

TRINITY PRESBYTERIAN CHURCH

TOWN/VILLAGE OF HARRISON
WESTCHESTER COUNTY, NEW YORK

FINAL

ENVIRONMENTAL IMPACT STATEMENT

Prepared For Submission To:

TOWN OF HARRISON PLANNING BOARD
TOWN OF HARRISON, NEW YORK

JULY 6, 2015

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

**FINAL
ENVIRONMENTAL IMPACT STATEMENT**

LEAD AGENCY:

TOWN OF HARRISON PLANNING BOARD

One Heineman Place
Harrison, New York 10528
Attention: Pat Cleary
Planning Consultant
Phone: (914) 670-3077

LEAD AGENCY ACCEPTANCE DATE:

APPLICANT:

TRINITY PRESBYTERIAN CHURCH

15 Elm Place
Rye, New York 10580

**LOCATION OF PROPOSED
DEVELOPMENT:**

526-530 Anderson Hill Road
Purchase, New York 10577

PREPARED BY:

Divney Tung Schwalbe, LLP
One North Broadway, Suite 1407
White Plains, New York 10601
Partner-In-Charge:
Andrew V. Tung, ASLA, Esq.
Associate in Charge:
Matthew N. Steinberg, AICP
(914) 428-0010

Contributing Consultants:

McCullough, Goldberger & Staudt, LLP
Molinelli Architects
Whitestone Associates, Inc.
Frederick P. Clark Associates
William Kenny Associates
City/Scape Cultural Resource Consultants
The Beacon Projects Group
SavATree Consulting Group

LIST OF CONSULTANTS

PLANNER, SITE ENGINEER & LANDSCAPE ARCHITECT

DIVNEY TUNG SCHWALBE, LLP
One North Broadway
White Plains, NY 10601

ATTORNEY

MCCULLOUGH, GOLDBERGER & STAUDT, LLP
1311 Mamaroneck Avenue
White Plains, NY 10605

ARCHITECT

MOLINELLI ARCHITECTS
279 Sleepy Hollow Road
Briarcliff Manor, NY 10510

GEOTECHNICAL

WHITESTONE ASSOCIATES, INC.
35 Technology Drive
Warren, NJ 07059

TRAFFIC ENGINEER

FREDERICK P. CLARK ASSOCIATES
350 Theodore Fremd Avenue
Rye, NY 10580

WETLAND & ECOLOGICAL RESOURCES

WILLIAM KENNY ASSOCIATES
195 Tunxis Hill Cutoff South
Fairfield, CT 06825

CULTURAL RESOURCES

CITY/SCAPE CULTURAL RESOURCE CONSULTANTS
166 Hillair Circle
White Plains, NY 10605

CONSTRUCTION CONSULTANT

THE BEACON PROJECTS GROUP
95 Rowayton Avenue
Rowayton, CT 06853

LIST OF CONSULTANTS

ARBORIST

SAVATREE CONSULTING GROUP

531 Fayette Avenue

Mamaroneck, NY 10543

TABLE OF CONTENTS

	<u>PAGE</u>
I. <u>Introduction</u>	I-1
A. Organization of FEIS	I-1
B. The DEIS Proposed Action	I-2
II./II. <u>Responses to Comments</u>	
II.MC. Miscellaneous Comments.....	II.MC-1
• General Comments Opposed to the Project	II.MC-1
• General Comments in Support of the Project	II.MC-2
II.II. Description of Proposed Action.....	II.II-1
• Permits and Approvals	II.II-1
• Project Description	II.II-1
• Programs	II.II-8
• Residential Use	II.II-11
• Landscape Plan	II.II-12
• General Comments	II.II-12
II.A. Land Use and Zoning.....	II.A-1
• Comprehensive Plan	II.A-1
• Zoning Ordinance	II.A-2
• Land Use	II.A-7
• Buffer Area	II.A-7
II.B. Land, Water and Ecological Resources	II.B-1
• Ecological Resources	II.B-1
• Water Resources	II.B-2
• Tree Removal	II.B-3
• Subsurface Geology	II.B-5
• Topography	II.B-5
• Clearing and Grading.....	II.B-6
• Land, Water and Ecological Resources	II.B-6
• Blasting.....	II.B-6
II.C. Utilities	II.C-1
• Utility Impacts.....	II.C-1
• Drainage Conditions.....	II.C-2
II.D. Visual Resources.....	II.D-1
• Visual Impacts	II.D-1
• Lighting.....	II.D-5
• Signage.....	II.D-6
II.E. Transportation.....	II.E-1

TABLE OF CONTENTS

• Pedestrian and Bicycle Transportation	II.E-1
• Site Access	II.E-2
• Sight Distance.....	II.E-2
• Traffic Study.....	II.E-4
• Pending or Approved Applications in the Project Area.....	II.E-15
• Parking	II.E-19
• Accident Analysis.....	II.E-22
• Public Transportation	II.E-24
• Trip Generation	II.E-24
• Traffic – General.....	II.E-25
II.F. Air Quality & Noise.....	II.F-1
• Noise Impacts.....	II.F-1
II.G. Socioeconomic and Fiscal Impacts	II.G-1
• Socioeconomic Impacts	II.G-1
II.H. Community Services	II.H-1
• Community Services	II.H-1
• Emergency Response.....	II.H-2
• Occasional Road Closures.....	II.H-2
II.H. Historic and Archaeological Resources	II.I-1
• Historic Resources.....	II.I-1
II.J. Construction	II.J-1
• Construction Impacts.....	II.J-1
• Construction Management.....	II.J-1
II.IV. Alternatives.....	II.IV-1
II.VII. Use and Conservation of Energy.....	II.IV-1
• Green Building	II.IV-1
III. <u>APPENDICES</u>	
1. Relevant Correspondence	
2. DEIS Comments	
• DEIS Comment Letter List	
• DEIS Comment Log	
• DEIS Public Hearing Transcript and Comment Letters	
3. Tree Inventory	
4. Historic and Archaeological Resources Report Update	
5. Town of Harrison Police Department Accident Reports	

LIST OF TABLES

Table No.	Title	Page or Section
II-1	Cellar Calculations	II
III.A-1	Zoning Compliance Table	II.A
II.E-1	2016 Future Conditions with Single Access Drive.....	II.E
II.E-2	Church Proposed Development Programs, Related Generated Traffic and Parking Needs Analysis (Also DEIS Appendix 5, Table 6)	II.E
II.E-3	2016 Future Conditions with 100% Departure.....	II.E

LIST OF FIGURES

Figure No.	Title	Section
II-1	Cellar Calculations – East Elevation	II
II-2	Cellar Calculations – North Elevation.....	II
II-3	Cellar Calculations – South Elevation	II
II-4	Cellar Calculations – West Elevation	II
III.C-3	Existing Drainage Conditions	II.C
III.C-4	Proposed Drainage Conditions	II.C
III.D-5	View #2: Proposed View To Site - Anderson Hill Road @ Harrows Lane.....	II.D
III.D-7	View #3: Proposed View To Site - Anderson Hill Road @ Northeast Property Corner	II.D
II.D-1	View#4: Existing View To Site – Purchase Street @ Purchase School Driveway	II.D
II.D-2	View#4: Proposed View To Site – Purchase Street @ Purchase Street Driveway.....	II.D
II.D-3	Sign Location Plan	II.D
II.E-1	Site Traffic Distribution	III.E
II.E-2	Site Traffic Generation & Assignment – Weekday AM Peak Hour	III.E
II.E-3	Site Traffic Generation & Assignment – Weekday PM Peak Hour	III.E
II.E-4	Site Traffic Generation & Assignment – Sunday Service Arrivals Peak Hour	III.E
II.E-5	Site Traffic Generation & Assignment – Sunday Class Departures Peak Hour	III.E
II.E-6	2016 Build Traffic Volumes – Weekday AM Peak Hour	III.E
II.E-7	2016 Build Traffic Volumes – Weekday PM Peak Hour	III.E
II.E-8	2016 Build Traffic Volumes – Sunday Service Arrivals Peak Hour.....	III.E
II.E-9	2016 Build Traffic Volumes – Sunday Class Departures Peak Hour.....	III.E
II.E-10	Stopping Site Distances	III.E
II.E-11	Roadway Profile Sight Lines	III.E
II.E-12	Roadway Profiles – West/East Driveways	III.E
II.E-13	Roadway Profiles – Central Driveway	III.E
II.E-14	Site Traffic Generation & Assignment – Sunday Class Departures Peak Hour	III.E
II.E-15	2016 Build Traffic Volumes – Sunday Class Departures Peak Hour.....	III.E
III.D-5	View #2: Proposed View To Site - Anderson Hill Road @ Harrows Lane.....	IV
IV-1	View #2: Reduced Scale Alternative - Anderson Hill Road @ Harrows Lane.....	IV
III.D-7	View #3: Proposed View To Site - Anderson Hill Road @ Northeast Property Corner	IV
IV-2	View #3: Reduced Scale Alternative - Anderson Hill Road @ Northeast Property Corner	IV

I. RESPONSES TO DEIS COMMENTS
DEIS Sec. I · Introduction

I. INTRODUCTION

This Final Environmental Impact Statement (“FEIS”) is submitted in compliance with Article 8 of the New York State Environmental Conservation Law governing State Environmental Quality Review (“SEQR”), Part 617 of Title 6 of the Rules and Regulations of the New York State Department of Environmental Conservation, and a Draft Environmental Impact Statement (“DEIS”) Scope adopted by the Planning Board of the Town/Village of Harrison acting as SEQR Lead Agency (“Lead Agency”) for the Proposed Action by Trinity Presbyterian Church (“the Applicant” or “Trinity Church” or “Church”), on February 25, 2014.

A. ORGANIZATION OF FEIS

This FEIS is comprised of the following sections:

Section I is the *Introduction* which contains this description of the FEIS format and a brief overview of the Proposed Action included in the DEIS. The DEIS for Trinity Church was accepted as complete by the Lead Agency on September 24, 2014. The DEIS was the subject of a public hearing on October 28, 2014 and December 2, 2014, and a written comment period that was extended until January 20, 2015. The DEIS is hereby incorporated into and made part of the FEIS by reference.

Sections II and III contain the *Responses to DEIS Comments*. The responses to the comments are organized by DEIS Section Heading. Where applicable, sections have been further broken down into sub-headings that correspond to the content of the comments. Comments that are similar in content have been grouped together to allow for coordinated responses. The comments appear in a bold type with the corresponding comment number(s) identified in the left margin of the page. The responses appear in standard type directly under the corresponding comment(s).

Section IV contains the *Appendices to the FEIS*. This section of the FEIS also includes *Relevant FEIS Correspondence*, the *DEIS Comment Letter List*, the *DEIS Comment Log* (which provides a listing of the individual comments), and copies of the transcripts of the DEIS Public Hearings

I. INTRODUCTION

and written comments received by the Lead Agency. Each speaker and comment letter or transcript section have been assigned an “Item Number” (located in the upper right corner of the letter or in the right margin of the transcript) and each comment by a particular speaker or author has been sequentially numbered. The Comment Log identifies the date of the comment letter or the public hearing comment; the name of the author or speaker; the assigned comment number; and the section of the FEIS in which the comment has been addressed. The copies of the hearing transcripts and comment letters have been labeled with Item Numbers corresponding to the DEIS Comment Log and are found in Section IV of this FEIS.

B. THE DEIS PROPOSED ACTION

As described in the DEIS, 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 existing patio at the rear of the 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 the former central driveway would be relocated to the east to provide access to Anderson Hill Road.

The Proposed Project is a permitted use by Special Exception Use Permit in the R-1 zoning district. Section 5.3 of the Town’s Comprehensive Plan identifies a concentration of institutional and community services within the vicinity of the Project Site that are noted as

I. INTRODUCTION

providing “a good community focus for Purchase.”¹ 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.² The Project is zoning compliant, with the exception of a proposed 10-foot height variance that 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. The proposed Church will be set back over 240 feet from Anderson Hill Road.

The DEIS also included discussions of potential impacts associated with the Proposed Action related to land use and zoning; topography, soils and geography; vegetation and wildlife; water resources; utilities; traffic and parking; air quality and noise; visual resources; historic resources; socioeconomic resources; community services; and construction, as well as measures the Applicant proposed to minimize or avoid such impacts. Further, the DEIS considered alternatives to the Proposed Project, including a No Action Alternative, Development of the Property with Three Single-Family Residences and Reduced Scale Alternative which evaluated the Project with reduced parking and with reduced building height.

¹ Town/Village of Harrison. *Comprehensive Plan*. Section 5.3, p. 123. Adopted December 9, 2013.

² Id. p.139

II. RESPONSES TO DEIS COMMENTS
Miscellaneous Comments

II. RESPONSES TO DEIS COMMENTS

Miscellaneous Comments

INTRODUCTION

A number of commenters submitted generalized comments in support of or in opposition to the Proposed Project that were not specific to identified impacts, alternatives, mitigation or new environmental issues not previously addressed in the Draft Environmental Impact Statement. These comments were reviewed, assigned a comment number and are noted as part of the record of public comments on the DEIS.

COMMENT NUMBER	COMMENT
-------------------	---------

GENERAL COMMENTS OPPOSED TO THE PROJECT

PH1001	One, I don't think anybody in this room is trying to challenge a religious order in this case. I think we went through this before, a huge battle with the Mormon Temple on Kenilworth Road when I lived there. I think it's more about size. Traffic is a huge consideration and location. I think there are other alternatives in the area that are more suitable to this institution, which have been gracefully, you know, provided. I'm only living in Purchase six months.
--------	--

See responses to specific questions regarding traffic and alternatives in this FEIS.

PH1223 1423	A church usually moves into a community of its congregants. In this instance, however, this is an area of schools, universities, seven country clubs, businesses, private residences and three gated communities. How does this church envision itself moving within its congregants at this specific address and what will the church do to enhance this community, in general and specifically.
----------------	---

Trinity Church has been operating in Harrison for over 20 years. See comments in support of the project, below, for examples of contributions to the community.

PH1224	...none of us who are residents in Purchase think anything bad about Trinity Church. We just have a problem with the location that has been selected in Purchase for this 22000 square foot building. The height that they want, the cutting down of the trees, putting it on a very dangerous two-lane road, the safety issues, the traffic issues, the height, the amount of cars that will be coming into an already over congested area, where people have to schedule their day's appointments around when the school buses are going to be coming, when parents are going to be coming into the Purchase school, when the corporations are letting out, the main hours. It's a nightmare at that intersection. So to bring however many cars are ultimately allowed to come into this proposed site, is going to make it virtually impossible, on top of the airport traffic, and I don't need to bore you with all the traffic problems. We have every reason to believe that the people that will be affiliated with the church are lovely, good people. That isn't
--------	---

II. RESPONSES TO DEIS COMMENTS

Miscellaneous Comments

the point. We have no problem with them. I don't care and nobody in Purchase cares if they're from Tonga Tonga land. We don't care what religion they are. The issue is simple, traffic safety, it's the site, disrupting the rural beautiful nature of this Purchase community and it's as simple as that. Those are very important features. They are inherent to the nature of Purchase. It's going to become an eyesore and ultimately the values of the homes are going to go down in the community. People will leave, taxes will go down, revenue for the Town will go down, so it's a big problem. But I can assure you, we have no problem with the people that are affiliated with this church. I just wanted to stress that, because I can understand the church reached out to some of its partners who have done business with them over the years and said, please come up and say some nice things about us. We have no problem with Trinity Church. We have a problem with where they're building, what they're building, the traffic issues, which are already impossible to begin with and the safety for the children and so forth in the area.

Comments noted. See sections of this FEIS on traffic, vegetation and visual impacts for responses to specific comments regarding those topics.

PH610

Finally, I object to the counsel for the church and I recommend to the church leadership that they select other counsel, because I have come before this board in prior occasions only to learn that we have had deceitful presentations here. Already today I have a few facts that I know are incorrect and minimized and not truthful, so I recommend that we consider a different counsel.

Comment noted

GENERAL COMMENTS IN SUPPORT OF THE PROJECT

201

For over 18 years our family has been active members in good standing of Trinity Church. We have seen firsthand the benefit and blessing the church has been to our community and to countless families and individuals as well as needed local support ministries like Hope House and The Carver Center in Port Chester, and Hillside Food Outreach, which serves many Lower Westchester Communities. We believe that your allowing Trinity Church to build its facility will enhance Harrison, Purchase and our surrounding community. We recommend your approval of their plans.

Comment noted

801

I write in support the plans of the Trinity Presbyterian Church located in No. 15, Elm Place, Rye, NY 10580 to build a Permanent Worship Facility on its 6.5 acres property located on Anderson Hill Road, in Purchase. I reside at No. 5, Woods End Road, Rye, NY 10580 and I have worshipped at this Church on a number of occasions. As a result of my acquaintance with the Church, its leaders and members of its congregation, I wish to affirm that Trinity Presbyterian Church is a beacon of light and a blessing to our Community. I am aware that the Church is the process of seeking approval from your office to develop a Church facility as its permanent place of worship. for this reason, it is my delight to support the plan of the Church to build this new Worship Facility within the Purchase/Harrison Community. It will indeed, serve the community well.

II. RESPONSES TO DEIS COMMENTS

Miscellaneous Comments

Comment noted

901

When I first arrived as pastor of Harrison Presbyterian Church back in 1998 I was warmly greeted by many in our community. In addition to business leaders and neighbors, this included two of the local clergy, Rev. Craig Higgins of Trinity Presbyterian Church and his associate, Rev. Matt Brown. They did not see other churches as competitors, but had a very collegial and gracious attitude to all, and this attitude has continued through my 16 years in Harrison. I have worshipped in their church several times while on vacation and have had lunch with Rev. Higgins and Rev. Chapman many times. I have also had the opportunity to get to know several people involved in their leadership over the years and find them all to be warm, welcoming and demonstrating the utmost in integrity. I believe that the Town of Harrison and our surrounding community will be enhanced and well served by allowing Trinity Presbyterian Church to develop a church facility on their property on Anderson Hill Road in Purchase. I highly recommend your approval of their facility plans.

Comment noted

1001

It is my pleasure to write in support of the request by Trinity Presbyterian Church for a special use permit to build a sanctuary on the property at 526 - 530 Anderson Hill Road and to renovate the existing house at 526 Anderson Hill Road to be used for church offices and fellowship space. My family moved to Hyatt Avenue in Harrison over 110 years ago. Family members still live there today. My grandfather and his brother served as volunteer firemen at the downtown station house. My father served as pack leader for the Boy Scouts for a number of years. Pack meetings were held at St. Gregory's school where my siblings and I received our elementary education. At St. Gregory the Great Church I served as an altar boy, lectioner, and participated in the guitar mass and the choir. My wife's family owned and operated the "Harrison Avenue Tailor" business in downtown Harrison for 34 years. I have lived in Harrison for almost 50 years. Like you, I have served our community in an elected capacity. As a former school board member and president I understand the complexity of answering to the voters. Thank you for your service to our community and your consideration in this matter. My wife Mary, our two sons, Zachary and Jordan, and I have worshipped at Trinity Presbyterian Church since 1997. Throughout these years Trinity Church has provided us with several opportunities to grow in our faith and serve the greater community. Through Trinity Church Mary and I have volunteered at Hillside Food Outreach, delivering food to local Westchester households in need. We participate in the Angel Tree program, which offers Christmas gifts to children of incarcerated parents. We provide care packages for a humanitarian organization named Samaritan's Purse that aids people in physical need. In addition, we volunteer regularly to help with ongoing needs related to the operations of the Sunday worship at Trinity Church. After Hurricane Katrina my family, along with other families from our church, went to New Orleans to gut a home for an elderly woman. Without our help the house would have been condemned and the woman would have lost her largest financial asset and most of her means for retirement. On another mission trip we helped a family in West Virginia by completing minor home renovation projects. Through the church's youth group my two sons helped build a facility for a grammar school in Belize and on two separate occasions helped run a summer camp in an underprivileged London suburb. In conclusion, Mary and I support the efforts of Trinity Presbyterian Church and believe that a church building will enable it to better perform the work it does for the benefit of our community and beyond.

II. RESPONSES TO DEIS COMMENTS

Miscellaneous Comments

Comment noted

1101

As a new church planter in Westchester establishing a community of faith, I encountered the formidable challenge of finding a suitable meeting space to host our weekly Sunday services. After renting three spaces in our short four-year tenure, I understand the benefits of having a permanent location to increase the stability of a congregation and by default better invest in the community. Forging relationships with local pastors was also a great challenge but surprisingly the leadership team at Trinity Presbyterian Church reached out to me, offering support and encouragement. This extension of hospitality was extremely heart-felt and needed during a time when I was managing multiple priorities – juggling work, family and leading a staff to serve our community. In our inaugural year, not only were the pastors at Trinity accessible, they even recommended our church to some of their congregants who became and remain key stakeholders in our organization to this day. This collaborative spirit has impressed me so deeply and our churches remain tethered to the shared goal of serving others in this county. As a resident and parent of young children in the Town of Harrison, I understand the impact of positive organizations that contribute to the holistic wellness of my local community. Trinity Presbyterian has a proven reputation of selfless serving evidenced in their involvement with numerous charitable organizations in Westchester County. I am confident that the same warmth and generosity that they have extended to me and my congregation will be whole-heartedly poured out on their new surrounding area. Trinity Presbyterian has demonstrated unwavering consistency, care and love, and I look forward to watching as they translate that into the community of Purchase in a more permanent way.

Comment noted

PH1701

I had recently written a letter to you all in support of the Trinity Presbyterian Church and you might gather from the names there, Presbyterian is in both those names. You think it might be unlikely if somebody was coming to put a pizza place in, you'd have other pizza place owners or dry cleaners coming in, other dry cleaner owners would come and say, we welcome them, we want them to be here. I want to mention that in that letter I mentioned when I first arrived here at Harrison Presbyterian Church, 16 years ago, back in 1998, I was greeted by many people in the community, business leaders, neighbors, all kinds of people. Those people included, with those people were two of the clergy from the Trinity Presbyterian Church Reverend Higgins, who's the senior pastor now, the founding pastor of that church, Reverend Matt Brown, who's moved on and Reverend Craig Chapman is there. They didn't see churches like my church as competitors, they saw us in a very colloquial way and very gracious looking to see whatever way they could support my ministry and my family, as well. I've seen that through the last 16 years in my time here in Harrison. I worshipped in their church several times over the years, when I'm on vacation and not preaching in my church. I've had lunch with Reverend Higgins and Reverend Chapman several times, as well as other people from their church I've gotten together with. I've gotten to know many people in their leadership in their church. We have had people in our church going to a class on marriage at their church and benefited from that. We always found them to be warm and welcoming and showing the utmost integrity, not trying to steal away people from our church or anything, so we have had a great relationship there. I believe that the Town of Harrison and Purchase, the surrounding communities as well, will benefit greatly from Trinity Presbyterian having a home here and a church facility. I would just like to say, I highly recommend them coming here and your approval.

