental trees. Based on the Applicant's wetland and ecological consultant's assessment, the vegetative cover-types are common in the region and state and are not expected to support rare or sensitive flora or fauna. Additionally, no wetlands or watercourses regulated by the Town, New York State Department of Environmental Conservation (NYSDEC) or Army Corps of Engineers (ACOE) were identified on the Project Site.

B. UTILITIES

1. WATER USAGE AND WASTEWATER FLOWS

The proposed Project water usage is estimated a 110 gallons per day (gpd) Monday through Saturday for the office and scheduled activities and 1,172 gpd for Sunday religious service. Estimated wastewater flows are estimated at 100 gpd Monday through Saturday for the office and scheduled activities and 1,065 gpd for Sunday religious service. This estimate is based upon the use of low flow, water conservation fixtures and the application of published NYSDEC Design Standards for Wastewater Treatment Works wastewater design flow unit rates, as discussed in DEIS Section III.C. The estimated water usage and wastewater flows would be less for the Proposed Project than that estimated for three single family residences on the Project Site under Future Conditions without the Project.

2. ELECTRIC AND GAS

The Proposed Action would result in an increase in oil or natural gas and electricity to provide heating and cooling, lighting, and electricity services for the Proposed Project. Consumption of fuel and electricity would be reduced through the use of high efficiency Energy Star rated consumer appliances, lighting fixtures and building mechanical systems.

C. ECONOMIC AND COMMUNITY RESOURCES

Economic resources committed in the construction of the Proposed Project would include construction materials (i.e. timber, steel, concrete and glass), energy (i.e. petrochemicals and electricity) and labor resources. Additionally, the Proposed Project would result in a limited commitment in community services in terms of police, fire protection and emergency medical services. However, as previously discussed in Section III.H, no significant adverse impacts on these services are projected.

A. LIST OF STUDIES AND REPORTS USED IN PREPARING DEIS

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2. Center for Watershed Protection, Design of Stormwater Filtering System, revised December 1996.
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6. Erosion and Sediment Control: Best Management Practices Manual Series, Westchester County, New York, 1991.
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11. New York State Department of Environmental Conservation, SPDES Permit for Storm Water Discharges From Construction Activities, Permit No. GP-0-10-001
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SECTION IX • SOURCES AND BIBLIOGRAPHY

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19. Westchester County Planning Board, Westchester 2025 Context for County and Municipal Planning in Westchester County and Policies to Guide County Planning. 2008, amended 2010.
20. Town/Village of Harrison, Comprehensive Plan, adopted December 9, 2013, prepared by BFJ Planning.

B. LIST OF FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES, ORGANIZATIONS, CONSULTANTS AND PRIVATE PERSONS CONSULTED IN PREPARING THE DEIS

1. WESTCHESTER COUNTY

- a. Westchester County Department of Public Works

2. TOWN OF HARRISON

- a. Building Official / Fire Marshal
- b. Department of Public Works
- c. Tax Assessor
- d. Police Department
- e. Town Consultants
 - (1) Cleary Consulting, Patrick Cleary, AICP, PP

3. OTHER

- a. Purchase Fire Department
- b. Harrison EMS