II. RESPONSES TO DEIS COMMENTS

Miscellaneous Comments

Comment noted

PH1901

There's a new church manner in Westchester, establishing a community of faith. I encounter the formidable challenge to find a meeting space to hold our weekly gathering. After renting three spaces in the short four-year tenure, I understand the benefits of having a permanent location, to increase the stability of a congregation and by default, better invest in the community. Also forging the leadership team at Trinity Presbyterian reached out to me offering support and encouragement. This extension of hospitality was extremely hard felt and needed. During the time I was juggling work, family and leading a staff to serve our communities. In our inaugural year, not only were the Pastors at Trinity accessible but they even recommended our church to some of their Congregants, who became and remain key stake holders in our organization to this day. This collaborative spirit has impressed me so deeply and our churches have remained tethered to the shared goal of serving others in Westchester County. As a resident and parent of young children in the Town of Harrison, I understand the impact of positive organizations that contribute to the holistic wellness of my local community. Trinity Presbyterian has a proven reputation of selfless serving, evidenced in their involvement with numerous charitable organizations in Westchester County. I am confident that the same warmth and generosity they have extended to me and my Congregation will be wholeheartedly poured out and transferred to their new surrounding area. Trinity Presbyterian has demonstrated unwavering consistency, care and love. I look forward to watching them translate that into the community of Purchase.

Comment noted

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. II · Description of Proposed Action

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. II · Description of Proposed Action

COMMENT NUMBER	COMMENT/RESPONSE
<u>PERMITS AND APPROVALS</u>	
101	<p>Anderson Hill Road is a County road (CR 18). Approval for this work from the Westchester County Department of Public Works and Transportation under Section 239-F of General Municipal Law is required. Pertinent drainage, utility, erosion control and details of the new curb cut need to be provided at the time of Section 239-F submittal. The driveway must also be designed in accordance with current County, State and AASHTO standards.</p> <p>The Westchester County Department of Public Works and Transportation has reviewed and conceptually approved the site access plan. In a letter dated February 25, 2015, the Department indicates that the “proposed two driveway configuration, for the Proposed Trinity Church on Anderson Avenue [sic], is acceptable to Westchester County.” The Department indicates that the Applicant will file for Building Approval and Road Work Permit will be processed at the conclusion of the SEQRA process and prior to construction. A copy of the letter from Westchester County, dated February 25, 2015, is included in FEIS Appendix III-1</p>
<u>PROJECT DESCRIPTION</u>	
1301	<p>What relationship does the Trinity Presbyterian Church have with the Redeemer Presbyterian Church in Manhattan?</p> <p>As discussed in Section II.A of the DEIS, Trinity Presbyterian Church was established after Redeemer Presbyterian Church began to grow, and a number of parishioners from Westchester County chose to establish a local congregation. Trinity Church has since grown to become its own, self-supporting church. Trinity Church and Redeemer Church are each particular churches in the Metro New York Presbytery of churches.</p>
1302	<p>Why is the current leased space at the School of the Holy Child no longer suitable for Trinity? It is noted that in 2013 approximately 70 parishioners left Trinity to form another congregation in Hastings-on-Hudson, which likely improved occupancy and spatial conditions at Holy Child.</p> <p>It is the objective of the Applicant to provide a permanent home for religious worship and education, faith-based fellowship, and support and office space for church staff. It is the Applicant’s opinion that the stability of a permanent location and a worshipful, welcoming atmosphere are among the important aspects of the Church’s ability to achieve that objective. The gymnasium at the School of the Holy Child is a rented space that accommodates other</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

activities during the week, and therefore requires considerable effort to set up and take down the Church's equipment each weekend. There are also several occasions each year when the location is not available for use on Sunday mornings due to conflicting events. As the School of the Holy Child has developed its facility over time and increased activities on its campus, this impact on Trinity Church's worship services has increased. Further, the gymnasium at the School of The Holy Child where worship services are currently held is not designed to be a worshipful space, and its lack of air conditioning causes services to become particularly inhospitable in the summer.

The Applicant is aware that the School of the Holy Child is completing construction of a new field house, auditorium renovations and other improvements to the campus. However, none of these renovations are anticipated to change or improve the operational characteristics or availability of the space currently being leased by the Applicant.

1303

What is the status of the Trinity Rivertown's Church in Hastings-on-Hudson? Have any of the 70 parishioners returned to the Harrison church? Do the two facilities share services, activities, personnel, etc?

Trinity Rivertowns Church currently consists of 70-90 parishioners who meet weekly for worship services at a rented facility in Hastings. Now in its second year of operation, Trinity Rivertowns Church has made great progress toward the goal of being an independent, self-sustaining church. Currently, Trinity Church has been sharing administrative and ministry support with Trinity Rivertowns Church, through its office business manager, youth director, and pastoral staff. Approximately 70 parishioners from Trinity Church began attending worship services at Trinity Rivertowns Church and have not returned to worship in Harrison. The two congregations do not share worship services or activities, with the exception of an annual Christmas concert, and an all-church retreat in Alton, New Hampshire.

1304

What factors caused Trinity to withdraw the 2003 church application on the 2.95 acre parcel? Clarify what is meant by "...the single lot was not sufficient to create an appropriate setting for its house of worship."

The 2.95-acre parcel proposed in the 2003 application did not allow for the Church to construct a facility that would meet its needs and also include an attractive, well buffered, park-like landscape plan. The proposed 6.46-acre parcel is sufficient to provide the intended place of worship, a landscaped parking arrangement, and landscaped buffer areas to enhance the aesthetic setting, better screen the facility from the surrounding neighborhood, and better manage stormwater and accommodate snow removal.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

- 1306 It is noted that the “*Objectives of the Applicant*” do not specify the need to own the site where the church operates. Does this indicate that the church would be amenable to sharing space at another location, similar to their current arrangement at Holy Child?
- The “*Objectives of the Applicant*” state the goal to provide a permanent home for religious worship and education, faith-based fellowship, and support and office space for church staff. As addressed above in response to Comment 1302 (page FEIS II.II-1), a shared or rented location has made it difficult to achieve this in the current arrangement at the School of the Holy Child, and a similar scenario is not the Applicant’s objective in the Proposed Project.
- 1307 When was the 6,800 square foot, 2-story residence constructed? What is the condition of the structure?
- The existing residence was constructed between 1914 and 1931. See Phase IA Literature Review and Sensitivity Analysis & Phase IB Archaeological Field Reconnaissance Survey prepared by CITY/SCAPE: Cultural Resource Consultants in FEIS Appendix 4. Based on observations of the existing structure, it is the project architect’s opinion that the existing structure and envelope are in good condition. The interior systems are functional.
- 1308 Are any structural conditions present that might warrant the demolition of the building, rather than its preservation and renovation as part of the church?
- Based on observations by the project architect and engineering inspections conducted prior to the Applicant’s purchase of the property, no structural deficiencies were observed that would warrant the demolition of the existing building.
- 1309 Verify that the existing building contains a cellar as claimed, and not a basement as defined in §235-4.
- Per the Town of Harrison Zoning Ordinance §235-4 a cellar is defined as a “[s]tory of a building partly underground and having 1/2 or more of its clear height below finished grade.” The wall area between the floor and ceiling of the ground level (or clear height) for the existing residence is approximately 73% of the wall area of the lower level, therefore meeting the zoning definition of a cellar. See FEIS Table No. II-1 and FEIS Figures No. II-1 through II-4 at the end of this section.
- 1310 Clarify what is meant by “...*the proposed floors of the addition have been designed to align with the corresponding floors of the current structure.*” Is the grade identical around the existing building and proposed addition? Is grading necessary to align the floors? Are steps or ramps necessary to align the floors?

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

The elevations of the floors of the proposed addition have been designed so that steps and ramps will not be necessary to align with the floors of the existing structure. The grade currently slopes to the south at approximately five percent and will similarly slope along the sides of the addition. See the Boundary and Topographic Survey and Site Grading and Utility Plan in the full-size drawing set that accompanied the DEIS. Grading is not required to raise the proposed addition so that the floors align to the existing structure.

1311

The DEIS indicates that the 70 foot steeple would be designed “*using similar materials and architectural treatment*” as the building addition, which in the previous sentence indicates that the materials proposed are a “*...combination of stucco, brick and stone veneer.*” Are these materials indeed proposed for the steeple?

As illustrated in DEIS Figures II.D-11 and II.D-12, *Elevations*, the steeple would be 72 feet in height, plus an approximately ten-foot cross on top, measured from the ground adjacent. It would be constructed with a combination of stucco, stone veneer, and the new slate-like roof material that is proposed for the entire structure.

1312

Clarify how much the grade on the south side of the existing building will be depressed. This grading will create the building height non-conformity. It appears that this grading is proposed to allow for the installation of windows and a walk-out door. If these features were not proposed (or otherwise modified), would the building height be compliant?

As illustrated in the Proposed Site Grading Plan, included as Figure No. II.D-4 in the DEIS, the grade on the south side of the existing building would remain generally unchanged from the existing conditions. Grading at the south side of the proposed addition would accommodate the installation of windows and a walk-out door. The existing grade between these areas slopes downward from the south side of the existing building toward the south side of the proposed addition, and the additional grading necessary to accommodate the points of egress from the lower level of the proposed addition would be approximately one to four feet from the southeast to southwest corners of the building respectively. If these conditions were modified and existing grading was maintained, the proposed building would still require a height variance.

PH201

Initially these two blocks were owned by the church and they wanted to put a church on this area here. When that was not successful, they presented to a board, that was sitting where you are sitting about 10 years ago, a proposal to subdivide into three lots to put three one-family homes. That was turned down by the board members sitting in your seats, because it was felt that it was -- it would be too much traffic to put three homes, and they only -- so, then they wanted -- so it was rejected. They couldn't put three homes on 2.9 acres, and then they went and they wanted to put two homes in and two driveways, and the board rejected two driveways on this site, because it would interfere

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

with Morningside, and it would interfere with the traffic flow on Anderson Hill Road. So, the board rejected three homes on this site and two driveways on this site, and now there's a proposal to put two driveways and 150 parking spots, whereas three homes were rejected by the board of Harrison previously.

The 2.95 acre parcel did not meet the minimum land area requirements to be subdivided into three lots in the R-1 District, which requires a minimum lot area of 1 acre. In December 2009, the Planning Board granted approval to subdivide the 2.95-acre parcel into two lots and Trinity Church listed them for sale. 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. The Westchester County Department of Public Works and Transportation has reviewed and conceptually approved the site access plan for the Proposed Project as discussed in the response to comment 101, above (page FEIS II.II-1), and in FEIS Section II.E.

PH404

One of the first comments this evening was about the prior project that was about 10 years ago, and it was actually the same sized project that the applicant appeared to have withdrawn from this board, for whatever reason. However, the only thing that has changed is the amount of property the applicant owns now. They acquired the adjacent property and they increased the amount of land. However, the impacts haven't gone away. You're still looking at curb cuts, the same site distance problems, same traffic problems, same visual impacts. It's essentially the same sized structure that was proposed 10 years ago that they are proposing now, and perhaps even actually taking down more trees and having other impacts in that way. So, I'm asking the board to inquire of the applicant what has changed over the past 10 years that now this project should go forward?

As discussed above in response to Comment 1304 (page FEIS II.II-2), the 2.95-acre parcel proposed in the 2003 application did not allow for the Church to construct a facility that would meet its needs and also include an attractive, well buffered, park-like landscape plan. The proposed 6.46-acre parcel is sufficient to provide the intended place of worship, a landscaped parking arrangement, and landscaped buffer areas to enhance the aesthetic setting, better screen the facility from the surrounding neighborhood, and better manage stormwater and accommodate snow removal. As discussed in the response to comment 101 (page FEIS II.II-1) in this section of the FEIS, the Westchester County Department of Public Works and Transportation has reviewed and conceptually approved the site access plan and driveway configuration for the Proposed Project. As discussed in the DEIS, significant adverse impacts are not expected with respect to visual resources or transportation. For further information, see responses to comments in FEIS Sections II.D and II.E. The proposed landscape design for the Project would mitigate the removal of 85 trees through the planting of approximately 185 trees, along with shrubs and ground cover. For more information, see

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

responses to comments in FEIS Section II.B.

PH302

The rock wall at the end of the driveway at 526 that currently exists, will that be dismantled and then replaced?

**PH1205
1405**

Will the driveway's existing stone wall at 526 Anderson Hill Road be removed and/or replaced.

As discussed in Section II-D of the DEIS, the existing west driveway at 526 Anderson Hill Road would be widened to provide a main entry to the Site and a new east driveway would be added to provide secondary access to Anderson Hill Road. Where necessary, the existing rock wall would be dismantled and reconstructed to flank the driveways. Although approximately 95 linear feet of rock wall would be dismantled, approximately 130 linear feet would be reconstructed using a combination of the existing wall materials and new fieldstone to match. See DEIS Figure III.D-7.

**PH1206
1406**

The church mentioned a second driveway as part of their new construction. The question is, will it have a stone wall at the end of it.

As illustrated in DEIS Figure III.D-7, the existing stonewall would be dismantled and reconstructed to flank the proposed east driveway.

PH605

I see also that the plans include an 80 foot steeple. Is that correct, 80 feet for the steeple? ... 72 feet from the ground. The zoning is 40 feet, is that what I understood earlier? ... 30 feet. I would ask the church, why is it that if they want to be a part of the community they would ask for exceptions to the community rules?

As discussed in Section II-D of the DEIS, the proposed building would feature a 72-foot steeple, plus an approximately ten-foot cross on top, measured from the ground adjacent, designed using similar materials and architectural treatment. The Town of Harrison Zoning Ordinance establishes in §235-23 that “nothing shall restrict the height of the following: spires, belfries, cupolas, domes, chimneys, ventilator elevators or stair bulkheads, water tanks, and necessary mechanical appurtenances usually carried above the roof level.” An exception is provided that such features pursuant to this standard “shall not exceed 20 feet in height, except for the spire, belfry, cupola or dome of a church, synagogue, or similar place of worship.” Accordingly, the proposed steeple is zoning compliant.

PH609

There will be a bell on this steeple, I'm told, which will necessarily compete with the Manhattanville College bell, unless, of course, they time it such that it might be just a little off relative to the neighboring bell.

PH1207

Will there be a bell on the church? If so, when will it ring? Does it ring just during the Sunday services? Will it ring during the week different times of day, twelve noon?

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

- 1407** Could the church, please be specific on that.
- The Proposed Project does not include any bells or other devices that would generate similar sounds. For more information, see Section III-F, Air Quality and Noise.
- PH1212
1412** Does the church have its own church vehicles and if so, what are they, by make and how many.
- Trinity Church does not own church vehicles.
- PH1216
1416** How many people are permitted in the premises at one time, as per the fire code.
- The number of people permitted to occupy the proposed building would be 907 based on the space in the sanctuary, offices, and religious instruction rooms combined.¹ Currently, Trinity Church holds its worship services in the 9,700 square foot gymnasium at the School of the Holy Child.² Trinity also has use of 12 classrooms at Holy Child for religious instruction. Based on the fire code calculation for an assembly space without fixed seats, the gymnasium alone could potentially be occupied by 1,385 people. The occupancy limits pursuant to the fire code are based on calculations for the purposes of establishing minimum construction requirements in terms of life safety and egress. The calculated limits do not reflect the expected occupancy and use of the facility based on Trinity's experience as it is not expected all the spaces will be occupied simultaneously. It is more likely that the parishioners will fill one section during worship service, such as the sanctuary, and then afterward disperse to other sections, such as fellowship areas or religious instruction rooms. As discussed in the response to comments 1201 and PH405 (page FEIS II.II-8), 11 religious instruction rooms are part of the Proposed Project.
- PH1218
1418** Does this church proposal add to the quality of life of Purchase. The town it proposes to construct within, at numbers 526, 528 and 530 Anderson Hill Road.
- As discussed in Section III-A of the DEIS, The Town of Harrison Comprehensive Plan indicates in §1.2.5 that the concentration of institutional

¹ *Building Code of New York State*. Chapter 10, §912, Table 1004.1.1, *Maximum Floor Area Allowances Per Occupant*. 2010. Occupancy of 907 people: Sanctuary and choir loft occupancy of 676 people based on 4,733sf at 7sf per person (assembly without fixed seats); religious instruction rooms occupancy of 213 based on 4,251 sf at 20sf per person (educational, classroom area); infant and toddler room occupancy of 13 people based on 454 sf at 35sf per person (day care); office occupancy of 5 people based on number of people. Final compliance with the building and fire code would be determined by the project architect in coordination with the Building Inspector during the building permit review process.

² "News." *School of the Holy Child*. Web. <http://www.holychildrye.org/page.cfm?p=3344> Accessed 18 Mar. 2015. A copy is included at the end of this section.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

and community services proximate to the intersection of Anderson Hill Road and Purchase Street provide “a good community focus for Purchase.” As a place of worship, the Proposed Project would complement the nearby institutional uses and community services.

PH1804

I saw the plan of the existing structure and the proposed structure. I'm told that it is in the same architectural style. It certainly doesn't look like it's in the same architectural style.

As discussed in Section II-D of the DEIS, the addition would feature an architectural style and treatment to complement the existing Tudor-style residence through the use of exterior materials in a combination of stucco, brick, and stone veneer. The addition's roof pitch, gables and windows are also based on traditional characteristics of the Tudor and Gothic architectural styles.

PH1805

The average building in Purchase is two stories high. They're putting on, putting a seven story high steeple. Does that impact Purchase? Does that impact the view? I think so.

As described in Section III-A of the DEIS, the maximum building height permitted on the Site under existing zoning (R-1) is 30 feet or 2.5 stories. A place of worship is a permitted Special Exception Use in this zone, and as addressed above in Comment 605 (page FEIS II.II-6), the Zoning Ordinance does not restrict the height of a “spire, belfry, cupola or dome of a church, synagogue, or similar place of worship.”

The proposed Church will be a two story building, featuring a 72-foot steeple, plus an approximately ten-foot cross on top, measured from the ground adjacent. The proposed increase of 10 feet in the permitted building height, through a variance, would be in the Applicant's opinion, generally imperceptible from public vantage points due to the proposed Church's location on the site, architectural style, and incorporation of the existing house and landscaped buffers.

There are a number of structures that exceed two stories in Purchase. For example, Manhattanville College, Mastercard's World Headquarters, and the Centre at Purchase located on Purchase Street and Manhattanville Road contain three and four-story structures. PepsiCo's World Headquarters, located at Anderson Hill Road and Lincoln Avenue, contains seven three story structures.

PROGRAMS

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

1201

The limited use proposed by the applicant is difficult to believe. Why build extensive classroom facilities that are used only 8 to 10 hours per week. Even if the applicant were to limit use and thus traffic, a future occupant of the building could elect to fully use the building and create significant peak-hour traffic. Even if the applicant were to accept limits in an approval, they would be difficult if not impossible to enforce.

PH405

Another question I had of the applicant is that the plan seemed to indicate eight religious instructions rooms. Now, if you look at the proposed classroom schedule, or the class schedule, it appears that, but for Sunday, after Sunday worship, there's maybe one or two classes during the week per day. I'm not sure what eight classrooms are necessary for.

The proposed religious instruction rooms are to accommodate those receiving religious instruction during and after regular Sunday morning worship services. The Project proposes 11 religious instruction rooms which are based on Trinity Church's current use of facilities in their leased space at the School of the Holy Child. At Holy Child, Trinity currently uses 12 rooms for religious instruction of children and adults between 11:30AM 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.

As discussed in the DEIS approximately 200 people, consisting of families with children, currently attend Trinity Church's religious services on a typical Sunday. Approximately 40% of the attendees on Sundays, or approximately 80, are children. From 9:45AM until 10:20AM 71 of the children in preschool through high school attend worship service, while 9 infants and toddlers are in childcare. At approximately 10:20AM 55 children in preschool to third grade depart the worship service and attend religious instruction (Children's Church) until 11:15 AM. During this period 64 of the 80 total children utilize seven of the religious instruction rooms for childcare and religious instruction. From 11:30AM until 12:15PM following worship service approximately two thirds, or 55 of the 80 total children receive childcare or attend religious instruction (Sunday School) utilizing 10 religious instruction rooms. The following table provides a breakdown of the typical number of religious instruction rooms, and the number and ages of the children that use each religious instruction room during the periods described above.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. II · Description of Proposed Action

Infant and toddler care during entire worship service
(9:45 AM - 11:15 AM)

Religious Instruction

Room	Typical Age	Number of Children
1. Infant	<1	2
2. Toddler	1<3	7
Total		9

Religious instruction (Children's Church) (10:20 AM - 11:15 AM)

Religious Instruction

Room	Typical Age	Number of Children
1. Infant	<1	2
2. Toddler	1<3	7
3. Preschool	3-4	15
4. Kindergarten	5	9
5. First Grade	6	12
6. Second Grade	7	9
7. Third Grade	8	9
Total		64

Religious instruction (Sunday School) (11:30 AM - 12:15 PM)

Religious Instruction

Room	Typical Age	Number of Children
1. Infant	<1	1
2. Toddler	1<3	5
3. Preschool	3-4	10
4. Kindergarten	5	6
5. First Grade	6	8
6. Second Grade	7	6
7. Third Grade	8	6
8. 4th/5th Grade	9-10	5
9. Middle School	11-13	3
10. High School	14-17	3
Total		53

PH611

I just wanted to ask if there's going to be a school at this church as well? With the six or eight classrooms, is there going to be school or no school?

A school is not proposed in the Project. As discussed above, classrooms will

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

be used by the church for religious instruction, primarily on Sundays.

PH802

The other thing is that no matter what they say today about school, who monitors it a year from now or two years from now or five year from now, how are we going monitor it? Do they sign a contract? Do they promise they will not have a school? I don't know what happens once it's built.

The Town of Harrison Building Department would be responsible for the monitoring of uses on the property and the enforcement of the Zoning Ordinance.

1305

Would any of the church's community service and outreach programs be physically operated out of this facility on Anderson Hill Road?

1316

Trinity participates in, or facilitates a number of community outreach programs. Will these programs (Hope House in Port Chester, Habitat for Humanity, Sandy Disaster relief, Hillside Food Outreach) occur at the site, or be administered at the site? Clarification is requested.

Trinity Church's community service and outreach programs currently support existing programs and ministries where they exist. For example, Trinity Church works alongside Hope House in Port Chester, Habitat for Humanity, Sandy Disaster Relief, and Hillside Food Outreach. Therefore, physical operations of programs are not proposed at the Anderson Hill Road facility. However, administrative processing of donations, communications, and other paperwork to enable the Church's participation in these programs would occur in the clerical office space proposed at the Anderson Hill Road facility.

PH306

Many churches provide food banks for the community that they serve within, and I'm questioning whether or not this Trinity Presbyterian Church will have a food bank to offer food for those who are in need. And I'd like an answer to that as well, please. Thank you. And if so, how would people get to the food bank and where would it be and what hours would it be open, et cetera?

**PH1210
1410**

Will there be a food bank at the church to feed those needing meals and if so, when will it be in operation.

The Applicant is not proposing to operate a food bank at the Anderson Hill Road building. As indicated in response to comments 1305 and 1316 above (page FEIS II.II-9), Trinity Church's social services for those in need of food occur through Hope House by delivering and serving Thanksgiving and other holiday meals at its location in Port Chester, and through Hillside Food Outreach at its fulfillment and distribution facility, by packing and delivering food to those in need.

1313

Are there ever instances when additional services are offered beyond the 9:45 - 11:15 Sunday period documented in the DEIS? Are there any circumstances that could be

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

envisioned where this may change in the future?

Aside from a monthly Saturday evening service, Trinity Church has not regularly offered additional weekly worship services beyond the Sunday morning period and the Church does not anticipate changing this offering in the future. Like any other church, however, worship services would also be offered on special holidays such as Christmas, Thanksgiving, and Ash Wednesday. A general overview of typical activities that Trinity Church offers along with their general time and attendance is located in Section II.D.2.d.(4) of the DEIS.

1314 Do the inadequacies of the existing church facility at Holy Child (which are causing the church to relocate) a factor in limiting average attendance to 181 parishioners? Would that number be expected to increase if the new facility is constructed?

Trinity Church has demonstrated its accommodation for long-term growth by fostering the formation of an additional congregation in the region, as has occurred with the establishment of Trinity Rivertowns. The Church does not believe that the limitations of the Holy Child facility have prevented people from attending (except when the facility is unavailable). The Church believes, however, that those who attend will have a more satisfying experience in the proposed church.

1315 Are there instances where individuals attend religious instruction in addition to those individuals who also attend the regular church service (students or instructors)?

In the Applicant's experience, it would be rare for any individual to attend religious instruction without first attending the regular church service. If adult congregants are going to attend one activity on a Sunday morning, it is the normal occurrence that they will attend the Church's worship service.

PH307 Any AA meetings or Cocaine Anonymous -- there are such meetings ... And some provide overnight assistance for the homeless. I'd like to know if that will happen at this church as well.

PH1211
1411 Will homeless people be given shelter in the church. If so, how many can the church house at any given time and for how long might they be allowed to stay.

PH1213
1413 Will AA, NA and CA, and meetings of that type, go on in the church, when and for how long and who specifically conducts these meetings and monitors them. Who makes sure the participants in these meetings leave the church property and exit the area.

Trinity Church does not currently offer and has no plans to offer such meetings or overnight assistance in the Proposed Project.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. II · Description of Proposed Action

1317 Would the church be willing to accept reasonable operational limits on the use of the site and occupancy of the facility, beyond those imposed by the building and fire codes?

Trinity Church would be willing to accept reasonable impact-based operational limits, provided that they are the same limits the Town of Harrison applies to other houses of worship operating in the municipality.

PH1214 Aside from funerals, weddings, baptisms and concerts, what other types of events might
1414 the church hold on a regular or irregular basis.

As described in Section II.D.2.d.(4) of the DEIS, Trinity offers its congregants other regularly and periodically scheduled activities that are within its mission as a religious institution. This includes youth group, counseling, session leader meetings, bible study, meditation and prayer, and leadership training. A list of the general time and attendance is provided in the DEIS.

PH608 I would also like to point out that the parishioners have programs and will have guests, which, if you are at a church, sure you want to have programs and you want to have guests come to church. There could be weddings, funerals, and other church-like activities, which would be more regional than local.

As described in response to comments 316, 401, 402, and PH1601 in FEIS Section III-E (page FEIS II.E-10), Trinity Church will make use of facilities similar to other religious institutions in the Town of Harrison. Due to the unpredictable scheduling of weddings or funerals, the Church is only able to anticipate the frequency of such events based on its past experience. Trinity Church has not hosted any weddings, and weddings of Church members have generally been held at event facilities, or at other churches and destinations. Trinity Church has had only three funerals in the past 20 years.

PH701 I'm just wondering, I know a lot of churches offer a CYO program with a gymnasium attached to the church. I was just wondering if the church will offer this as well?

A CYO program with a gymnasium is not proposed in the Project.

RESIDENTIAL USE

PH301 Is there going to be a permanent resident in the home portion of the church?

PH308 And if someone is going to reside in the church, is it going to be Tim Keller? Is it going to be one of his disciples? Because Trinity Church is -- this is an outgrowth of Trinity Redeemer Church in Manhattan, which was founded by Tim Keller. So, I'd love to know if this is going to be him or one of his people, one of his family members. He has a couple of sons. That would be great to know as well.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

PH1215
1415

Who specifically will be living in the Tudor residence at 526 Anderson Hill Road. Will there be other family members and/or relatives coming and going to and from the residence, children and/or grandchildren, cousins, aunts, uncles and the like. If so, please specify.

PH1217
1417

This church is also known as the Trinity Redeemer Church, founded by Tim Keller. Will Mr. Keller be residing in the residence at 526 Anderson Hill Road at any time or presiding over any services in this church. What is his relationship, specifically, with this church.

There is no residential use proposed in the Project. As illustrated in DEIS Figures II.D-7 through II.D-9, *Building Floor Plans*, the existing residence on the Site will be entirely repurposed and incorporated with the addition for use as a church.

The applicant, Trinity Presbyterian Church, which has met for worship in Harrison for over 18 years, has never been known as Trinity Redeemer Church. Dr. Tim Keller is the founding and senior pastor of Redeemer Presbyterian Church in Manhattan. Since the establishment of Trinity Church in Harrison, it has hosted numerous guest speakers in its regular Sunday worship service. Of those, Dr. Keller has participated in its worship service on one occasion, which was more than 15 years prior to this application.

LANDSCAPE PLAN

PH1204
1404

We would like to see specifically, also, what would be planted in place of the downed trees and where on the property those plantings will be placed.

As discussed in Section III-B of the DEIS, the proposed landscape design for the Project would include the planting of approximately 75 shade trees, 60 evergreen trees, 25 ornamental flowering trees, 25 woodland buffer trees, along with shrubs and ground cover. Drawing No. SP-3.0, Conceptual Landscape Plan, is included with the full size drawing set accompanying the DEIS, and provides the approximate size at installation for the proposed plantings.

GENERAL COMMENTS

702

The fact that a religious institution does not generate tax revenue is also not in its favor. Members of the church, from what I heard at the meeting, come from out of the area and out of the state, so there appears to be no benefit to the residents who will have to put up with this new intrusion.

As discussed in DEIS Section III.G, Trinity Presbyterian Church is tax-

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. II · Description of Proposed Action

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 does pay special district taxes to the Town of Harrison for Fire District #4 (Purchase) and to Westchester County for the Blind Brook Sewer District.

PH603

I would like to point out also that we welcome friends and neighbors. We welcome religious activity of all kinds. However, we feel that in this instance, this situation, the reason why it was canceled previously was because the church had a fraud within its treasury system and they lost some money through their treasurer, who took some money, and I'm sorry for that. I know you've recovered. That's what the reverend told me back then. So, unfortunately, we wish them well, but on the other hand, this is a local community, and we should have a local parishioner group, not a regional parishioner group.

There have never been any instances of fraud within the Church's treasury system; consequently, no church staff member has ever discussed such non-event with anyone.

PH1801

I moved into Purchase to raise my family. My children went to Purchase Elementary School, Purchase Day Camp. We joined the Purchase pool. We put our life savings into our home in Purchase and came to this area for a particular lifestyle, for a wonderful community. I assume all of you are here on this board, because you live in Harrison, you love Harrison and you want to make sure that the right things happen in Purchase and Harrison, as we want to enjoy our life and our children in the environment that we chose to live in and we put our life savings into our home. I have no ill against the church or anybody coming into a neighborhood, if they provide things that the neighborhood requires. The church, and I drove by the location where the church is presently. The majority of their cars in their parking lot are not New York license plates, they are Connecticut license plates, New Jersey license plates. There are school buses there. I don't know where the school buses come from and somehow the neighborliness of this church don't seem to be fitting into the Purchase community. I don't know how many of the Congregants are from Purchase or Harrison or from this area. It just doesn't seem to make sense and the approach of the church, in terms of the neighborliness seems to be somewhat lacking.

When attending Sunday morning worship service at the School of the Holy Child, Trinity Church congregants are directed to park and routinely do park in the upper field parking lot, which is located on the northwest side of the Holy Child campus, west of the gymnasium. On the other side of the gym, in the northeast corner of the Holy Child campus, abutting Westchester Avenue, is a lower parking lot that serves adjoining turf fields. Often sporting events occur on the turf fields at the same time as Trinity Church's worship service on Sunday morning. The cars and buses that transport the sports teams, referees, parents, etc., often park on the shoulder of Westchester Avenue. The Applicant is not aware of any congregant of Trinity Church parking along Westchester Avenue, or ever using a school bus for

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. II · Description of Proposed Action

transportation to the Sunday morning worship service.

FEIS TABLE NO. II-1

TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

CELLAR CALCULATIONS

Wall Segment	Existing Total Wall (inches)	Existing Area Above Finished Grade (inches)	Proposed Wall Area (inches)	Proposed Area Above Finished Grade (inches)
East Elevation	66.5	28.5	1,018.5	539.9
South Elevation	502.3	49.1	1,203.6	748.2
West Elevation	294.0	134.8	1,168.6	567.1
North Elevation	716.3	209.6	1,006.9	217.2
Total	1,579.1	422.0	4,397.6	2,072.4
% Above Finished Grade		26.7%		47.1%
% Below Finished Grade		73.3%		52.9%

Based on calculations prepared by Molinelli Architects









News

Holy Child Capital Campaign Secures \$5.1 Million of \$6 Million Goal

Posted Spring 2013

School of the Holy Child recently announced a \$6 million capital campaign for its athletic and performing arts facilities. More than \$5.1 million has been pledged to date. The campaign will finance the construction of a free-standing field house, followed by a comprehensive renovation of the School's current "gymatorium" into a state-of-the-art theatre.

More than 80 families have made commitments to the campaign, showing unprecedented support. Joe Houlihan, Trustee and Co-Chair of the Capital Campaign, notes that, "many of these families—which include current parents, trustees, alumnae, and parents of alumnae—have chosen Holy Child, and this campaign, to make the largest single gift they have ever given to any one institution."

"The proposed facilities better reflect the outstanding athletic and artistic accomplishments of our young women—and will support deeper development of critical physical and intellectual skills," says Head of School Ann Sullivan, "and the campaign's incredible momentum is a testament to the shared values of the extended Holy Child family."

The *Kelly Family Gymnasium*, a 9,700 square-foot regulation-sized gymnasium suitable for tournament play, represents the core component of the field house. This new building will also house a Student Common area; the *Giordano Family Training Room*, locker rooms for both home and away teams; as well as athletics offices and storage space. The field house will provide quality facilities where teams can compete fully, thus fostering greater student participation in athletics at Holy Child. Laying the foundation for a broader and increasingly diverse physical education curriculum in this way will help to attract and retain future outstanding student-athletes.

Architectural firm [Peter Gisolfi Associates](#), who has worked with Holy Child since 2008 to revise the 2001 Master Campus Plan, has designed plans that will allow the School to grow and adapt the theatre and field house spaces well into the future. The field house, a Butler-style building, will be constructed so that the School can add on features—such as squash courts, a weight and fitness room, and a dance and movement studio—in the future. "The design plans meet the current needs of the students, yet allows for maximum flexibility; it is a living, breathing build- ing that will grow over time," says Board of Trustee Chair Al Kelly. The current capital project will also redirect vehicular and pedestrian traffic flow, as well as reorient the campus landscape. The field house and historic mansion will, together, become a visual focal point, and newly landscaped walkways will connect the new building to the *Hughes Family Lobby* and main facilities.

The new field house will free-up space to retrofit the 1959 "gymatorium" to become a dedicated space for music, dance and drama, rehearsals and productions, liturgies and assemblies. The new theatre will include seating for 400, an enhanced and larger stage, state-of-the-art lighting and sound equipment, the *Mimi Dooner '96 Workshop for Set-Building and Costume Design*, and dressing rooms and wardrobe storage.

William C. Hambleton, Ed.D. will commence his tenure on July 1, 2013 as Holy Child's next Head of School. Dr. Hambleton and the Board of Trustees are jointly committed to finishing the capital campaign and making the future field house and theatre a reality. "I am profoundly grateful to Ann Sullivan for her leadership over the last fourteen years," says Dr. Hambleton. "Her incredible work has paved the way for a smooth transition, and I hope that my work going forward will honor her legacy."

For more details about the capital campaign, contact Nina Newman, Assistant Head of School for Institutional Advancement at 914.967.5622 ext. 213 or n.newman@holychildrye.org.

Tormondsen Family Challenge

Posted Spring 2013

Barbara and John Tormondsen, parents of Erin '08, have offered to match \$300,000 in new commitments made by alumnae families to the capital campaign.

The Tormondsens have been generous supporters of Holy Child since their daughter, Erin, first enrolled in 2004. They are counted among the donors to the Centennial Campaign, which raised funds in support of the third-story addition to the Upper School—providing new classrooms, art and music space, as well Dressing Room & Wardrobe Space Foundation for a broader and increasingly diverse arts curriculum, enabling students to further discover their creative potential and to gain confidence as a new home for the Maureen Alison McGrath '78 Memorial Library. The Library's Tormondsen Family Seminar Room honors this past generosity. Over time the Tormondsens supported the renovation of St. Walburga's Chapel, Co-Chaired the 2008 Senior Parent Gift Committee and, to this day, remain consistent supporters of the Annual Fund.

The Tormondsen Family's latest challenge grant will help underwrite the cost of the new theatre and field house. The future Tormondsen Family Lobby for the Theatre will demonstrate John and Barbara's appreciation of the multi-disciplinary opportunities that the new theatre will provide for the arts and for the liturgies that will take place in this beautiful space.

A former trustee, Barbara expressed her gratitude to Ann Sullivan for all that she has done for the young women of Holy Child. "We are committed to matching new pledges to the capital campaign, specifically from alumnae families whose daughters were enrolled during Ann's fourteen-year tenure."

School of the Holy Child Launches Public Phase of Capital Campaign

Posted 02/14/2013

School of the Holy Child recently announced a \$6 million capital campaign to fund the construction of a new field house and the renovation of the School's 1959 gymnasium into a state-of-the-art theatre.

"We are excited at the prospect of providing new facilities which will better reflect the outstanding accomplishments of our young women while, at the same time, help them to achieve success well into the future," said Head of School Ann F. Sullivan at a private reception for parents, alumnae and friends of the School earlier this month.

Trustees and Campaign Committee Co-Chairs Joe Houlihan and Domenick Ciaccia reported that 75 percent of the campaign goal has already been committed by 71 families. "Many of these families told us their pledge to Holy Child's capital campaign represented the largest gift that they had ever made to any one charity," said Houlihan. "These are all thank you gifts to the School in return for what Holy Child has done for their daughters."

The capital campaign will fund the first phase of construction projects in the School's Master Campus Plan, which was last updated in 2009 under the direction of Peter Duncan, trustee and Buildings & Grounds chair, in partnership with the architectural firm Peter Gisolfi Associates of Hastings. The field house will include a 9,700 square foot gymnasium with two full-size courts; locker rooms for students, coaches and visiting teams; office space for Athletics/PE staff; an athletic trainer room; and a student commons. The completion of the new field house will quickly make possible the renovation of the current gymnasium into a space for music, dance and drama productions, liturgies and assemblies. Plans for the theatre include seating for 400; an enhanced and larger stage; state-of-the-art lighting and sound equipment; a workshop for set-building and costume design; and dressing rooms and wardrobe storage.

The Master Campus Plan also takes into account planning for future additions to the field house, among them a weight and fitness room; a dance and aerobics studio; and regulation-sized squash courts. "We will build the field house in a very smart way so that it becomes a living, breathing building that grows over time," said Board Chair Al Kelly. "Getting this project underway will be transformational for School of the Holy Child. It will generate excitement for families who are looking at the School for their daughters, and especially for the young women who are already enrolled here." Noting that the project must be funded 100 percent through philanthropy and the need for additional fundraising, Kelly added, "We plan to file plans with the Town of Harrison this spring. I would hope that we could break ground sometime during the next academic year."

Past generosity to Holy Child has made possible the facilities and programs that the young women enrolled here enjoy today. The financial support of parents, alumnae and friends made possible the redesign of the academic center of the School—to include the addition of five new classrooms, new chapel, art room, music and library space—as well as the addition of Gryphon Field, a beautiful turf field that runs parallel to Westchester Avenue, thus dramatically enhancing the campus. In just over a decade, more than 22,000 square feet of space has been added, and 85 percent of the School's facilities have been renovated.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.A · Land Use and Zoning

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.A · Land Use and Zoning

COMMENT NUMBER	COMMENT/RESPONSE
<u>COMPREHENSIVE PLAN</u>	
1318	<p>3. a. – Purchase Concept 1 - It remains unclear how the development of the new church facility with the associated site improvements, particularly the off-street parking areas, “<i>preserves the existing low-density, open and rural character of Purchase...</i>”</p>
PH1103	<p>I would still like to know if it's something that the board still stands behind that document, in terms of preserving the rural nature of Purchase.</p> <p>As a non-residential use, the Church would not contribute to an increase in population or density. The proposed structure would maintain the open and rural character of the community with a landscaped buffer setback of more than 240 feet from Anderson Hill Road. Further, the proposed building coverage on the 6.46-acre site would be 4.4%, which is considerably less than the maximum of 15% permitted by zoning.</p> <p>As discussed in the DEIS, although the Comprehensive 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.”¹ The existing character of the project site will be maintained architecturally, with the building addition designed in keeping with the Tudor-style residence, and the stone wall on Anderson Hill Road preserved. The landscape plan will further preserve the existing character by augmenting the vegetative buffer along the perimeter of the Project Site to enhance screening from within and from outside the Site.</p>
1319	<p>b. 1-§235-16A - The narrative in this section recites the uses surrounding the site, and notes that the Comprehensive Plan indicates that churches are compatible in residential areas. It does not indicate why this site is “<i>particularly suitable for the location of such use in the community.</i>” Specific justification should be provided why this site on Anderson Hill Road is particularly suitable, and therefore more suitable than other sites.</p> <p>The Project Site is particularly suitable as it contains an existing residence, set back over 240 feet from Anderson Hill Road, which can be adaptively reused to accommodate Trinity Church’s fellowship, administrative offices and support space. The configuration of the existing residence provides the opportunity for the proposed sanctuary addition to be constructed generally to the rear of the structure, and be located over 100 feet from the nearest property boundary, adjacent to the Purchase Elementary School playing</p>

¹ Id. p.123.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.A · Land Use and Zoning

fields, limiting potential adverse impacts on neighboring properties.

PH1101

I'd just like to briefly pick up on something that Ms. Schaper spoke of, which is really to ask the board, especially since you have a whole group of people who have put their economic decisions and their family decisions on the line in terms of being residents in Purchase, what is the strategic plan for Purchase from this board?

PH1102

But I think that everyone, and if you were Purchase homeowners and maybe someone is, you would want to know what decision making should I be making in terms of whether we are going to be here. There was an audible gasp in the room when we saw the visuals of that. I mean, pardon me to make a joke, but we were just in Barcelona this week. The Familia Sagrada has nothing on this. This is not something that really deserves to be put in a totally rural community. So, not to be facetious at all, but I think I would like to know is this a community I want to remain in or is this a community that I think it's time for us to leave? And I think everyone in this room, maybe on December 2nd, since you're going to have a reprise of this, I would love to hear if that document that was read is still something that everybody stands by on this board.

As described in DEIS Section III-A, it is the Applicant's opinion that the Proposed Project would be consistent with the Town of Harrison's Comprehensive Plan in its related concepts and recommendations for Purchase. As described in greater detail in response to Comment 1332 below (page FEIS II.A-7), there is a concentration of institutional and community services proximate to the intersection of Anderson Hill Road and Purchase Street, with which the church at its proposed location, would be consistent.

ZONING ORDINANCE

1320

b. 2-§235-16B- A zoning variance is required for the height of the church sanctuary, which indicates that the plot area is not "*...sufficient, appropriate and adequate for the use and reasonably anticipated operation and expansion*" of the proposed church.

As described in Section III-A of the DEIS, this condition of the Special Use Permit criteria refers to the area of the 6.46-acre property. As illustrated in the Site Plan submitted with the DEIS, the proposed building coverage and setback dimensions would be zoning compliant, indicating that the area of the parcel is sufficient, appropriate and adequate for the proposed church.

The requested zoning variance is subject to §235-61 of the Zoning Ordinance, which provides in part that "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." As described in Section III-A of the DEIS, the purpose of the 10-foot height variance is to accommodate the church sanctuary given the Site's change in grade, and not for any

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.A · Land Use and Zoning

insufficiency, inappropriateness, or inadequacy in the area of the plot.

1321

b. 4-§235-16D - A number of concerns have been raised regarding traffic generation, pedestrian safety, particularly given the proximity of the Purchase School, and site access. The documentation addressing compliance with this standard is inadequate.

As discussed in the DEIS, an existing pedestrian sidewalk along the southern side of Anderson Hill Road along the frontage of the Site would be maintained. This sidewalk extends from the intersection of Anderson Hill Road and Purchase Street west of the site to just west of Lincoln Avenue. Furthermore, as discussed in Section III.E.1.c.(5) based on the *Purchase School Handbook* 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. 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 an estimated seven 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.

The stone walls at the proposed driveways would be reconfigured to provide clear visibility of the entrances from Anderson Hill Road. Additionally, both site access driveways are proposed more than 75 feet from intersecting streets, as shown on Sheet No. SP-1.0, *Site Layout Plan* of the full-size drawing set that accompanies the DEIS. The Westchester County Department of Public Works and Transportation (WCDPW&T) has reviewed and conceptually approved the site access plan and has indicated that the “proposed two driveway configuration results in superior sight distance when compared to a single driveway in the center of the site.” A copy of the letter from Westchester County, dated February 25, 2015, is included in FEIS Appendix III-1.

1322

b. 5-§235-16E - This standard requires that all curb cuts be approved by the appropriate agency having jurisdiction, which in this case would be the Westchester County Department of Public Works. The applicant has indicated that approval *will* be sought in the future. An initial review by the County DPW is necessary at this time in order to determine if an approval of the curb cuts, as presently configured, is feasible, or if alternative configurations or other mitigation measures would be required.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.A · Land Use and Zoning

In a letter dated February 25, 2015, the Westchester County Department of Public Works and Transportation indicates that the “proposed two driveway configuration, for the Proposed Trinity Church on Anderson Avenue [sic], is acceptable to Westchester County.” See FEIS Appendix III-1, Relevant Correspondence.

1323

b. 7-§235-16F - Regarding the provision for emergency conditions, the applicant has indicated only that the site will be accessible and the building will be sprinklered. Addressing this standard requires coordination with the Fire Marshall and the Town’s emergency service providers, which often results in specific modifications to driveways, utility services, building access, lighting, etc., and may also require that specific mitigation measures be imposed.

Comment noted. See response to Comment PH403 in the Transportation section of this FEIS (page FEIS II.E-19).

1324

b. 7-§235-16G - Significant concern regarding the number of proposed off-street parking spaces exists both from the perspective of if 130 spaces are sufficient to address the needs of the church, as well as from the perspective that 130 spaces is excessive, and would result in an unnecessarily large site disturbance. Compliance with this standard has not yet been appropriately established.

An alternative plan, which would reduce the number of proposed off-street parking spaces to the minimum requirement of the Zoning Ordinance, is included in Section IV of the DEIS. In this plan, 119 spaces would be provided to comply with the zoning standard, which is based on one parking space per each 40 square feet of seating area where fixed seating is not provided.

1325

b. 7-§235-16H - The adequacy of the buffer yards, landscaping and screening has not yet been established, particularly given the scale, and non-conforming height of the proposed church.

As described in Section III-A of the DEIS, much of the preserved buffer area includes landscape features that will intervene between the Church and the surrounding uses. In combination with the existing trees that would be preserved, the proposed landscape design for the Project includes 75 shade trees, 60 evergreen trees, 25 ornamental flowering trees, and 25 woodland buffer trees, along with shrubs and groundcover to screen the parking areas and building from the adjoining properties. Between the proposed church and adjacent residences, the landscaped buffer will be planted along earthen berms to increase their visual height and enhance screening. The mix of trees and the layered plantings have been selected to screen the project throughout the seasons, and would be field located by the project landscape architect in coordination with the Town Planner to ensure adequate screening.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.A · Land Use and Zoning

1326 Sentence indicates that the height of the existing residence is 30.5 feet, which is noted to be a pre-existing non-conforming condition in the opinion of the applicant. The 30.5 foot tall building would indeed be a pre-existing non-conforming condition. It is unclear however, if that non-conformity is legal. The applicant should research this issue to determine if a variance was granted, or some other form of relief obtained for this condition. If the pre-existing non-conformity were in fact *illegal*, then an additional height variance would need to be obtained to address this condition.

1330 Required Variances – see comment #26 above.

Prior Town/Village of Harrison Zoning Ordinances (e.g. the 1964 Zoning Ordinance) defined the maximum height of structures in this location in terms of stories, but did not include a maximum height in terms of feet. Therefore, at that time the existing two-story structure would have been in compliance with the zoning ordinance. Subsequently, the adopted 1974 Zoning Ordinance included a maximum height in terms of feet, with 30 feet permitted in the R-1 district, making the existing structure legally non-conforming.

1327 Would diminishing the pitch of the sanctuary roof allow for compliance with the height requirement?

As described in Section III-A of the DEIS, the addition has been designed so that its roof eaves align with the roof eaves of the existing house. As described in Section IV of the DEIS, if the sanctuary roof were flattened to have the same pitch as the existing house, the church would have a calculated building height of approximately 32.2 feet, which would still exceed the permitted 30 foot maximum height in the R-1 district.

The resulting design would not meet the applicant's objective for the addition to be in keeping with the architectural style of the Tudor-style home. The addition proposes a roof pitch that is traditional in the Tudor and Gothic architectural styles, which were common in snow-covered buildings of northern Europe where these styles flourished. To flatten the roof would also flatten the gables and windows, which have been designed to reflect this architectural style as well. As discussed in DEIS Section VI, Alternatives, a lower pitched roof would have the effect of unduly limiting the interior volume of the proposed worship space. The roof of the proposed sanctuary addition consists of a pitched roof with intersecting gables, and it has been designed to achieve the lowest condition necessary to provide a nine-foot clearance above the choir loft in order to maintain headroom, sight lines and acoustics. Additionally, the reduced height sanctuary would lose the proportions that promote an open and uplifting feeling for worship and a sense of ascendancy to God.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.A · Land Use and Zoning

1328

Clarify the choir loft, and why it would not constitute a story.

If the choir loft is considered a story, it is located on the second story of the proposed addition and is zoning compliant.

1329

The 119 space off-street parking requirement for the church is based on the “single use” requirement established in §235-37 for an “*auditorium, church, gymnasium, stadium, theater, studio or other place of public assembly not otherwise classified.*” §235-35 B makes provision for “a combination use made up of several component uses.” A determination must be made regarding the 8 religious instruction rooms, toddler, infant and youth rooms in the new building and the various office and meeting rooms in the existing building (for which no parking is assigned) and determine if additional off-street parking spaces are required per §235-37 – where separate school and office use parking requirements exist. For example, if Trinity’s community outreach ministries are proposed to operate out of this facility, which address food pantries and kitchens located in other communities, then it would seem that a separate office parking requirement should apply.

As discussed in the DEIS in Section II.D.2.d, the proposed use of the office space along with other weekly, monthly and periodic activities at Trinity Church are scheduled during hours outside of Sunday worship services, and concurrent use of the church sanctuary and the office space is not anticipated. Additionally, the 11 religious instruction rooms are for religious instruction held for children and adults following Sunday worship services.

Approximately two thirds of attendees of worship services stay for religious instruction. Children age three and up attend worship service with their parents for approximately 25 minutes, after which they proceed to their classroom for religious instruction. Religious instructors also attend the first part of worship services before departing with the children for religious instruction. Based on Trinity Church’s experience, it would be rare and out of the norm that someone might attend religious instruction without first attending the regular church service. Accordingly, concurrent use of the sanctuary and religious instruction rooms that would require additional parking spaces is not anticipated.

Trinity Church’s community service and outreach endeavors support charitable programs and ministries where they already exist. Therefore, physical operations of such programs are not envisioned at the Anderson Hill Road facility. Administrative processing of donations, communications, and other paperwork to enable the Church’s participation in these programs would occur in the clerical office space of the Proposed Church, during hours outside of Sunday worship services and religious instruction, as previously discussed.

Accordingly, it is the Applicant’s opinion that calculating the required parking

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.A · Land Use and Zoning

on the largest proposed space under §235-37 for a Church is appropriate and complies with the Zoning Ordinance, subject to final confirmation by the Town's Building Inspector.

1335 The Zoning Compliance Table should be revised, as necessary, to reflect comments #26 and #29 above.

As discussed in response to comment 1329 (page FEIS II.A-6), it is the Applicant's opinion that 119 parking spaces as shown in the Zoning Compliance Table are appropriate and comply with the Zoning Ordinance. As discussed in response to comments 1326 and 1330 (page FEIS II.A-5), the existing house is legally non-conforming, and a new footnote has been added to the Zoning Compliance Table.

LAND USE

1331 The Planning Board has not yet established that the project is "*compatible with the adjacent residential, institutional and community uses.*"

Comment noted. The proposed improvements to the Project Site remain compatible with the adjacent residential, institutional, and community uses. See response to Comments PH1103 (page FEIS II.A-1) and 1332 below.

1332 Further explanation is necessary to support the conclusion that the church is "*consistent with the land use pattern in the site vicinity.*"

As described in Section III-A of the DEIS, there is a concentration of institutional and community services proximate to the intersection of Anderson Hill Road and Purchase Street, with which the church at its proposed location, would be consistent. In addition to single-family homes, land uses within a quarter mile of the Project Site include, the Purchase Elementary School, Manhattanville College, the Purchase Post Office, the Purchase Free Library, the Purchase Community House, and the Old Oaks Country Club, as illustrated in DEIS Figure III.A-1, *Area Land Use Map*. Additional commercial and institutional uses such as the world headquarters of both PepsiCo and MasterCard, SUNY Purchase, restaurants and a deli are located within a mile of the Project Site.

BUFFER AREA

1333 Document the number of existing buffer area mature trees (size and species), and the number of these trees to be removed (also noting size and species), and identify the specific proposed landscaping.

The Tree Inventory, included in FEIS Appendix III-3, documents the size

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.A · Land Use and Zoning

and species of all trees on the site, and notes 40 existing trees that are located within the 100-foot buffer along Anderson Hill Road. Of these, five trees will be removed to accommodate the widening of the west driveway and relocation of the east driveway. Their size, species, and corresponding tag numbers from the Tree Inventory are as follows:

Tag	Common Name	Diameter at Breast Height (Inches)
324	Sugar Maple	24
347	Norway Maple	17
348	Norway Maple	32
349	Black Cherry	22
820	Kousa Dogwood	11,9,8 (tri-lead)

As illustrated in the Conceptual Landscape Plan, proposed plantings within the buffer would include approximately eight shade trees, five woodland buffer trees, 36 evergreen trees, 8 ornamental trees, with shrubs and ornamental grasses at the driveway entrances. Additional landscaping within the buffer area would include herbaceous plants in the stormwater bioretention area, the reconfigured stone wall, and a pedestrian path along the west driveway.

1334

The claim is made that “*the vegetation screens the views*hed to the site interior of the Site from Anderson Hill Road”, yet prior sentences note that the buffer includes numerous invasive plants that will be removed. Do these invasive provide the visual buffer? How much of the screening buffer would be eliminated if the invasives were removed?

As described in section III-B of the DEIS, numerous invasive and native vines in the buffer are smothering the canopy and sub-canopy vegetation. While some of these may currently provide a visual buffer, selective maintenance and pruning would be conducted within the buffer to enhance the overall ecological and aesthetic functions of the buffer areas. The vegetation along the perimeter of the Project Site would be augmented with additional landscaping to replace and further enhance any lost screening from within and from outside of the Project Site. As described earlier in response to Comment 1325 (page FEIS II.A-4), the mix of evergreen and woodland buffer trees would be field located by the project landscape architect in coordination with the Town Planner to ensure adequate screening.

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 ⁽⁵⁾	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.

⁽⁵⁾ The 1964 Zoning Code defined the maximum height in terms of stories, and not in feet. At two stories, the existing structure would have complied with the Zoning Ordinance at that time. Subsequently, adopted Zoning Ordinances also instituted a maximum height in terms of feet, with 30 feet permitted in the R-1 district making the existing structure legally non-conforming.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.B · Land, Water and Ecological Resources

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.B · Land, Water and Ecological Resources

COMMENT NUMBER	COMMENT/RESPONSE
<u>ECOLOGICAL RESOURCES</u>	
410	<p>There is no evidence of any coordination with the NYSDEC Nongame and Natural Heritage Program or the U.S. Fish and Wildlife Service regarding the special-status species that could potentially occur in the area. The discussion of special-status species in the William Kenny report is inadequate - it only provides blanket conclusions without supporting backup. The species potentially occurring in the area should be identified and the habitat requirements of each discussed to support conclusions regarding their potential presence on the project site and to confirm whether or not field surveys for specific species are needed. This should include consideration of species proposed to be listed as endangered, such as the northern long-eared bat. The northern long-eared bat can roost in crevices of both live and dead trees, and thus could be impacted by the tree removal resulting from the proposed project. The presence of special status bat species can be analyzed with acoustic surveys and mitigation measures may include limitations on the time period during which tree removal can occur. Impacts on migratory bird species should also be considered. See attached report from the USFWS Information, Planning, and Conservation System (IPAC).</p>
PH1608	<p>There's no adequate documentation of any increase with regard to the presence of special status species. That's a requirement under SEQRA that that's indicated. There's really no communication, there is no documentation of that. We actually did some research and the northern long haired bat can actually be present. So that's something that needs to be verified, if there's a threatened species.</p> <p>As described in the correspondence from the NYSDEC to William Kenny Associates LLC on February 10, 2015 and included in FEIS Appendix III-1, the New York Natural Heritage Program database has been reviewed with respect to the Proposed Project. The database includes animals that are listed by NYS as Endangered, Threatened, or Special Concern, and/or are federally listed or are candidates for federal listing. Based on the review, the sedge wren (<i>Cistothorus platensis</i>) is the only special status faunal species noted as potentially occurring within a half-mile radius of the Project Site. The sedge wren is a small songbird from the wren family that finds habitat in grassy marshes and sedge meadows. It breeds in damp meadows of grasses or sedges, but may also be found in hayfields and other fields of low, dense growth. Given the breeding habitat characteristics of the sedge wren, its preferred habitat is not present on the subject parcel. The potential for the Project Site to provide both basic wildlife functions as well habitat for this or other sensitive species is limited by its size, improvements, landscaping, lack of topographic variation or hydrologic diversity, and its location within a developed suburban area near major transportation corridors. NYSDEC identified no other special status species within the project area.</p>
412	<p>The impact discussion on page III.B-12 focuses on the lack of special-status species on</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.B · Land, Water and Ecological Resources

the project site, but should also acknowledge the conversion of habitat and displacement of common species that would occur as a result of the expansion in developed land on the project site. Consideration of habitat impacts under SEQRA includes, but is not limited to special status species habitat.

1343 Additional documentation is requested regarding the disturbance to the existing habitat that supports typical suburban species of birds, mammals and amphibians. While not ecologically exceptional, these typical habitats do play an important role in the natural ecology of Purchase. Loss of cover, changes to the range of species, loss of forage, displacement, etc. should be addressed.

PH1610 Impacts to habitat of common species are not addressed.

Currently, the species with the highest potential to find basic wildlife functions on the site include suburban avian species, small mammals, and potentially some reptilian species. Food sources and intrinsic habitat structure for these species will remain on the site upon its completion through the proposed landscaping and buffer areas. The increased use of the site by humans will generally occur within the proposed structure, and given the nature of species that are common to the site, this increase in activity would not be a deterrent to its wildlife function. Based on the existing conditions of the Project Site including its size, previous disturbance, current improvements, location within a developed suburban landscape, lack of topographic variation or hydrologic diversity, and the nature of the Proposed Project, significant impacts to existing wildlife are not anticipated.

413 As noted on Page III.B-13 several trees recommended for planting are non-native to the east coast (Colorado blue spruce and Douglas Fir). As the DEIS mentions the majority of trees to be removed are non-native plants, a landscaping plan is encouraged with native east coast plant species.

The Conceptual Landscape Plan Plant Schedule will be augmented to incorporate additional plants that are native to the east coast, including:

- *Tilia americana* (American Linden)
- *Prunus virginiana* ‘Schubert’ (Chokecherry)
- *Ilex opaca* (American Holly)
- *Pinus strobus* (Eastern White Pine)
- *Schizachyrium scoparium* (Little Bluestem)
- *Calamagrostis x acutiflora* ‘Karl Foerster’ (Feather Reed Grass)

A limited number of non-native plants that are well adapted to Westchester County’s climate and non-invasive may be included in the proposed landscaping.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.B · Land, Water and Ecological Resources

WATER RESOURCES

411 The 1987 U.S. Army Corps of Engineers Wetland Delineation Manual is referenced on page III.B-6 as basis for the site review for potential wetland areas. However, this review should also include consideration and reference to the region-specific criteria in the 2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual Northcentral and Northeast Region.

PH1609 The wetland methodology identification method. The method used is a regular delineation manual. It should be the regional supplement from the corps of engineers from 2012, from the northeast region. They're identified by region. Not the appropriate methodology was used.

The Applicant's ecological consultant, William Kenny Associates, completed the Investigation for Wetlands, Watercourses, and other Rare Habitats on the 6.49-acre parcel in June 2013, which is included in the DEIS at Appendix 3. 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, which is a combination of its 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 1987 *U.S. Army Corps of Engineers Wetland Delineation Manual*. The 1987 Manual was used in conjunction with the 2012 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Northcentral and Northeast Region* for the wetland delineation assessment. Based on these assessments, no inland wetlands or watercourses exist on the Project Site. Furthermore, as discussed in DEIS Section III.B, Land, Water and Ecological Resources, William Kenny Associates identified no regulated wetlands or watercourses, as defined by Chapter 149 of the Harrison Town Code, on the Project Site.

TREE REMOVAL

PH1203
1403 How many mature trees, we were told by the church representative last time they spoke, that they would cut down approximately 85 trees. My question is, how many mature trees will be cut down to make room for the church construction? Could they please show specifically where on the property the trees will be taken down.

1341 Of the 85 trees to be removed, how many are large (i.e. 18" dbh and above)?

While the Town of Harrison has no specific criteria for identifying a mature tree, of the 85 trees to be removed, 35 are 18" dbh and above. Of those 35 trees, 16 are in good condition, 10 are in fair condition, 6 are in poor condition, and 3 are dead, as documented in the Tree Inventory located at FEIS Appendix III-3. The locations of trees to be removed are shown in the

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.B · Land, Water and Ecological Resources

Conceptual Landscape Plan, located in the full-size drawing set.

- 1340 Do the 5 trees identified in the last paragraph on page III.B-10 and continued on page III.B-11 represent all of the 10% of the trees to be removed that are over 36" dbh? If not, all such trees should be specifically identified, and their location documented.
- The last paragraph of the *Vegetation and Tree Removal* analysis in Section III-B on page III-B-12 of the DEIS identifies three trees included in the 85 trees to be removed which are over 36" dbh. The locations of all trees on the site are documented in the Tree Inventory located at FEIS Appendix III-3, which includes their size, species, and condition.
- 1342 What are the size and species of the 100 trees in the buffer area? Are any of these invasives that would be removed during routine maintenance and clearing?
- As indicated above in response to Comment 1340, the locations of all trees on the site are documented in the Tree Inventory located at FEIS Appendix III-3, which includes their size, species, condition, and whether they will remain or be removed. With regard to the perimeter buffer areas, approximately 22 existing trees are invasive species, five of which would be removed. The 17 invasive species trees to remain are noted to be in generally good condition and would provide screening, and therefore it would not be anticipated that they would be removed during routine maintenance and clearing.
- 417 The impact analysis should acknowledge the time lag between planting and full development of vegetative buffer areas.
- PH501 One is regarding the tree removal of 85 trees from the current property. If any of you have driven by, those trees are very mature. They are very tall. Even the replacement of those trees will not be adequate protection, in my opinion. Those are very, very old pine trees, and it's a very wooded area.
- PH901 When trees, large trees come down, and a forest product company says, or anybody says we'll replace those trees with other trees, it's like taking down an Empire State Building and replacing it with a finger. So, people should keep that in mind when you talk about taking down trees and replacing trees.
- PH1803 Does cutting down 80 mature trees have an impact on the community? If you don't think so, that doesn't make any sense to me. I'm not a horticulturist. I know cutting down 80 mature trees will have an impact.
- PH1807 Cutting down 80 mature trees have no impact on the environment?
- As described in Section III-B of the DEIS, the proposed landscape design for the Project would mitigate the removal of 85 trees through the planting of

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.B · Land, Water and Ecological Resources

approximately 185 trees, along with shrubs and ground cover. As in any landscape plan, the proposed vegetation will not be planted in its mature state. The rate at which they reach maturation would vary based on the plant species, its location, and other environmental conditions. As discussed further in response to comments in Section II.A of this FEIS, the mix of trees and the layered plantings have been selected to screen the project throughout the seasons, and will be field located by the project landscape architect in coordination with the Town Planner to ensure adequate coverage. In addition, the buffer areas between the proposed church and adjacent residences would be planted along earthen berms to further enhance their visual height and screening quality at the time they are planted.

SUBSURFACE GEOLOGY

1336 Has the Building Department been contacted to determine if any records exist of fill being brought onto the site?

The Building Department has reviewed its records and found no fill permits for the Project Site. See FEIS Appendix III-1.

1337 Sentence notes that borings reached depths of between 4.8 to 20.8 feet below the surface. Borings typically terminate at “refusal” or when bedrock is encountered. The final sentence in this paragraph indicates the “*No bedrock was encountered on the Project site during these investigations.*” If no bedrock was encountered, why were the borings terminated at only 4.8 feet below the surface? Is any grading necessary that would require cuts deeper than 4.8 feet in these areas?

As described in the geotechnical report from Whitestone Associates included as Appendix 6 in the DEIS, Borings B-8 through B-15 were conducted in areas of the Site where parking spaces or driveways are proposed. All borings were terminated at a depth of 6 feet below ground surface, with the exception of Boring B-13 which terminated at 4.8 feet below ground surface due to refusal on a probable cobble or boulder. Bedrock is not expected at this location because Soil Profile Pit 5, conducted approximately 20 feet from B-13, was terminated at a depth of 8 feet below ground surface without encountering bedrock. Grading that would require cuts deeper than the borings will not be necessary in these areas.

TOPOGRAPHY

1338 While the DEIS notes that no slopes on the site exceed 15%, the narrative does not more specifically describe the site’s topography (other than it is “relatively flat”). Are there pockets of steeper topography on the site, or areas of variable terrain?

A topographic survey depicting one-foot elevations on the property was

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.B · Land, Water and Ecological Resources

prepared for the Project Site and is included in the full-size drawing set that accompanied the DEIS. As discussed in Section III.B of the DEIS, the Site is generally divided topographically with a divide running north-south from a high point of Elev. 335 north of the existing residence through the existing structure. The topography of the site drops gradually away from the high point to a low point of Elev. 320 over 300 feet away in the southwestern corner and to Elev. 310 over 400 feet away in the southeastern corner of the Site. Around the perimeter of the existing house and pool there are some contours that are closer together than exhibited on the remainder of the property; however, there are no areas within the property with the vertical and spatial dimensions to meet the definition of a “Slope” per §199-3 of the Town Code which states that *[a]ny 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. For purposes of this definition, area measurements must be made along a horizontal plane from within the boundaries of a lot.*

CLEARING AND GRADING

1339

Sentence mischaracterizes the extent of clearing and grading required to develop the site as proposed. In fact, the *majority* of the site would be disturbed and cleared to accommodate the new building, but more importantly the associated off-street parking areas. Only an area around the perimeter of the site would remain. A more accurate depiction of the extent of clearing and grading should be provided, presented in acres and percentage. The total area of disturbance should extend 10' beyond all physical improvements and areas of site grading.

With the total area of disturbance extending 10 feet beyond all physical improvements and areas of site grading, the extent of clearing and grading would be 5.3 acres, or approximately 82% of the 6.46-acre parcel. This area would be located in the interior portion of the site, and the remaining area would be maintained around the site's perimeter.

LAND, WATER AND ECOLOGICAL RESOURCES

PH1221
1421

Have there been any studies relating to the environment, such as water, flooding and rock formations on these three parcels of land.

William Kenny Associates conducted a study of wetlands, watercourses and other rare habitats on the project site, which is included in the DEIS as Appendix 4. Whitestone Associates conducted a geotechnical investigation of the project site, which is included in the DEIS as Appendix 6.

BLASTING

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.B · Land, Water and Ecological Resources

PH1222
1422

If any blasting of rock must be done, in order to construct the church, and neighboring homes are impacted negatively by such blasting, how much insurance is the church bind to cover such possible damages for neighboring homes.

The results from the geotechnical report included as Appendix 6 in the DEIS indicate a sufficient depth to bedrock that will not require ripping or blasting. If however, unforeseen bedrock is encountered, any blasting would be conducted in accordance with applicable Town and State regulations.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.C · Utilities

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.C · Utilities

COMMENT NUMBER	COMMENT/RESPONSE
<u>UTILITY IMPACTS</u>	
414	<p>Page III.C-1 mentions are water line to serve the site, clarify whether the impacts from the waterline were included in the DEIS (tree removal, construction impacts etc.). Similarly, page III.C-3 mentions a new sewer line, page III.C-7 mentions an extension of a natural gas line and page III.C-8 mentions changes to overhead electrical lines. The FEIS should confirm that the impacts of these utility-related elements of the project have been analyzed. The water and sewer connections could support additional development on the project site at a higher density or future expansions of the proposed project. The possibility of this occurring should be discussed in the growth inducing impacts section of the FEIS.</p>
PH1611	<p>Utility impacts of natural resources not addressed.</p> <p>The proposed water line and underground electric and communications lines would be constructed generally within or near the improved western driveway. The proposed sewer service would connect to the existing 8 inch main that currently serves the existing residence. Tree removal and construction-related activities resulting from the proposed utility improvements are identified within the proposed limit of disturbance and were considered and described in the DEIS. Construction management techniques such as, a logistics plan and schedule, construction fencing, and erosion and sediment controls are described in DEIS sections III.B., <i>Land, Water and Ecological Resources</i>, III.C, <i>Utilities</i>, and III.J, <i>Construction</i>. The proposed Erosion and Sediment Control Plan (sheet SP-5.0) is included in the full-size drawing set that accompanies the DEIS. The Project proposes utility connections to existing services currently on-site or within the adjacent roadway. The utility connections have been designed to meet the needs of the Proposed Project. No additional expansion is anticipated by Trinity Church.</p>
1344	<p>Provide support for the comment that the gas network is capable of supporting the demands of the project.</p> <p>It is anticipated that the Proposed Project would use fuel oil for heat and hot water and on-site propane tanks for the kitchen, similar to existing residence. Should Con Ed determine that there is sufficient capacity and demand to extend the natural gas main, currently located in Purchase Street, along Anderson Hill Road the Church would consider a potential gas connection. As discussed in the DEIS, Con Ed could consider extending the existing gas main along Anderson Hill Road under future conditions without the Project.</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.C · Utilities

1345 Does a church, with its large volume of space, require any unique heating, ventilating or air conditioning requirements?

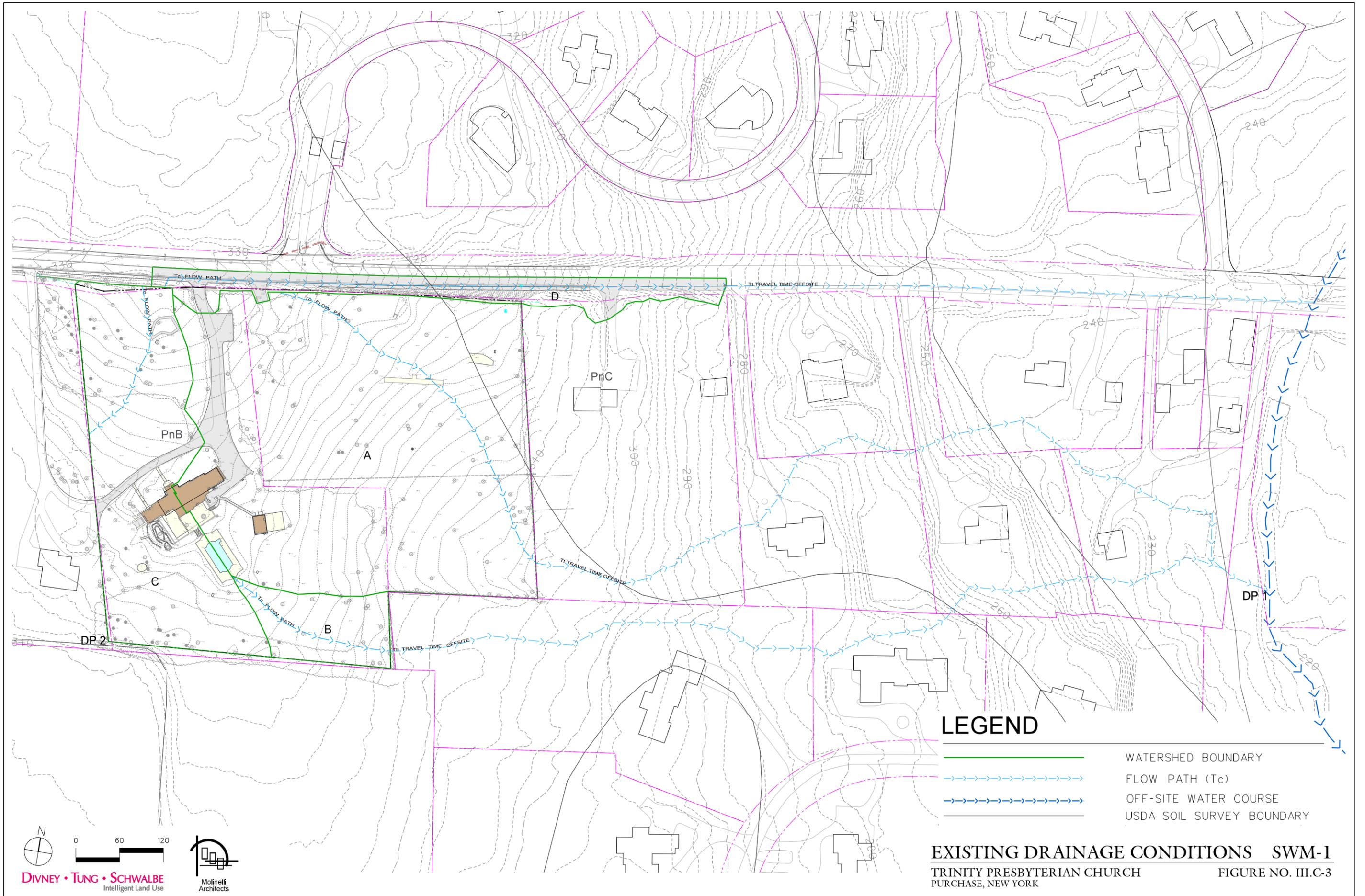
Per the project architect, the proposed Church does not require any unique heating, ventilating or air conditioning requirements.

DRAINAGE CONDITIONS

415 Figures III.C-3 and 4 are missing a legend.

PH1612 The drainage figures were entirely unclear to us. We couldn't understand. We assume others have similar questions.

Figure III.C-3 Existing Drainage Conditions and Figure III.C-4 Proposed Drainage Conditions have been revised with legends, and are included at the end of this section.



LEGEND

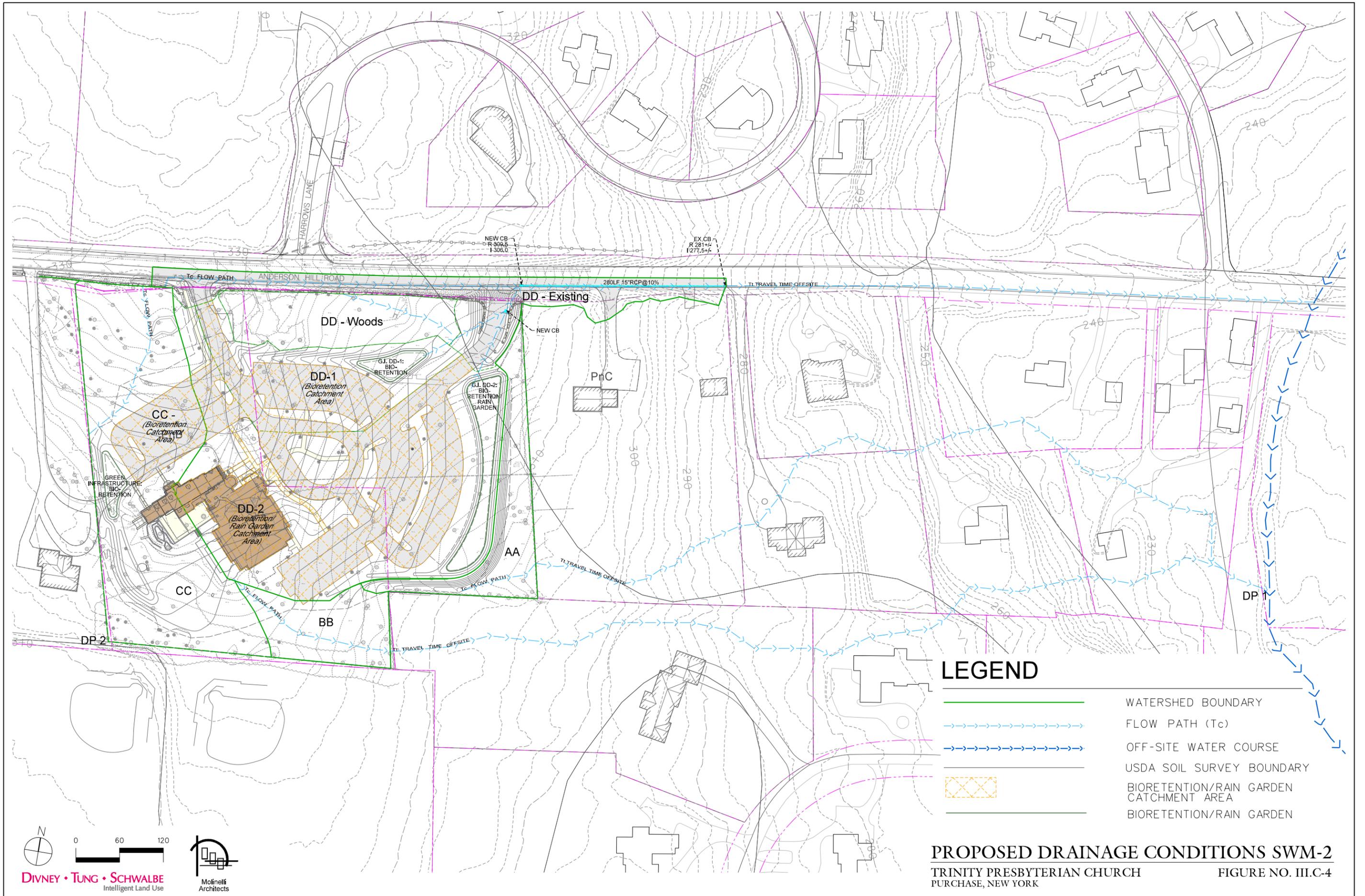
- WATERSHED BOUNDARY
- FLOW PATH (T_c)
- OFF-SITE WATER COURSE
- USDA SOIL SURVEY BOUNDARY

EXISTING DRAINAGE CONDITIONS SWM-1
 TRINITY PRESBYTERIAN CHURCH
 PURCHASE, NEW YORK

FIGURE NO. III.C-3

DIVNEY • TUNG • SCHWALBE
 Intelligent Land Use

Molinelli
 Architects



LEGEND

- WATERSHED BOUNDARY
- FLOW PATH (Tc)
- OFF-SITE WATER COURSE
- USDA SOIL SURVEY BOUNDARY
- BIORETENTION/RAIN GARDEN CATCHMENT AREA
- BIORETENTION/RAIN GARDEN

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.D · Visual Resources

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.D · Visual Resources

COMMENT NUMBER	COMMENT/RESPONSE
<u>VISUAL IMPACTS</u>	
416	<p>The visual resource assessment arbitrarily considers only views from three vantage points along Anderson Hill Rd that are 325 to 470 feet from the proposed building. While the impact to views from Anderson Hill Rd. is certainly worth examining, the EIS also needs to address the view of the project site from adjacent residences. Such residences would experience a greater change in their views (the closest residence to the east of the site is less than 150 feet away) and would be more sensitive to changes in their views than travelers on Anderson Hill Rd. that would likely have a very brief view of the site. Visual impacts need to be considered during “leaf-off” conditions.</p>
PH1614	<p>Also the visual impacts that you see on other projects, they need to be analyzed when there are no leaves on the trees. You can't just take pictures in the summer and pretend it doesn't exist. You have to do it during times when half the year, when the facility is visible.</p> <p>Part 2 of the Full EAF provides criteria for a lead agency’s evaluation of potentially significant impacts on aesthetic resources. These criteria include whether a “[p]roposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource,” whether “[t]he proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views,” and whether, “The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.” Based on distance and intervening vegetation, the proposed project would not be visible to any federal, state, or local scenic or aesthetic resources and therefore no potential significant impacts on scenic or aesthetic resources are expected.</p> <p>The criteria in the EAF also suggests evaluation of whether “The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons), ii. Year round.” Accordingly, the Planning Board’s adopted DEIS Scoping Document, included as Appendix 1 in the DEIS, requires the Applicant to demonstrate the visibility and assess the visual impacts of the Proposed Project from publicly-accessible vantage points outside the Site. As discussed in the DEIS, the proposed sanctuary addition would be partially visible from vantage points along Anderson Hill Road during winter months. However, existing and proposed landscaping along the perimeter of the Project Site would further screen views of the structure during winter and summer months. As discussed in the DEIS and in response to comments in Section II.A and II.B of this FEIS, a mix of shade and evergreen trees and layered plantings have been proposed to screen the project throughout the seasons,</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

and will be field located by the project landscape architect in coordination with the Town Planner to ensure adequate coverage. DEIS Figures III.D-5, *View #2 Proposed View to Site* and III.D-7, *View #3 Proposed View to Site*, included at the end of this section, have been updated to illustrate how these adjustments to the proposed landscape plantings would provide for further layered vegetative screening of the proposed Church from vantage points along Anderson Hill Road. Further discussion on the evaluation of potential impacts on aesthetic resources is also included in response to comment 1351, below (page FEIS II.D-3).

In addition to the visual simulations included as Figures III.D-2 through III.D-7 in the DEIS, which analyze visibility from three vantage points along Anderson Hill Road, visual impacts have been analyzed from Purchase Street across the open expanse of the Purchase Athletic Fields. The proposed church would be located approximately 750 feet away from this vantage point on Purchase Street. The proposed sanctuary addition would be partially visible from this vantage point on Purchase Street, particularly in the winter months. However, existing and proposed landscaping along the perimeter of the Project Site would further screen views of the structure during winter and summer months. As illustrated in Figures III.D-2 through III.D-7 in the DEIS, the visual simulations were prepared in “leaf off” (winter) conditions. While interrupted views of the Church will be seasonally visible from some vantage points, the proposed mix of trees and layered plantings would screen the Project throughout the seasons. In addition, the buffer areas between the proposed church and adjacent residences would be planted along earthen berms to further enhance their visual height and screening quality at the time they are planted.

1347

More documentation is required to evaluate the visual impact of the proposed church. References to the new church building employing the architectural vocabulary of the existing Tudor home is helpful, but a more qualified comparison of mass and scale would be helpful. For example, in terms of percentages, how much larger is the addition than the existing building. How much larger is the footprint, the height, etc. Is the existing residence comparable in size to the surrounding homes, or, as a 7 bedroom residence, it is larger? By comparison, how would the size of the church compare with the size of the Purchase School?

The existing home has a footprint of approximately 3,325 square feet, and the proposed addition has a footprint of approximately 8,977 square feet, which is approximately 2.7 times larger than the existing home. The square footage of the existing home is approximately 6,800 square feet, and the proposed addition is approximately 19,200 square feet, or approximately 2.8 times larger. The zoning height of the existing home is approximately 30.5 feet, and the proposed addition would increase that by approximately 9.5 feet to

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

40 feet. The existing residence, at 6,800 square feet is consistent with residences in the Site's vicinity. Based on available data from the Town of Harrison Assessor Property Record Cards and Building Department, there are several homes in Project Site vicinity that exceed 7,000 square feet in floor area, and a number which are in excess of 15,000-20,000 square feet. It is estimated that the Purchase School has an approximate footprint of 45,000 square feet, which is approximately 3.7 times larger than the footprint of the proposed church.

1348

Will the steeple employ materials, or incorporate fixtures (a cross for example) that are particularly visible. The Board will recall the emphasis the Mormon Church placed on the appearance of the gilded Angle Moroni atop the steeple on the proposed facility on Kenilworth Road.

The steeple will have a cross at its top, approximately ten feet in height and six feet in width, as illustrated in DEIS Figure II.D-11, *Elevations*. Figures III.D-5 and III.D-7, attached at the end of this section, illustrate its visibility from two vantage points along Anderson Hill Road. FEIS Figures II.D-1 and II.D-2, attached at the end of this section, illustrate its visibility from Purchase Street, from across the open expanse of the Purchase Athletic Fields.

1350

Are elaborate seasonal displays proposed on the site that would be publically visible, such as a crèche during Christmas, draped cross during Easter, etc.?

Trinity Church has no plans for such displays that would be publicly visible along the site's frontage.

1351

It is requested that certain relevant data called for on the NYSDEC EAF Visual Addendum be provided, including the visibility of the site from various resources (#1), the proximity of visually similar projects (#5), exposure, or the number of individuals that would see the facility (#6) and context, or during what activity will viewers be engaged in when seeing the site (#7).

The Visual EAF Addendum was used to support Question 11 of Part 2 in past editions of the Full EAF, which addressed impacts on aesthetic resources. The revised EAF, adopted by NYCDEC January 25, 2012, eliminated the Visual EAF Addendum formerly found at 6 NYCRR 617.20, Appendix B. Some of its components have been merged with the revised Full EAF, and they generally address aesthetic resources, scenic views, and land uses in sharp contrast to current surrounding land use patterns. It is the Applicant's opinion that the proposed project would not affect aesthetic resources in these ways. However, the project may be visible from certain vantage points at the following locations described in the former Visual EAF Addendum:

1. *A site or structure listed on the National or State Registers of Historic*

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

Places – From Reid Hall on the campus of Manhattanville College, approximately 0.3 miles (1,700 feet) from the Project Site a portion of the Church’s steeple may be partially visible. However, the intervening O’Byrne Chapel on the Manhattanville College campus along with existing and proposed vegetation would screen views of the proposed steeple over 1,700 feet away.

2. *A municipal park or designated open space* – Not Applicable.
3. *A County Road* – The Project Site is located on Anderson Hill Road. As discussed in the DEIS an existing stone wall along with existing and proposed vegetation will screen views of the Church from drivers and passengers in vehicles along Anderson Hill Road.
4. *A State Road* – The Project Site is approximately 350 feet from Purchase Street (NYS Route 120) at the intersection of Anderson Hill Road. As discussed in the response to Comment #1352 below, while the Church may be seasonally visible from Purchase Street across the Purchase Elementary School’s athletic fields, the proposed mix of existing and proposed trees and layered plantings would screen much of the Project.
5. *A Local Road* – The Project Site is adjacent to the intersection of Harrow’s Lane on the opposite side of Anderson Hill Road. As discussed in the DEIS an existing stone wall along with existing and proposed vegetation will screen views of the Church from drivers and passengers in vehicles along Harrow’s Lane.

Within the general vicinity of the site, the Purchase Elementary School and areas on the campus of Manhattanville College could be considered visually similar to the Proposed Project, as they contain institutional buildings (including a church with a steeple at Manhattanville), with adjacent parking and walkways, landscaping, and stone walls. However, they are not as well-screened from view as the Church would be. The situation in which most viewers would be engaged while viewing the Project would be driving along Anderson Hill Road or Purchase Street. In these situations, the Project would be partially visible from Anderson Hill Road and from Purchase Street, as is illustrated in FEIS Figures II.D-1 and II.D-2, attached at the end of this section. Based on the traffic counts, the recorded two-way volume on a typical weekday on Anderson Hill Road was found to be 8,347 vehicles. Although the project may be visible seasonally and from certain vantage points, the vegetated buffer and intervening topography will limit these views.

1352

The applicant is requested to determine if views of the church will be available from Purchase Street, particularly across the open expanse of the Purchase Elementary School athletic field. If so, this view should be photo-simulated in the same fashion as the

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

Anderson Hill Road views.

A visual simulation, in FEIS Figures II.D-1 and II.D-2, is included at the end of this section, and it presents a view of the Site from a vantage along Purchase Street, from across the open expanse of the Purchase Elementary School's athletic fields. As the figure illustrates, while the Church may be seasonally visible from this vantage point, the proposed mix of existing and proposed trees and layered plantings would screen much of the Project. Views of the Church even in "leaf off" months will be partially screened and interrupted by existing trees and landscape buffering.

PH202

I'd like to know what the church plans on doing in terms of making the view presentable for the people who live in adjacent properties, the single homeowners that surround the church, not just Anderson Hill Road, but the people who live around? What provisions are to create an environment for those homeowners to continue in the level of quiet and darkness at night and auto lights shining into their property and things like that?

PH1613

The visual impact analysis does not consider any views from the adjoining residences. We believe that that is a major oversight of the analysis and a major absence of key aspects of analysis. A greater change of the views and be more sensitive to the view of travelers on Anderson Hill Road.

In combination with the existing trees that would be preserved, the proposed replacement trees would screen the parking areas and building from adjoining residential properties. The mix of trees and layered plantings would screen the Project throughout the seasons. The proposed landscape plan is described and illustrated in detail in Section II-D of the DEIS.

The Project would utilize full cut-off style lights to provide a safe environment during evening hours, which would be sufficiently shielded to avoid casting glare. A photometric analysis is included on full size drawing sheet SP-4.0, *Conceptual Lighting Plan* accompanying the DEIS. The proposed site lighting fixtures would also be dimmable and controllable to provide the ability to turn lighting levels down when the Church is not in use.

LIGHTING

1346

The comment in the second paragraph that the proposed lights are *"dimmable and controllable to provide the ability to turn lighting levels down when the Church is not in use"* should be more fully addressed. It would seem that the opposite condition should apply – in other words, since the church will primarily operate during the day, the lights should operate ordinarily in a dimmed condition. The exception should exist in the rare instances when evening operation are required, at which time the lighting could then be enhanced. Vague or ill defined lighting plans, illumination levels, or lighting operational issues have proved to be very controversial in other areas of the Town where residential areas abut non-residential uses. It is essential that all aspects of the proposed lighting plan, and how the lighting plan will operate, must be addressed at this time.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

As discussed in Section II-D of the DEIS, certain scheduled activities would occur in the evenings on a weekly basis. The lights would illuminate the building and parking areas to allow the church's staff and members to safely access the building on these occasions as necessary, while being dimmed or controlled on evenings that the church is not in use. For additional information, please see the Proposed Lighting Plan, included as SP-4.0 in the full-size drawing set. The lighting plan would comply with Section 235-18(A)(9) of the Town of Harrison Zoning Code, which states "No overall floodlighting or general area lighting shall be located in a required yard, except where required by law; further, any light source used for such purposes in other portions of a lot shall not be visible from the lot line and shall be so directed as to light only the ground area or building walls and not the general environment." As stated in Section III-D of the DEIS, the Proposed Lighting Plan would be subject to detailed review during the site plan approval process. Based on the Lighting Plan, it is the Applicant's opinion that there will be no adverse impacts related to lighting from the Proposed Project.

PH606

I would also like to point out that will the parking lot be lighted causing a disturbance at night for the neighbors? Will you have any outdoor events that will cause a disturbance for the neighbors?

PH1208
1408

Lighting on the church and at the existing Tudor home, where and when and what wattage.

As described in Section III-D of the DEIS, no significant adverse impacts from lighting are anticipated in the Proposed Project. A photometric analysis is included on full size drawing sheet SP-4.0, *Conceptual Lighting Plan* accompanying the DEIS.

SIGNAGE

1349

Are signs or notice boards proposed along the site's frontage? Of particular concern are electronic signs with programmable messages that rapidly change, flash or scroll.

PH1209
1409

Will there be any signage on the church. If so, could we see what exactly that will be.

A traditional, non-electronic sign is proposed along the site's frontage. Pursuant to §235-45.B. of the Zoning Ordinance, the proposed Church would have one announcement sign not over 12 square feet in area, and would be set back a minimum of five feet from the front property line and at least 25 feet from all other property lines. Illumination of the sign would comply with §235-45.E which states that "all such signs may be lighted only

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.D · Visual Resources

be a shielded light source attached to the sign.” The proposed sign would be located adjacent to the reconstructed stone wall at the west driveway as illustrated in FEIS Figure II.D-3, located at the end of this section of the FEIS.



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



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



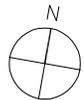
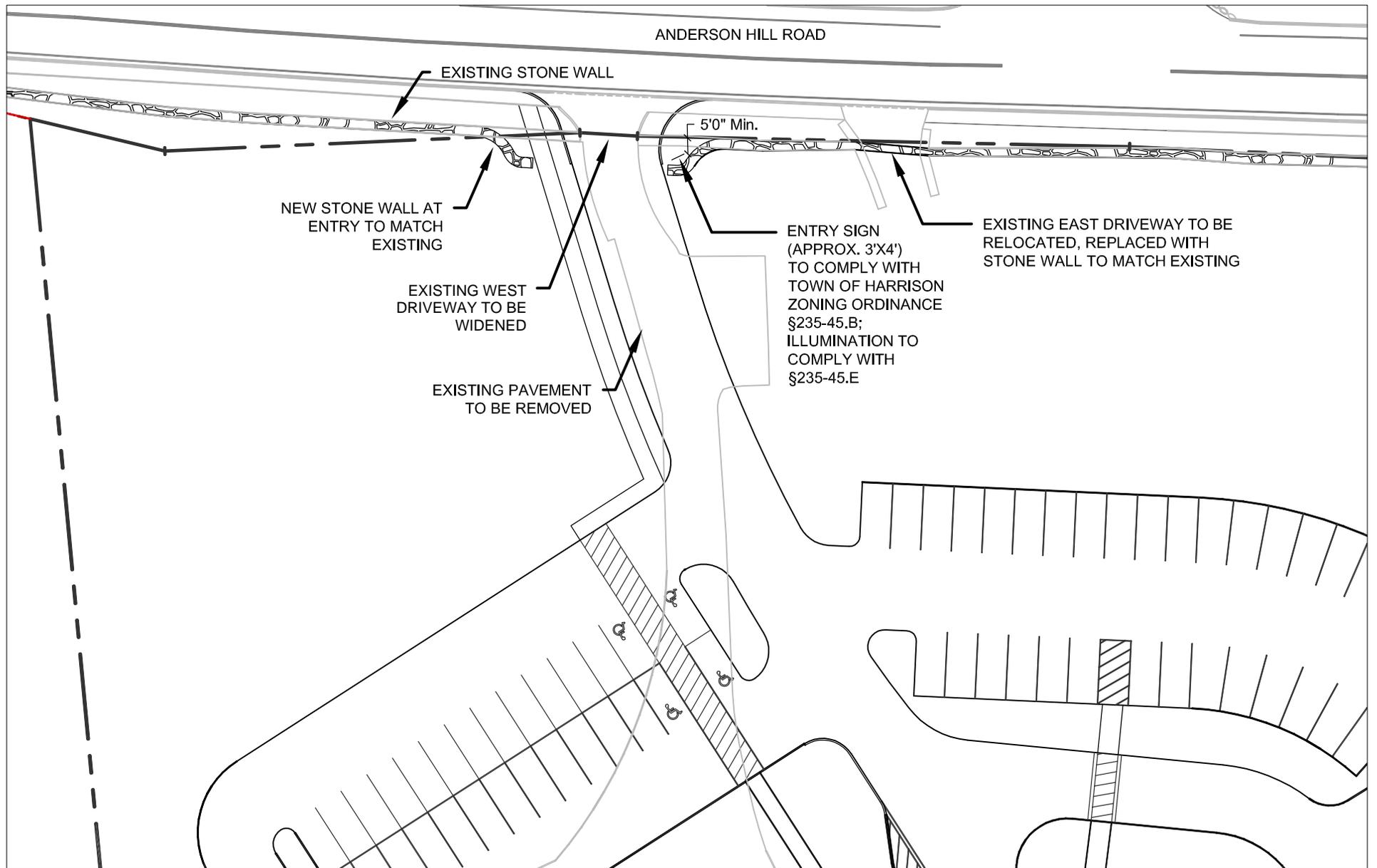
VIEW #4: EXISTING VIEW TO SITE
PURCHASE STREET @ PURCHASE SCHOOL DRIVEWAY
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FEIS FIGURE NO. II.D-1



PROPOSED CHURCH 740 FEET FROM VANTAGE POINT PARTIALLY VISIBLE THROUGH INTERVENING VEGETATION

VIEW #4: PROPOSED VIEW TO SITE
PURCHASE STREET @ PURCHASE SCHOOL DRIVEWAY
TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK
FEIS FIGURE NO. II.D-2



SIGN LOCATION PLAN

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.E · Transportation

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.E · Transportation

COMMENT NUMBER	COMMENT/RESPONSE
<u>PEDESTRIAN AND BICYCLE TRANSPORTATION</u>	
103	<p>In addition, we also recommend providing bicycle parking, since it is a low cost means of promoting non-motorized transportation.</p> <p>The Applicant would be willing to provide a bicycle rack as part of the Project. The location of a bike rack would be as determined as part of site plan approval.</p>
331	<p>Pedestrian and bicycle impacts, including Purchase School students was not included in the Study as required in the Scoping Document. Pedestrian and bicycle activity should be provided at the Anderson Hill Road/Purchase Street intersection as well as any activity in the vicinity of the Site.</p> <p>As discussed in Section III-E of the DEIS, the existing sidewalk along the frontage of the Site on Anderson Hill Road would be maintained. There would be adequate driveway sight distances from the improved west driveway and the 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. Per its letter dated February 25, 2015, the Westchester County Department of Public Works and Transportation has reviewed the Proposed Project, including the proposed site distances, and has indicated that the proposed two driveway configuration for the Proposed Project is acceptable to Westchester County. See FEIS Appendix III-1.</p> <p>The Traffic Access and Impact Study, included as Appendix 5 in the DEIS, identified both bicycle and pedestrian activity at the intersection of Purchase Street and Anderson Hill Road. As discussed in Section III-E of the DEIS, significant adverse impacts are not expected, based on the hours of operation at the Purchase Elementary School and the weekday peak hours of the Proposed Project.</p>
1205	<p>In general, the Purchase Street/Anderson Hill Road intersection needs physical overhaul to create safe pedestrian routes to Purchase School. That is not the burden of the applicant. However the DEIS does not adequately acknowledge the church operations that will potentially further stress the existing poor conditions at the PS/AHR intersection.</p> <p>As discussed in Section III-E of the DEIS, the intersection of Purchase Street and Anderson Hill Road was evaluated to determine existing and future traffic operating conditions. The results of the analysis of this</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

signalized intersection indicate that it currently operates at an overall Level of Service “C,” “C,” “B,” and “B” during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively. Analysis of the build traffic conditions indicate that these Levels of Service will remain the same, with an acceptable increase in vehicle delay for the weekday morning, 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. These changes in Levels of Service would result in an increased delay of 1.6 seconds for the Sunday class departures peak hour, which is not a significant traffic impact. In its review of the Traffic Access and Impact Study, the Town of Harrison Planning Board’s traffic consultant, Maser Consulting, found that this analysis was modeled with the appropriate factors, as indicated below in Comment 319 (page FEIS II.E-11). For further information regarding the potential impacts of church operations, see response to Comment 321 from Maser Consulting (page FEIS II.E-25), and Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2.

SITE ACCESS

301

The Applicant should discuss the need for two driveway connections and if there has been any discussion with the Westchester County Department of Public Works if they would prefer a single access point. A sensitivity analysis should be conducted for a single access point.

The Westchester County Department of Public Works and Transportation (WCDPW&T) has reviewed and conceptually approved the site access plan and has indicated that the “proposed two driveway configuration results in superior sight distance when compared to a single driveway in the center of the site.” A copy of the letter from Westchester County, dated February 25, 2015, is included in FEIS Appendix III-1.

A sensitivity analysis has been prepared for a single access drive opposite Harrows Lane. The analysis shows no significant impact to the area roadways. Refer to Table FEIS Table No. II.E-1 and FEIS Figures II.E-1 through II.E-9 at the end of this section of the FEIS, which illustrate the traffic volumes with one access point. However, as discussed above, the two access drive layout is preferred by the County and will provide the maximum intersection sight distance (ISD) based on the Westchester County standards.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

SIGHT DISTANCE

302 Sight distances measurements are provided in the Study indicating that Stopping
322 Sight Distances (SSD) are met for both the posed 35 mph speed and the 85th
percentile speed (45 mph) while the Intersection Sight Distances (ISD) would be met
for the posted speed limit but would not be met for the 85th percentile speed. Based
on field inspections, sight distances are limited due to the grading and embankment
along Anderson hill Road and may also be restricted due to the existing stone wall.
The sight distance measurements should be shown on the site plan. The necessary
grading and clearing of excess vegetation should be discussed as well as if the stone
wall needs to be moved. This may require the driveways to be shifted or if a single
access point is needed to provide the necessary sight distances.

As discussed in response to comment #301 (page FEIS II.E-2) the proposed two driveway configuration is preferred by the Westchester County Department of Public Works and Transportation. As shown the Site Grading and Utility Plan that accompanied the DEIS, the proposed improved west driveway and new eastern driveway would include a reconfiguration of the existing stone wall along with grading which would enhance sight distances. At the west driveway, available sight distances are in excess of 500 feet to the left and 460 feet to the right. At the east driveway, available sight distances are 460 feet to the left and in excess of 500 feet to the right. The sight distance diagrams are included as FEIS Figures II.E-10 through II.E-13 at the end of this section, and attached to the February 25, 2015 WCDPW&T letter located in FEIS Appendix III-1.

323 The Study states that the sight distances have been reviewed with the Westchester County Department of Public Works and both driveway meet their standards. A review letter by the County should be provided.

409 Sight distance is inadequate for the 85th percentile speed of 45 mph. The traffic report states the sight distances are acceptable to Westchester County Department of Public Works, but no correspondence documenting the concurrence of this agency with the sight distances is provided.

PH1607 We noted safety is an issue in this area, as well. The intersection sight distance we looked at, we determined that the site distance is inadequate for the 85th percentile speed or 45 miles per hour. Whereas, the traffic report states the sight distances are acceptable to the Westchester County Department of Public Works. There is no documentation for that. With schools in the area and a lot of traffic and pedestrians, that's a major concern to the community.

1204 The applicant has failed to address any potential concerns from the Westchester County Dept. of Public Works regarding curb cuts and location onto a county road. The intersection with Harrows Lane is of particular concern and not well explored by the applicant.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

The Westchester County Department of Public Works and Transportation has reviewed the Proposed Project, including the proposed site distances, and has indicated that the proposed two driveway configuration for the Proposed Project is acceptable to Westchester County. See FEIS Appendix III-1.

507

As the Planning Board members are aware, the ability to safely exit the proposed TPC site is very difficult and dangerous. TPC is proposing to widen one entrance/exit and create a second entrance/exit off of Anderson Hill Road. The rock and brush outcroppings at the existing curb cut significantly reduce a driver's ability to see on-coming traffic. In addition, the existing grade of Anderson Hill Road near the site creates a hazard and should be carefully analyzed to ensure that there is proper site distance. This analysis should include any other applications (not necessarily approvals) that the Planning Board is reviewing along Anderson Hill Road.

602

Ingress to and egress from the church location is particularly perilous given the limited site lines. In order to make a left from the church location entails crossing on-coming traffic traveling east on AHR and then crossing a double yellow line into traffic travelling west to Purchase Street. This is an unsafe turn for 1 car much less over 100 cars (and possibly vans and buses) multiple times a week and even multiple times per day.

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 detail in the *Traffic Access and Impact Study* included in DEIS Appendix 5. Westchester County Department of Public Works and Transportation indicated, in its letter dated February 25, 2015, that the two driveway configuration is acceptable. See FEIS Appendix III-1. The "rock outcroppings" referred to in comments 507 above are old tree stumps, which are proposed to be removed as a part of the Proposed Project.

PH101

What that picture doesn't show at all is Anderson Hill Road right here is very steep, and where this church is located is the peak of a hill, which is a blind spot. Anybody coming this way will not see the cars going this way. The cars coming this way will not interfere. I think he pointed out this is a school where kids are walking. The other side over here is another school where people walk. There's a firehouse somewhere right here, so the fire trucks that are responding to fires are going up Anderson Hill Road and blocking this lane, which is a blind spot, is just going to create a danger for the entire community, and I don't think that picture shows that at all.

PH604

So, we have heard about things, like the slope of the road. I don't know if you know, but many states have a total limit of 10 percent. Some states have 12 percent slope as a maximum legal amount. The slope on Anderson Hill Road, depending upon where you come up that hill, approaches 10 percent. It was stated here earlier that this was

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.E · Transportation

just a minor slope. That is not correct. The gentleman who stood up earlier is more appropriately describing the situation.

As noted in the response to Comments 507 and 602 above, both of the proposed driveways were reviewed by Westchester County Department of Public Works and Transportation and meet the standards to provide access. A copy of the letter from Westchester County, dated February 25, 2015, is included in FEIS Appendix III-1.

PH2002

Coming out of Morningside, I know that this has been brought up before, is that there's a very bad blind spot. I have a son who turned sixteen, who's a new driver. I will tell you, the most harrowing experience he's had so far in the last month is pulling out of Morningside, either making a left or a right turn. The practical nature of the danger there is very real. You have young children in Morningside. There are young families. My children have since graduated the Purchase School. I will continue to believe we're going to attract young families with children going to Purchase.

For further information regarding sight distance, see responses to comments above.

TRAFFIC STUDY

303

A Table to accompany the Building Floor Plans should be included showing the number of proposed seats and square footage for each of the proposed areas. This would help determine the traffic associated with the types of activities/programs proposed and potential types of activities/programs.

The following table summarizes the spaces of the Church's primary areas. Two hundred seats will generally be set up for Sunday worship services in the Sanctuary, which consists of 5,123 square feet on the first floor and 486 square feet in the choir loft for a total of 5,609 square feet. While the number of proposed seats is not specified for religious instruction rooms and offices, the number of rooms is provided to indicate their respective scales.

AREA	SEATS	ROOMS	NET SF
Sanctuary	200	--	5,609
Religious Instruction	--	11	4,251
Offices	--	7	1,188
TOTAL			11,048

The activities and programs anticipated as part of the Proposed Church are described in Section II of the DEIS and in the Traffic Access and Impact Study (DEIS Appendix 5). FEIS Table II.E-2, which is a copy of Table 6

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

from the DEIS Traffic Access and Impact Study, is included at the end of this section of the FEIS. As discussed in the DEIS, most of these activities will occur outside of peak hours when the traffic on the adjacent roadways is low.

306

The Study analyzes the adjacent signalized Anderson Hill Road/Purchase Street and unsignalized Anderson Hill Road/Harrows Lane intersections as per the Scoping Document as well as the Anderson Hill Road/Lincoln Avenue and Anderson Hill Road/SUNY Purchase/PepsiCo signalized intersections. These intersections are the critical intersections for analysis.

Comments noted.

PH407

Again, I would just raise, with respect to the traffic study, I believe that there are several other intersections that should have been studied, including the Hutchinson River Parkway. Those were not included in the proposed scope. We didn't raise them previously. Also, Purchase Street and King Street should be studied.

As discussed in Section III-E of the DEIS, the traffic study analyzed the intersection at Anderson Hill Road Purchase Street and the intersection at Anderson Hill Road and Harrows Lane as per the Scoping Document. In addition, the intersection at Anderson Hill Road and Lincoln Avenue and the intersection at Anderson Hill Road and SUNY Purchase Access Drive/PepsiCo Access drive were analyzed. In its review of the Traffic Access and Impact Study for the Town of Harrison Planning Board, the Board's traffic consultant, Maser Consulting, found these to be acceptable as the critical intersections for analysis, as noted above in Comment 306.

307

Traffic Counts were conducted in April 2014 for the four adjacent intersection outlined above for typical Weekday Peak AM and Weekday Peak PM Hours as well as the Sunday Peak Arrival Hour and Sunday Peak Departure Hour. As noted in the Study, the existing traffic volumes were based on traffic counts conducted in April 2014 when the area country clubs and summer activities at the Purchase Community house may not be fully accounted for. To account for this, historical NYSDOT Traffic Count data was utilized to seasonally adjust (increase) the April traffic volumes for the highest month (October). Our office conducted Automatic Traffic Recorder counts in November along Anderson Hill Road and the adjustment utilized are acceptable. It should be noted that these counts were conducted when PepsiCo was under construction (unoccupied). The re-occupancy and Master Plan for PepsiCo was included in the 2016 No-Build Traffic Volume projections.

As the Planning Board's Traffic Consultant, Maser Consulting, indicates in this comment, the timing and seasonal adjustments analyzed by the Applicant's Traffic Consultant are acceptable, and the proposed traffic generation for the PepsiCo site was appropriately included in no build traffic volumes.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

PH303

In April, when the traffic study was performed, seven country clubs were not open for business that Sunday, which provides a great deal of traffic on a Sunday, one of the busiest days for the country clubs. So, the traffic study I would venture to say was not terribly accurate.

PH401

So, with respect to the traffic study, a prior comment raised the fact that seven country clubs were not included in the traffic study. In addition, it is unclear, at least at best, whether Pepsico and their proposed traffic generation was included, and that same issue goes also with the other proposed and approved plans in and around Purchase, including the senior living center at SUNY Purchase, including the new dorm at SUNY Purchase. It's unclear right now, and I'm assuming it was not included, although it perhaps was. It's certainly not clear, though, whether or not any projected traffic was included in the traffic study.

PH1220
1420

The traffic study was done while seven country clubs in the immediate vicinity and Pepsico were not open. When will an authentic traffic study be performed and will the Planning Board conduct its own traffic study.

In its review of the Traffic Access and Impact Study, the Town of Harrison Planning Board's traffic consultant, Maser Consulting, found the timing and seasonal adjustments in the Traffic Counts to be acceptable, as noted above in comment #307 (page FEIS II.E-6). Additionally, as Maser Consulting indicated in comment #307, the proposed traffic generation for the PepsiCo site was included in "nobuild" traffic volumes. It is expected that the country clubs in the vicinity of the Project Site would have been fully operating in April when the traffic counts were conducted. However, as described in Section III-E of the DEIS data from a NYSDOT continuous count on Anderson Hill Road between Westchester Avenue and NYS 120 (Purchase Street) was also evaluated. For the year 2011 a review of monthly average daily traffic (ADT) showed that the month of October had the highest ADT. Comparing this to the ADT of the month of April indicated that a growth factor of 1.025 should be applied. As discussed in the Traffic Access and Impact Study, other potential projects that have not been fully identified were accounted for in the annual growth rate of one percent. As noted below in comment #308, Maser Consulting determined the one percent growth rate to be acceptable (page FEIS II.E-7). See response to comment #405 below and #PH1603 (page FEIS II.E-8) regarding the growth rate used in the traffic study. For further information, see Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2.

308

In order to project the existing traffic volumes to the anticipated 2016 Design year, the 2014 Existing Traffic Volumes were increased by a background growth rate of 1% per year for a total background growth of 2% which is acceptable based on

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

NYS DOT historical data. In addition traffic for two other proposed/potential projects in the area (The Enclave and PepsiCo Master Plan) was also included.

Comment noted.

405

A growth rate of 1% was used to adjust 2014 traffic volumes to 2016 No Build conditions. The basis for the growth rate should be explained.

PH1603

The growth rate, which is what is driving traffic, you know, in terms of land use, offices or residential or institutional, that's the background growth rate that drives traffic, was assumed to be one percent. There was no further substantiation indicated where the number came from. That should be indicated, at a minimum. We can't verify whether that's a correct number.

The one percent growth rate was based on the New York Metropolitan Transportation Council (NYMTC), 2014-2040 Regional Transportation Plan's Table 2.5, for Westchester County.¹ This table indicates an anticipated 10 percent growth rate over the next 25 years, which represents a 0.4 percent per year growth rate. Therefore, it is the opinion of the Applicant's traffic consultant that the growth rate of one percent per year would be considered conservative. Per the Planning Board's traffic consultant, Maser Consulting, the background growth rate of one percent per year for a total background growth of two percent was determined to be acceptable. For further information, see comment #308 (page FEIS II.E-7), and Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2.

310

In addition to the Church use, the Study outlines a detailed development program for various activities/programs including times as well as parking needs. The types of activities/programs consist of a Middle School Group of 4-10 people to a College Group on 10-15 people. A list of these programs including activity times, number of people, anticipated traffic generation and parking demand are shown in Table No. 6. While these programs are anticipated to generate little traffic and occur during off peak hours, there is a potential for: An increase in the number of participants for the current activities/programs; Additional and different type of activities/programs; Activities/ programs during Peak Hours; The potential for future daycare and/or school uses.

Comment noted. As indicated below in response to comment #311, #312, #321 (page FEIS II.E-25), and #1202 (page FEIS II.E-25), a daycare facility or a school is not proposed in the Project.

311

As noted in Comment 1a, there are nine instruction rooms as well as one infant and one toddler room. Traffic projections should be developed for the use of these

¹Chapter 2, Table 2.5, page 2-13 for Westchester County. *2010-2035: The Regional Transportation Plan: A Shared Vision for a Shared Future*. New York Metropolitan Transportation Council (NYMTC). 2009.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

rooms. It should be noted a day care or school use would generate significantly more traffic and would occur during Peak Hours. If the Church has plans for either a day care or school use, an analysis of traffic conditions should be conducted before approval by the Town for these types of uses.

312

The Traffic Impact Study assumes 6 entering vehicles during the weekday morning peak hour and 7 exiting vehicles exiting during the weekday afternoon peak hour associated with the Senior Pastor, office administrator and staff workers. As noted above (5a), a day care or school use would generate significantly more traffic during the morning and afternoon peak hours. In addition, there is the potential for other activities/programs in the future during these peak hours.

Traffic projections for religious instruction include the use of these rooms as outlined in the Church's scheduled activities, included in Section II-D of the DEIS. A daycare facility or a school is not proposed.

313

The Church generation was based on vehicle occupancy data based on the number of people and number of cars at its current location (Rye). The Study assumes 72 entering vehicle trips for the proposed 200 seats. The number of seats at its current location is needed to verify the trip rates. This would also be important for holiday conditions where there are more people than seats (standing room only). This information is needed to determine if the Church trip generation is acceptable.

325

As noted in Comment 5, the Traffic Impact Study outlines a detailed development program for various uses including times as well as parking needs with the Peak Parking Demand occurring on Sundays (Church Service). The Traffic Impact Study provided vehicle occupancy data based on number of people and number of cars for non-holiday and holiday conditions conducted at its current location (Rye). The TIS show some 73 parking spaces are needed based on the proposed 200 seats. The number of seats at its current location is needed to verify the parking rates. This would also be important for holiday conditions where there are more people than seats (standing room only). This information is needed to determine if the proposed parking is acceptable.

Similar to the proposed Church, the School of the Holy Child, which is located in the Town of Harrison, does not have fixed seats within the space currently used by the Applicant for worship services. For Sunday worship services Trinity Church typically sets up between 220 and 240 seats in the Holy Child gymnasium. As the attendance, traffic and parking counts conducted by the Applicant during non-holiday Sunday and holiday Sunday services and religious instruction indicate, the number of people in attendance would not exceed the number of seats typically set up by the Church. Based on the Church's experience, its worship services have not resulted in "standing room only" conditions.

Per §235-37, Schedule of Off-Street Parking Space Requirements for Nonresidential Uses of the Zoning Ordinance, the parking for a church is

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

based on “1 per 3 permanent seats or 1 per each 40 square feet of seating area where fixed seating is not provided.” Since fixed seats are not proposed for the proposed Church, the required parking was calculated based on 1 space per each 40 square feet of seating area for a total of 119 parking spaces (Sanctuary + choir loft seating areas = 4,268 + 465 = 4,733 square feet / 40 square feet/ space = 119 spaces). The project proposes 130 paved spaces with stabilized lawn areas to accommodate 10 additional cars when overflow parking may be necessary.

314 The Sunday Class generation was based on surveys that 63% of those attending Church will stay for Sunday Class resulting in 45 people/trips.

Comment noted.

315 A sensitivity analysis should be conducted assuming all parishioners left during the Sunday Peak Departure Hour.

A sensitivity analysis was prepared in January, 2015 to analyze the possibility of all parishioners staying for the class after the service and leaving following the class. The analysis results indicate no significant impact to the area roadways. See FEIS Table II.E-3 and FEIS Figures II.E-14 and II.E-15 at the end of this section of the FEIS which illustrate all parishioners departing after the class with one access point.

316 While it is noted that special events would typically be held outside the Peak Hours, information should be provided on the frequency of weddings and if weddings will be limited to just the ceremony or will there be on-site receptions with catering. If so traffic projections for a wedding event condition should be provided.

401 The DEIS fails to provide any evaluation of special event traffic. Page II-11 states weddings and funerals would “typically” be held outside of peak traffic hours. Unless a binding limitation on special event hours is included in the project, the potential for significant adverse traffic impacts due to special events coinciding with peak period (not necessarily peak hour) traffic needs to be evaluated in the DEIS. If a limitation on the days/times weddings and funerals may be held is included in the project, the hours must be made explicit and included in the FEIS as a traffic mitigation measure.

402 The DEIS concludes parking would be adequate for special events, but this statement is unsupported by any analysis of what the special event traffic would be. The special event trip generation and parking requirements needs to be quantified to allow conclusions regarding the impact to be drawn.

PH1601 With regard to special event traffic, the document indicates that weddings and funerals would typically be held outside peak hours, but there is no such requirement that stipulates that those events would happen outside those hours. So to assume they will always happen outside those hours, is not substantiated by any information.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

As described in Section II-D of the DEIS, Trinity Church will make use of facilities typical to other religious institutions in the Town of Harrison. Due to the unpredictable scheduling of weddings or funerals, the Church is only able to anticipate the frequency of such events based on its past experience. Trinity Church has not hosted any weddings, and weddings of Church members have generally been held at event facilities, or at other churches and destinations. Of the weddings at which pastors of Trinity Church have officiated, the ceremonies have all been held outside the typical weekday afternoon peak traffic hours. As discussed in DEIS Section III.E.1.c.(1) the Institute of Transportation Engineers (ITE) trip generation rates for a church, which is described as a “a building in which public worship services are held. A church houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms and, occasionally, dining, catering, or party facilities,”² were calculated. Based on the results of the traffic analysis, the Applicant’s traffic consultant concluded that the additional traffic to be generated by the Project would not result in a significant traffic impact to the overall operation of the nearby intersections. Trinity Church has had only three funerals in the past 20 years, all of which were held during non-peak traffic times, either on a weekend or in between the typical weekday morning and afternoon peak traffic hours. Funerals would likely be held on a weekday or Saturday, following the typical weekday morning peak traffic hour.

317 The directional distributions were based on a review of parishioners’ addresses. While there can always be variations in distributions, based on a review of this information and knowledge of the capture area, the directional distributions are reasonable for analysis purpose.

Comment noted.

318 The capacity analyses were based on SYNCHRO computer model and the 2010 Highway Capacity manual. The SYNCHRO analysis provides a simulation network and calculates Levels of Service, delays, volume-to-capacity (v/c) ratios and queue lengths.

Comment noted.

319 The SYNCHRO analysis input data was reviewed for including lane geometry, lane widths, heavy vehicle percentages, peak hour factors and signal timing/phasing (where appropriate). The study area intersections (SYNCHRO network) were modeled with the appropriate factors.

² “Trip Generation,” 9th Edition, published by the Institute of Transportation Engineers (ITE), 2012, using Church, Code #560 Average Rates.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

Comment noted.

408 The basis for the 0.5 peak hour factor needs to be explained. Figures in the traffic study state it is based on “similar facilities” without identifying what those similar facilities are.

PH1606 No further conclusions with regard to the amount of parking, a peak hour factor for traffic, again, their assumption was a .5 peak hour factor. It's not fair to substantiate, no references being made to manuals or whether that's the common standard or not.

In its review of the Traffic Access and Impact Study Town of Harrison Planning Board's traffic consultant, Maser Consulting, found that the SYNCHRO analysis, including the peak hour factors used, were appropriate as noted above in Comment #319.

320 The results of the SYNCHRO analysis summarized the Levels of Service, delays, v/c ratios as well as the 50th percentile (average) queues for the unsignalized intersections and the 95th percentile queues for the signalized intersections.

Comment noted.

326 A Parking Compliance Table should be developed based on the concurrent utilization of the areas within the building.

As described in Appendix 5 in the DEIS, the Traffic Access and Impact Study estimated the traffic and parking demand generated by the Church's stated development program for activities. These programs are summarized in FEIS Table II.E-2 (Table 6 from the DEIS Appendix 5), which is included at the end of this section of the FEIS.

406 The traffic report states counts were conducted for multiple dates in March April 2014 at the School for the Holy Child in Rye, including Palm Sunday and Easter Sunday. The appendix to the traffic report shows Palm Sunday vehicle trips (51) are lower than average non-holiday trips (70.5) and there is no apparent difference between the number of cars on Easter vs. preceding typical Sundays. This result is not in line with what would be expected for a holiday and deserves further evaluation and discussion.

PH1604 There are no apparent differences between the number of cars on Easter day versus a typical Sunday. One would typically expect, on Easter or other holidays, the amount of traffic generated by a religious facility would be greater than under normal circumstances. Actually, the Palm Sunday vehicle trips are lower than the average non holiday trips. That gives us cause with reflection to the accuracy of the traffic analysis. It should be verified and further evaluated. The notion of shared parking, it sort of misses the point here.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

As discussed in the DEIS, parking and vehicle occupancy surveys were conducted over four Sundays during the Church's worship and religious instruction activities on non-holiday and holiday Sundays at its current location at the School of the Holy Child in Harrison. The surveys included the number of people that arrived to the service in each vehicle. Based on the surveys the worship service on April 29, 2014 (Easter Holiday) included fewer vehicle trips, but had higher vehicle occupancy than on the preceding non-holiday Sunday services.

1206

The Maser Study notes significant deficiencies in the DEIS studies. All must be addressed. The DEIS does not adequately address the Sunday morning impacts relative to road closures for special events.

See responses to comments from Maser Consulting, comments #301-332, located throughout this section of the FEIS. As discussed in DEIS Section III-H, in the event of Sunday morning road closures, the Church would reschedule its worship services and religious instruction for the afternoon, once roads have reopened.

PH103

When you do your traffic study, if this church is going to have any activities on a Sunday afternoon, you should monitor it relative to traffic coming out of the Purchase Center -- the Purchase School where they have concerts Sunday afternoon. If anyone has ever been on Purchase Street coming uphill when there's a concert at the school, at SUNY Purchase from 4:00 to 6:00, it's backed up traffic. So, there's already -- it's a two-lane road, Basically that traffic will go back a mile on a Sunday. Obviously during the week there's always traffic around work hours, but on a Sunday there will be traffic around concerts coming out of SUNY Purchase. So, I've got the road blocked a mile down. If people are trying to get into this church the other way, they are going to back up on the street. If an emergency vehicle has to get by, the Fire Department is there, if they have to get into a home in Purchase, they will not be able to do it.

As discussed in the Traffic Access and Impact Study included at Appendix 5 in the DEIS, the signalized intersection of Anderson Hill Road at PepsiCo Access Drive/ SUNY Purchase Access Drive currently operates at an overall Level of Service "A" during both the Sunday service arrivals and Sunday class departures. In its review of the Traffic Access and Impact Study, the Town of Harrison Planning Board's traffic consultant, Maser Consulting, found the locations, timing, and seasonal adjustments in the Traffic Counts to be acceptable.

Results of the capacity analysis for the intersection with the Proposed Project indicate that the Level of Service will remain the same, with an acceptable increase in vehicle delay for all peak hours. For further information regarding Levels of Service, average vehicle delay, volume to capacity ratio, and the vehicle queue for each movement during each of the

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

peak hours for existing, no-build, and build conditions, refer to Tables 4, 8, and 9 in the DEIS Traffic Access and Impact Study.

PH502

The other thing in regard to the location where the church is now renting at Holy Child, I don't think you can compare 287 -- Westchester Avenue eastbound next to an interstate with Anderson Hill Road. That's a main thoroughfare every day of the week, and it's very, very busy. I have seen cars on Sunday services lined up on Westchester Avenue, and if that's the traffic on Westchester Avenue, which is a major thoroughfare, I can't imagine what the traffic will be on Anderson Hill Road. I'm also very concerned with their police and fire response time with this additional traffic.

Comment noted. As described in response to Comment 1302 (page FEIS II.II-1), *Description of the Proposed Action*, the School of the Holy Child has developed its facility over time and increased activities on its campus. Other activities occurring on Sunday mornings include use of the School's soccer fields for organized games, which contributes to traffic and parking volumes on and around the campus.

PH801

I was there the day they did the traffic study, and I was probably the only car going up Purchase Street that day, or Anderson Hill Road. I don't know where everyone was, but that's not a typical day. In fact, I went out twice, just because I was so annoyed there was no one there that day. ... It was an incredibly quiet day. Purchase camp was not in effect. Pepsico has been closed for over a year. I don't know if even school was in effect. It was such a quiet day. I was just going to call up all of my neighbors. In fact, I think the person who was taking -- doing the clicking looked like he was napping at the time.

Comment noted. As indicated in comment #307 (page FEIS II.E-6) and in response to comments #PH1220 and #1420 (page FEIS II.E-7), the Town of Harrison Planning Board's traffic consultant, Maser Consulting, reviewed the Traffic Access and Impact Study and found the timing and seasonal adjustments in the Traffic Counts to be acceptable. For further information, see Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2.

PH1219
1419

The traffic study undertaken at the request of the church indicated, when it was presented to us, at a meeting a few weeks ago, that there would be, no impact at all on traffic by the church, coming into this address, with approximately one hundred twenty to one hundred fifty vehicles on any given Sunday. Please, have the individuals who indicated that fact, explain how that is possible.

PH1802

I can't understand how somebody can do a traffic study in Purchase and say that 150 cars coming in on Sunday morning, at 9:30 and leaving at 11:00, have no impact on Anderson Hill Road. Does that make sense to anybody who's intelligent and practical. I don't think so.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

PH1806

150 cars coming in at 9:30, leaving at 11:00, has no traffic impact? We're all intelligent people. That makes zero sense.

As described in response to comment #313 and #325 (page FEIS II.E-9), traffic volumes for the Church were based on field observations and actual traffic and parking counts conducted during non-holiday Sunday and holiday Sunday services and religious instruction. Therefore, the study assumes 72 vehicle trips for the proposed 200 seats. As described in Section III-E of the DEIS, based on the results of the traffic analysis, the traffic added to the 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 at Harrows Lane. In its review of the Traffic Access and Impact Study, the Town of Harrison Planning Board's traffic consultant, Maser Consulting, found that this analysis was modeled with the appropriate factors, as indicated in Comment 319 (page FEIS II.E-11). For further information see Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2.

PH1403

Now, depending upon what time of day you get there or evening, it can be a very simple commute from Westchester Avenue to Purchase Street, but in the mornings, any time after 7:45 a.m. it can take up to 20 minutes, just to get from the overpass near Century Country Club, which is on Anderson Hill Road, to Purchase Street. One thing I know, there's a traffic count, I'm sure, that's being done. I'm sure there are traffic surveys being done. One thing that traffic surveys need to reflect is that the saturation points.

As described in comments #306 and #307 (page FEIS II.E-6) from the Town of Harrison Planning Board's traffic consultant, traffic counts were conducted in April 2014 for the four adjacent intersection outlined above for typical Weekday Peak AM and Weekday Peak PM Hours as well as the Sunday Peak Arrival Hour and Sunday Peak Departure Hour. In its review of the Traffic Access and Impact Study, the Town of Harrison Planning Board's traffic consultant, Maser Consulting, found the locations, timing, and seasonal adjustments in the Traffic Counts to be acceptable. For further information regarding traffic counts, see response to comment #PH1809 below.

PH1405

If you add ten cars on paper, it may add ten minutes. Those ten cars don't necessarily translate one for one in additional ten minutes. Those additional ten cars may wind up being 20 or 30 minutes.

In Section III-E of the DEIS, Table No. III.E-3 summarizes change in traffic delays in the Proposed Project. For more information, see the response to comment 1205 above (page FEIS II.E-1).

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

PH1809

When one measures traffic, for example, for Morgan Stanley or the school or an enterprise like that, they come in the morning and leave at night. That's not the case with this organization. They come in at 9:30, they leave at 11:00. They come at 2, they leave at 3. So the turnover is and there are multiple meetings every few hours in the evenings and it is not for a ten-hour workday or eight-hour workday, it's for a 90 minute service in the morning, 90 minute service in the afternoon. The turnover is multiple times per day, not coming in the morning and leave at night. There are meetings in the evening that may last a half hour or hour or a wedding that lasts 45 minutes or funeral that will last an hour. These are multiple events during the course of the day, will turn over very rapidly. That's a different kind of a situation than even as a resident, that goes from the morning to work and comes back at night, where it's measured once a day out and coming back. It's a whole different thing, five times a day or seven times a day. Most of the events are short.

As per the Scoping Document, traffic counts were performed at the following time periods: Sunday 9:00 AM to 1:00 PM, to coincide with the entering and exiting for Sunday morning religious services and religious instruction, which includes the peak entering hour for entering of 9:15 AM to 10:15 AM and peak exiting hour of 11:30 AM to 12:30 PM; and Weekday Peak AM hour and Peak PM hour.

PENDING OR APPROVED APPLICATIONS OR PROJECTS IN THE PROJECT AREA

PH1003

And I just want to go on the record, I'm sure it was brought up that the study is not projecting what is coming in the future. I just went to the website. The Enclave by Toll Brothers is bringing in 30 homes I hear on the other side of Anderson Hill Road, 30 more homes are coming in.

As discussed in the Traffic Access and Impact Study included as Appendix 5 in the DEIS, future traffic impacts of The Enclave in Rye Brook were included, as noted in the Planning Board's traffic consultants review the Proposed Project. See comment #308 (page FEIS II.E-7).

501

In addition, the Planning Board is also considering a subdivision at 540 Anderson Hill Road and has several other large scale development projects that TPC (and the Planning Board as lead agency) should be considering as part of the DEIS.

PH402

Another question that I had for the board is actually on tonight's agenda, number 13. It's another proposed subdivision on Anderson Hill Road. It appears its address is 540 Anderson Hill Road. It appears to be very close to this proposed project. I don't know if additional curb cuts are proposed or how large that subdivision is, but, nonetheless, those impacts should certainly be included in this proposed project as well.

PH1302

I believe the Planning Board is considering an application at 540 Anderson Hill Road. It's a smaller subdivision, but nonetheless, if there are additional curb cuts, additional traffic, these pending applications need to be considered as part of the

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

DEIS. They are not.

The application at 540 Anderson Hill Road would subdivide one lot into two, which would be accounted for in the annual 1% growth rate. Based on plans available in the Harrison Planning Board office the subdivision is proposed to use a single driveway to serve both lots.³ See response to comment #405 and #PH1603 regarding the growth rates used in the traffic study (page FEIS II.E-8).

309

In addition to the above two developments, there are two projects proposed at the SUNY Purchase Campus, a 385 Senior Housing development and the NYS Football Club training facility. Traffic Studies may not be available for these two projects since they are on SUNY property, however, the Applicant should provide information for these two projects including traffic estimates under the No-Build Condition.

A traffic study was not submitted with the Amended Site Plan Application related to the NYC Football Club's proposed training facility at the Manhattanville College. The documentation submitted for consideration by the Planning Board stated that, "NYC FC would only require thirty-five (35) of the already existing parking spots on the Property for all staff, players and coaches, and there would be minimal impact on traffic." Although the NYC Football Club did not construct the training facility, the football club's use of the facilities would have been a temporary situation and its practices would generally be closed to the public. See the response to comments 504, PH1303, 505, and PH1305 below regarding the potential senior living facility at SUNY Purchase.

504

In late November, there was a public meeting with SUNY regarding the proposed Senior Learning Center (the "SLC"). This proposed 400 unit apartment complex is not some unknown future development. This proposal will be moving forward and must be considered as part of the traffic analysis. To simply try and turn a blind eye towards this huge development proposal simply because there is not an "application" submitted to the Town flies in the face of SEQRA. Indeed, since this is SUNY property, there may not be any application ever submitted to the Town/Village.

PH1303

With respect to the traffic, the biggest glaring omission is the failure to consider the senior learning center at SUNY Purchase. In the DEIS, on page, I guess it's section 3E6, simply states 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. I know in late November, there was a meeting with the president of SUNY. I would assume a lot of the members of the public that are here tonight, were at that meeting. This is a huge development, that's not unknown, that may or

³ Based on "Proposed Subdivision Layout Plan, & Proposed Zoning Analysis Chart" for Proposed Two Lot Realty Subdivision located at 540 Anderson Hill Road, revised 2/3/2015.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

may not, that's someone's dream in the future. They're going to be moving forward. Maybe not the next month or six months, within the next year, there will be an application by SUNY for the senior living center. More importantly is that it's SUNY property. SUNY typically does not have to come to the town or village for land use approvals. There may never be an application submitted to you. They should have to undergo SEQRA.

505

In addition to the SLC, the Planning Board should also require the additional traffic impacts associated with the new dormitory at SUNY Purchase be included in the DEIS. Data should include the number of students and the proposed number of cars. Indeed, with hundreds of new students living on campus, said students will be driving on the streets of Purchase and along Anderson Hill Road. The dormitory will result in significant increases in traffic that must be studied as part of TPC's application.

PH1305

There's another dormitory at SUNY Purchase, which is not even mentioned in the DEIS. We raised this as part of the scoping process. It was not part of the scoping document. Nonetheless, it is, in PEPA's viewpoint, a significant additional development right around the corner, that will increase traffic.

Although the final program for a senior living facility at Purchase College, SUNY has not yet been established, NYS legislature enabling legislation has disclosed that a maximum of 385 units of senior living development could be provided, which would appropriately be considered a Continuing Care Retirement Community. A development of this type and size and based on trip generation provided by the Institute of Transportation Engineers (ITE) and included in a publication entitled "Trip Generation," 9th Edition, 2012, indicates it would generate 53, 62, and 85 vehicle trip ends during a typical weekday morning, weekday afternoon, and Sunday midday peak hours, respectively, as shown in the table below.

Although a Traffic Study has not yet been conducted for the Continuing Care Retirement Community, this level of additional traffic added to Anderson Hill Road and split between King Street to the east, Lincoln Avenue to and from the south, and Anderson Hill Road to the west to Purchase Street and beyond the Cross Westchester Expressway will likely have an insignificant impact on the overall operation of these roads during any one of the peak hours. Once the assignment of this traffic has been developed it is likely the increase in traffic on any one roadway may be in the range of 10 to 30 vehicle trips during any one peak hour. As discussed in the response to comment #309 (page FEIS II.E-16), it is assumed that the traffic from the SUNY senior living facility project is accounted for in the annual growth rate. The Applicant's traffic consultant concluded that this level of additional traffic should not require off-site mitigation along Anderson Hill Road as part of the SUNY Purchase residential development.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.E · Transportation

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS		
			Weekday Morning	Weekday Afternoon	Sunday Midday
Continuing Care Retirement Community	385 Units	Enter	34	24	44
		Exit	19	38	41
		Total	53	62	85

According to Purchase College President Thomas Schwartz, the new residence hall on the Purchase College campus has been proposed “in order to meet the demand for on campus housing as well as provide swing space for residential areas under renovation.”⁴ Based on this, it is anticipated that the new residence hall would accommodate students who would already live on the campus or otherwise commute to the campus and were accounted for in the traffic counts and background growth rate for the study area for the Proposed Project. See response to comments #405 and #PH1603 regarding the growth rates used in the traffic study (page FEIS II.E-8).

506

Finally, the DEIS also states that no off-site road improvements or modifications to traffic control or pavement markings are necessary and, therefore, none will be made. However, when one considers the development of 400 additional units just around the corner at SUNY and the reopening of PepsiCo, off-site pedestrian, cycling and road improvements should be studied and considered as part of the DEIS.

PH1306

Also, the DEIS states that no off-site road improvements or modifications to traffic control or pavement marks markings are necessary and therefore, none will be made. To me, that's a pretty bold and blanket statement, saying there's four hundred additional units around the corner, Pepsico is going to open again, but there is no need to do additional pedestrian/cyclist pavement markings in that area. That needs to be looked at as part of the DEIS process, as well.

As described in the Traffic Access and Impact Study, the capacity analyses for build and no-build conditions indicate no changes or acceptable changes in Levels of Service (LOS). As noted in DEIS Appendix 5, Traffic Access and Impact Study Tables 8 and 9, overall LOS ratings of A to D are normally considered acceptable for signalized intersections, and Level C or better are considered desirable. As discussed in the DEIS, the traffic analysis for Purchase Street at Anderson Hill Road indicates that the LOS for the intersection overall would only change from Level “B” under the no build conditions to Level “C” with the Proposed Project during the Sunday religious instruction departures peak hour. There would be no

⁴ Schwartz, Thomas. “Convocation 2013.” Purchase College, SUNY. Convocation Address. 11 September, 2013. Speech. Accessed March 2, 2015

<http://www.purchase.edu/AboutPurchase/President/convocation2012.aspx>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

change in LOS at Anderson Hill Road and Harrows Lane, Anderson Hill Road and Lincoln Avenue, and Anderson Hill Road and SUNY Purchase Access Drive/PepsiCo Access Drive under the Proposed Project as compared to the no-build conditions. Therefore, the Applicant's traffic consultant concluded that mitigation would not be required and such improvements would not be warranted. For further information, see response to comment #1205 (page FEIS II.E-1).

PH403

I had the benefit of attending the Purchase Fire Department's budget hearing last week, and I saw the consultants did send out a letter to them asking them what their concerns and thoughts were about this project, and that was done in April, six months ago. If you were at that public hearing last week, I think their concerns may have changed with respect to, not specifically only this project, but certainly they had more information now about the senior living center at SUNY Purchase. They were saying last week that over 15 percent of their calls go to SUNY Purchase now, and with the senior living center, there was a big concern of theirs, given the number of people, the age of the proposed residents, that impact along with Trinity and other approved subdivisions and projects. I propose to the board that you ask the Purchase Fire Department again, based on their new and maybe more thorough information, about the surrounding projects, if they have any concerns about additional traffic from this church.

Correspondence with Christopher Mytych, Chief of the Purchase Fire Department, dated April 23, 2014, is included in the DEIS Appendix 2, Relevant Correspondence. In his letter, Chief Mytych indicates that the Fire Department anticipates greater community demands in the next five years, particularly in association with growth at the SUNY Purchase campus. He also indicates that the Purchase Fire Department will be able to accommodate potential service calls to Trinity Church, and that upon completion, it is unlikely that the Church's presence will have any impact on response times since services will typically be held during off-peak travel hours.

503

First and foremost, the Planning Board must require a new and/or supplemental traffic study. The traffic study indicates that it includes the traffic impacts associated with all other "planned" and "approved" developments.

PH1304

To use the application process as the litmus test, whether or not to include an application as part of the DEIS or the impacts associated with another application, the DEIS is short-sighted, to say the least. So I think that alone, that omission alone, requires that traffic study to be redone. I understand that or my understanding is that the Planning Board has hired its own or will be hiring its own traffic consultant to essentially review Trinity Church's traffic study. If this entire project is omitted and not even considered, then I think it's beneficial, actually, for the applicant to go back now and do that traffic study, including SUNY Purchase, with the senior living center.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

Comments noted. As indicated in response to comments above, pending or approved applications in the project area have been included in the traffic study as described in the Scoping Document. Additionally, projects identified by the Town's traffic consultant have been evaluated and no additional traffic related impacts as a result of these projects were identified by the Applicant's traffic consultant. See response to comments 309 (page FEIS II.E-16), 504, PH1303, 505, and PH1305 (page FEIS II.E-17).

PARKING

305
324

The Proposed Parking, Access & Circulation System Plan (Figure No. II.D-3) shows 130 paved parking spaces while the Traffic Access and Traffic Study indicates 140 parking spaces are proposed. This needs to be clarified.

As indicated in DEIS Figure II.D-3, *Proposed Parking, Access & Circulation System*, 130 paved parking spaces are proposed, with stabilized lawn areas to accommodate 10 additional vehicles.

327

On-Street parking is prohibited in the vicinity of the Site and should continue to be prohibited.

Comment noted. On street parking is not proposed in the Project.

PH1201
1401

Where would the overflow of cars go, if the church parking lot is full.

PH304

I'd like to ask what happens when 150 parking places at the church are not sufficient because the church has weddings -- and this is off their website; weddings, funerals, jazz concerts, all kinds of events for adults and children. So, when 150 parking spaces don't suffice, where do those cars go?

PH203

One thing I'd like to also bring up is, what somebody else brought up, about the spillage of the cars. I have myself driven on Westchester Avenue in front of where Trinity Church is on Sundays, and those cars are parked alongside Westchester Avenue outside of the parking lot, and that road is a two-lane road with a breakdown lane on both sides. So, it's in effect a four-lane one-way road versus a two-lane going in opposite directions, so this is where they are going. I belong to a house of worship on Westchester Avenue where they are on 12 and a half acres on the corner of Westchester Avenue and Kenilworth, and they were allowed by the town to have 75 parking spots, and that was the maximum on 12 and a half acres on a major road, Westchester Avenue and corner of Kenilworth. So, I'd like to bring that as a comparison what Trinity is asking on a quiet road, one lane, on 6 acres, half the size.

As discussed in DEIS Section III-E, 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. In the event that the Church anticipated

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

that a particular event would require additional parking the Applicant would make arrangements with an off-site facility, and provide a shuttle van, if needed.

When attending Sunday morning worship service at the School of the Holy Child, Trinity Church congregants are directed to park and routinely do park in the upper field parking lot, which is located on the northwest side of the Holy Child campus, west of the gymnasium. On the other side of the gym, in the northeast corner of the Holy Child campus, abutting Westchester Avenue, is a lower parking lot that serves adjoining turf fields. Often sporting events occur on the turf fields at the same time as Trinity Church's worship service on Sunday morning. The cars and buses that transport the sports teams, referees, parents, etc., often park on the shoulder of Westchester Avenue. The Applicant is not aware of any congregant of Trinity Church parking along Westchester Avenue, or ever using a school bus for transportation to the Sunday morning worship service.

407

The Final Scope of Work for the DEIS required consideration of sharing parking with the Purchase School to reduce on-site parking requirements and associated environmental impacts. Page III.E-12 of the DEIS states the proposed parking would be adequate for special events, but this statement misses the point that the objective of shared parking is to reduce the number of parking spaces needed. Table 6 in the traffic study shows that most of the time less than 20 spaces would be utilized and the peak Sunday demand of 72 parking spaces is approximately 51% of the number of spaces proposed (140). Shared parking would be particularly beneficial for special events, allowing the number of permanent parking spaces to be reduced to match the typical peak demand (e.g. approximately 72 spaces).

PH1605

The notion of shared parking is that you actually need less parking. The document indicates the parking can be shared.

As discussed in DEIS Section III-E, 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. In the event that the Church anticipated that a particular event would require additional parking the Applicant would make arrangements with an off-site facility, and provide a shuttle van, if needed. See also the response to Comments PH1201, 1401, PH304, and PH203 (page FEIS II.E-20). As discussed in DEIS Section III.E, 119 parking spaces would be required for the Proposed Project pursuant to the Zoning Ordinance, and 130 paved spaces are proposed with stabilized lawn areas to accommodate 10 additional vehicles. As per §235-34, it is a general requirement of the Zoning Ordinance that required parking facilities shall be provided on the same lot as the building they serve.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

1203

The DEIS does not provide a comprehensive analysis of parking required by the various uses in the proposed project. The DEIS should more fully JUSTIFY why so many parking spaces are proposed for a facility the applicants indicate would only generate 72 trips at peak use, significantly less than the 130 parking spaces proposed. A reasonable alternative to study would be some type of contractual shared parking with the Purchase School that would allow for less disturbance and development on the project site. Alternatively, there should be a chart that covers all possible uses for the facility show the maximum parking required versus what is proposed and what mitigation is suggested should parking be insufficient. Impacts related to special events at the church are not fully examined by the DEIS.

PH1618

That should be the basis for the Planning Board too, because it appears the number of parking spaces being provided with the current design, is excessive in relation to the actual demands. The parking areas are the primary cause of impacts to trees and associated wildlife habitat reduction. Reduction in the parking area size would reduce the requirements and visual impacts.

As addressed above in response to Comments 407 and PH1605 (page FEIS II.E-21), the Town of Harrison Zoning Ordinance would require a minimum of 119 parking spaces to be provided on the same lot as the building they serve. An alternative plan and impact analysis with reduced parking to meet the minimum requirement is included in Section IV of the DEIS. As discussed in DEIS Section III.E, parking and vehicle occupancy surveys conducted by Trinity Church in 2014 indicate a parking demand of approximately 75 cars for its Sunday religious services.

As indicated in the Tree Inventory, included in Appendix III-3 of this FEIS, approximately 37 of the 85 trees to be removed would be associated with the parking area. For further information, refer to the Tree Removal section beginning on page II.B-3 of this FEIS.

PH1501

It was my understanding the Temple Emanuel, situated on 12 acres, requested 150 parking spots and they were allocated 75. If they were allocated 75 on 12 acres, this site is, I believe 6 acres, if you can do the math, gets you about 40 parking spots.

Comment noted.

PH1808

Putting 150 parking spaces on Anderson Hill Road, that makes no sense.

Comment noted. 130 parking spaces are proposed.

ACCIDENT ANALYSIS

328

The Study notes that accident information for the intersection of NYS Route 120 (Purchase Street) and Anderson Hill Road was requested from the NYSDOT and has not been received. However, it appears that the accident reports are included and

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

are summarized in Table No. 2 by year, accident severity, collision, type, contributing factor, light condition, surface condition and weather condition for the latest three year period (2011, 2012, 2013).

403 The traffic technical study (page 9) states accident data from NYSDOT on accidents at the intersection of Purchase St. and Anderson Hill Rd. has not yet been received, but it appears the information has been received (Table 2 of traffic report), therefore the text needs to be updated accordingly.

PH1602 The safety data seems to be a contradiction. It states that the accident data from the state, at the intersection of Purchase Street and Anderson Hill Road has not yet been received, but it appears it has been received, so a report should be updated, accordingly.

Accident data was received from NYSDOT and included as Table III-E.4 in the DEIS.

329 Accident data was also obtained from the Harrison Police Department and were also summarized by year, accident severity, collision type, contributing factor, light condition, surface condition and weather condition for the latest three year period (2011, 2012, 2013). However, copies of the accident reports were not provided.

Copies of the accident reports obtained from the Harrison Police Department are included in FEIS Appendix III-5.

330 While the accident history/experience is summarized and discussed in the Study, there are no conclusions if the Church will have any impact on the accident rates on the area roadways.

Based on a review of accident data and results of the capacity analyses, it is the Applicant's Traffic Consultant's opinion that the Project will not have a measurable impact on accident levels in the study area.

404 The traffic report discussion of accident data provides no analysis or context for interpreting the number and type of accidents. This should be remedied by comparing the crash rate on the study area roadways to the statewide average crash rate for the appropriate roadway types/ functional classifications. The crash analysis should be performed in accordance with NYSDOT Highway Design Manual, Chapter 5, Section 5.3.4.

Accident data was obtained from the Harrison Police Department for a three-year period beginning January 1, 2011 through December 31, 2013 for Anderson Hill Road from Purchase Street to PepsiCo Access Drive/SUNY Purchase Access Drive. There were a total of 44 accidents recorded along the studied area of Anderson Hill Road for the entire three year period, with no more than 17 in any single year. The data indicates that 80 percent of the accidents were limited to property damage, and 20

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

percent included injuries. The contributing factors for a majority of the accidents were due to a failure to yield right-of-way, following too closely and traffic control disregard. Based on a review of accident data, results of the capacity analyses, the description of the Proposed Project and its scale, and the proposed Site-generated traffic and directional distribution, it is the Applicant's Traffic Consultant's opinion that the Proposed Project would not have a measurable impact on accident levels in the Study Area.

PH1002

That intersection, I was almost killed on that intersection twice already. I had a 16-wheeler go through the red light, I had a green light. I couldn't believe it. It just went through. I didn't know the young kid in the car. We have our children who live there.

Comment noted.

PH2001

There's a situation right now, where people who live in Morningside, and specifically, Harrows Lane, that's within a half mile or three quarters of a mile of the Purchase School, will not get busing. This was a very cantankerous meeting we had with the Harrison School District. The Superintendent of Schools was there. As you can well imagine, parents were up in arms, you expect my 7 or 8 year old child to cross the street at Anderson Hill Road. It was, needless to say, a meeting where I actually think that the School Board empathized with the parents and said, we realize your children cannot cross that street, it is too dangerous. The expectation is, of course, you will take them to school and drive. I think it speaks volumes, speaks volumes to how dangerous that intersection is.

PH2003

I think we need to take into account the practicality of how dangerous that intersection is and it is.

Accident data was obtained from the Harrison Police Department for a three-year period beginning January 1, 2011 through December 31, 2013 for Anderson Hill Road from Purchase Street to PepsiCo Access Drive/SUNY Purchase Access Drive. Accident Data was also obtained from NYSDOT for the intersection of Anderson Hill Road and Purchase Street. As discussed in the response to comment 404, above, there were a total of 44 accidents recorded along the studied area of Anderson Hill Road for the entire three year period. An evaluation of the accident data for the study area indicates that 80 percent of the accidents were limited to property damage, and 20 percent included injuries. None of the recorded accidents involved pedestrians or bicyclists. The accident data is summarized in DEIS Table III.E-4, and discussed in greater detail in DEIS Appendix 5.

PUBLIC TRANSPORTATION

332

The Study discusses the Westchester Bee-Line Bus Route 12 which serves the

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

Anderson Hill Road and Purchase Street Corridors, it assumes that all parishioners will arrive and depart in personal vehicles. While this may be true for Church goers, there is the potential for some public transportation usage for the other activities or programs.

The traffic study was conducted under the conservative assumption that parishioners would travel in personal vehicles.

TRIP GENERATION

304 The Church will also hold Special Events including weddings and funerals.

As described in Section II of the DEIS, Trinity Church holds certain special occasion events through the year. For more information, see response to comment # 316, #401, #402, and #PH1601 (page FEIS II.E-10).

321 As outlined in Comments 5a through 5f, clarification and additional site generation information for the Church and Sunday Class are needed as well as potential other activities/programs (i.e. daycare/school use) to determine the impacts of the proposed Church and associated uses.

The activities and programs anticipated as part of the Proposed Church are described in Section II of the DEIS and in the Traffic Access and Impact Study (DEIS Appendix 5). FEIS Table II.E-2 (Table 6 from the DEIS Traffic Access and Impact Study) is included at the end of this section of the FEIS. As discussed in the DEIS, most of these activities will occur outside of the peak traffic hours, when traffic on the roadways is relatively low. As noted previously, no daycare or school is proposed.

1202 The applicant must address the maximum traffic and parking loads that could be generated were the church to have a pre-school and/or significant weekday social serve program, that is, address the impacts as if the church were to fully utilize the facilities it proposes to build.

The Church has no plans for a school in the Proposed Project. As described in section II-D of this FEIS, the Church has no plans to physically operate social service programs from the facility in the Proposed Project.

TRAFFIC – GENERAL

601 In light of the traffic hazards which may result from this development, I respectfully request that you consider the dangers involved in approving parking for approximately 130 cars at this location. There are numerous times in a day when I am unable to make a left onto Harrows Lane when traveling east on Anderson Hill

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

Road (AHR) because of the on-coming traffic. As a result, I am forced to come to a complete stop on AHR and wait for an opening in the west bound flow of traffic in order to make a safe left. Similarly, making a left from Harrows Lane onto AHR requires patience and fortitude.

603

An equally dangerous situation would arise at the start of a church event to the extent cars traveling west on AHR would have to cross a double yellow line into traffic travelling east along AHR in order to enter the church property. What is being proposed has a far more adverse impact on the traffic conditions than if homes having an equivalent number of cars were built at this location since the driving times for residents leaving from and returning to their homes would vary throughout the day and week. This is not so for church functions - services, weddings, funerals, etc. - which start and stop at the same time, thus resulting in numerous cars (and possibly vans and buses) entering and leaving the site at the same time. The result of this proposal, if approved, would be a treacherous condition to drivers and bikers along AHR. Not only would the residents of the community be exposed to unnecessarily dangerous driving conditions, but so would the congregants and others attending church functions.

701

I believe the building of TPC in the proposed location would be a mistake and a very negative change to Purchase, and likely create real danger to life and property on Anderson Hill Road. Purchase certainly doesn't need more traffic volume, no matter what day of the week or what time of day. The difficulty of access in and out of the proposed site will make it a hazard to anyone driving in the area. My concern about the TPC application for the present site is largely with respect to traffic which will choke the already severely stressed Anderson Hill Road and Purchase Street.

Comments noted. For further information regarding traffic, see Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix III-2 and the Traffic Access and Impact Study by F.P. Clark and Associates included in Appendix 5 of the DEIS.

PH102

One is, has any thought been given to a traffic light on this site to try to monitor traffic if we are not going to have a police presence?

The proposed Church's site driveway traffic volumes would not meet traffic signal warrants. A single driveway, opposite Harrows Drive as discussed in response to comment #301 (page FEIS II.E-2) would also not meet traffic signal warrants, nor would Westchester County Department of Public Works and Transportation likely approve a traffic signal due to the distance between the Project Site and the intersection of Purchase Street and Anderson Hill Road.

PH1401

I want to make it very clear, it has nothing to do with a religious institution. I would be here if this was a big apartment building or expansion of an office complex. Basically comes down to one thing, logistics. As the previous speaker pointed out, there's some logistics really need to be taken into consideration here. I'm a resident of Harrison for nearly 20 years. Going onto Anderson Hill Road, off of Century, at times, can be very simple, but at the wrong time of day, the wrong time of night, it

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.E · Transportation

can become an absolute nightmare and accidents waiting to happen. Unfortunately, I've seen my fair share of accidents, specifically, at the intersection of Anderson Hill Road and Purchase Street. As everybody here I'm sure knows, it's a 1 way Road on each side. The turns, there is no right on red. The school that's located there Purchase Elementary, which my children went to, there's an entire slew of buses, depending what time of day you go there, in the summertime, there's summer camp going on there, as well, there's often evening activities that take place in Purchase Elementary, as well as the traffic coming off of Manhattanville Road and Morgan Stanley, depending what time of day or evening you go there, as well. Although there's a sign there says no turn on red, people often ignore that, thinking Westchester County is a right turn on red. There have been unfortunate accidents that have taken place.

Comment noted. For further information regarding traffic, see Comment Letter No. 3 from Maser Consulting, dated November 24, 2014, located in FEIS Appendix 2 and the Traffic Access and Impact Study by F.P. Clark and Associates included in Appendix 5 of the DEIS.

PH1404

If any of the members here recall, during the presidential visit on Labor Day, most of the roads and access to and from century -- from Anderson Hill Road and Purchase Street were closed. It was a 1 or 2 day event. People sort of lived with it. Following an event like that, that would occur on a daily basis, we have people making U turns, which they did on that day. People trying to run the red light, I have to get my kid to school and get to work on time. Unfortunately, the roads are not large enough and they don't support that left on left turn signal or right turn signal. It's just not there. I think that people's tolerance, if you want to get a flavor of it, just driving on midtown traffic on a holiday weekend, with gridlock alert, people on sidewalks, people cutting people. These are factors traffic studies may or may not take into consideration.

Comment noted.

PH1407

So my basic concern has nothing to do with the religious institution. I'll be back here if you're trying to put apartment buildings at 103 to 105. Why I say no, it's very simple, it doesn't allow the roads and the roads aren't there. There's a safety factor that shouldn't be translated into lives, because it looks good on paper. In theory, practice and theory are the same, but in practice they're not the same.

Comment noted.

1353

Refer to comments from Maser Consulting.

Responses to comments from Maser Consulting have been included in this section of the FEIS.

FEIS Table No. II.E-1

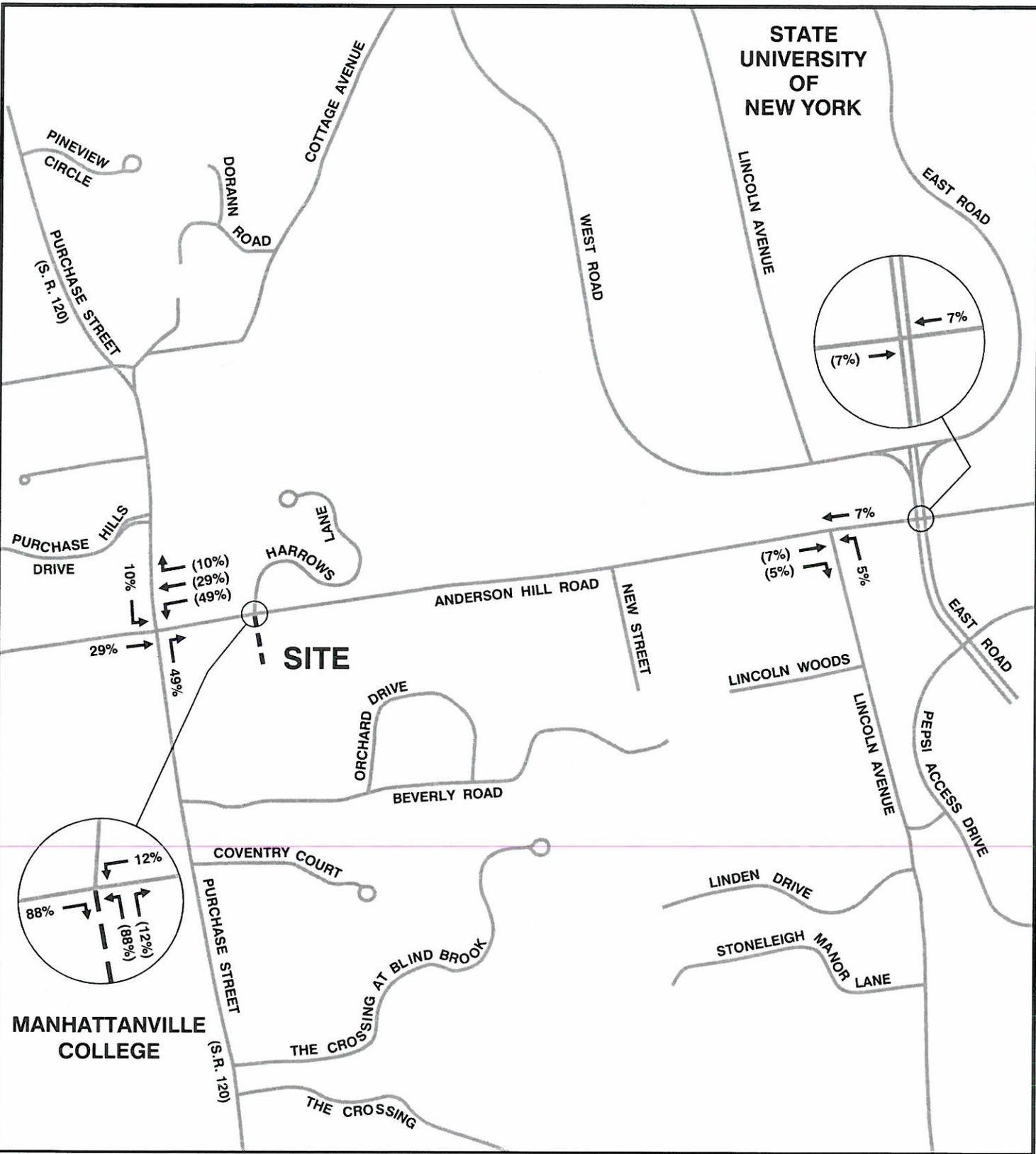
Table 1
 2016 FUTURE CONDITIONS WITH SINGLE ACCESS DRIVE – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
 Trinity Presbyterian Church
 526-530 Anderson Hill Road
 Purchase, New York

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2016 NO-BUILD CONDITIONS				2016 BUILD CONDITIONS				PROJECT IMPACTS			
				Weekday Morning		Weekday Afternoon		Weekday Morning		Weekday Afternoon		Weekday Morning		Weekday Afternoon	
				LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)
Anderson Hill Road at Harrows Lane/Site Access Drive	TWSC	590	EB L	A/0.1	0.01	0	A/0.1	0.01	0	A/0.1	0.01	0	No	0.0	
				WB L	--	--	A/0.0	0.00	0	A/0.0	0.00	0	--	--	
				NB L	--	--	A/0.0	0.00	0	C/20.4	0.06	4	--	--	
				T	--	--	A/0.0	0.00	0	A/0.0	0.00	0	--	--	
				R	--	--	A/0.0	0.00	0	C/20.4	0.06	4	--	--	
				SB L	B/12.0	0.03	2	A/0.0	0.00	0	A/0.0	0.00	0	No	0.0
300	T	--	--	A/0.0	0.00	0	A/0.0	0.00	0	--	--	0.0			
300	R	B/12.0	0.03	2	B/12.5	0.00	0	B/12.8	0.03	2	B/12.5	0.00	0	No	0.8

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2016 NO-BUILD CONDITIONS				2016 BUILD CONDITIONS				PROJECT IMPACTS			
				Sunday Service Arrivals		Sunday Class Departures		Sunday Service Arrivals		Sunday Class Departures		Sunday Service Arrivals		Sunday Class Departures	
				LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)
Anderson Hill Road at Harrows Lane/Site Access Drive	TWSC	590	EB L	A/0.1	0.01	1	A/0.1	0.01	0	A/0.1	0.01	1	No	0.0	
				WB L	--	--	A/0.1	0.02	1	A/0.0	0.00	0	--	--	
				NB L	--	--	A/0.0	0.00	0	C/17.2	0.23	22	--	--	
				T	--	--	A/0.0	0.00	0	A/0.0	0.00	0	--	--	
				R	--	--	A/0.0	0.00	0	C/17.2	0.23	22	--	--	
				SB L	A/0.0	0.00	0	B/11.8	0.01	1	B/12.4	0.01	1	No	0.0
300	T	--	--	A/0.0	0.00	0	A/0.0	0.00	0	--	--	0.6			
300	R	A/9.0	0.01	1	B/11.8	0.01	1	A/9.0	0.01	1	B/12.4	0.01	1	No	0.6

- Notes:
- Synchro 8.0 is used for capacity analysis.
 - Level of Service determining parameter is called the service measure.
 - TWSC = Two-Way STOP Control.
 - For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
 - V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
 - Synchro 8.0 Macroscopic model is used for storage/queue analysis.
 - The Queue Length rows show the 95th percentile maximum queue length in feet.
 - The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
 - The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
 - **Bolded** 95th percentile queue exceeds the storage available.
 - Physical Units consist of the following:
 1. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
 L = Left Turn T = Through R = Right Turn APP = Approach



MANHATTANVILLE COLLEGE

STATE UNIVERSITY OF NEW YORK

SITE TRAFFIC

Enter 00%
Exit (00%)

LEGEND

--- PROPOSED SITE ACCESS DRIVE

SITE TRAFFIC DISTRIBUTION

TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York

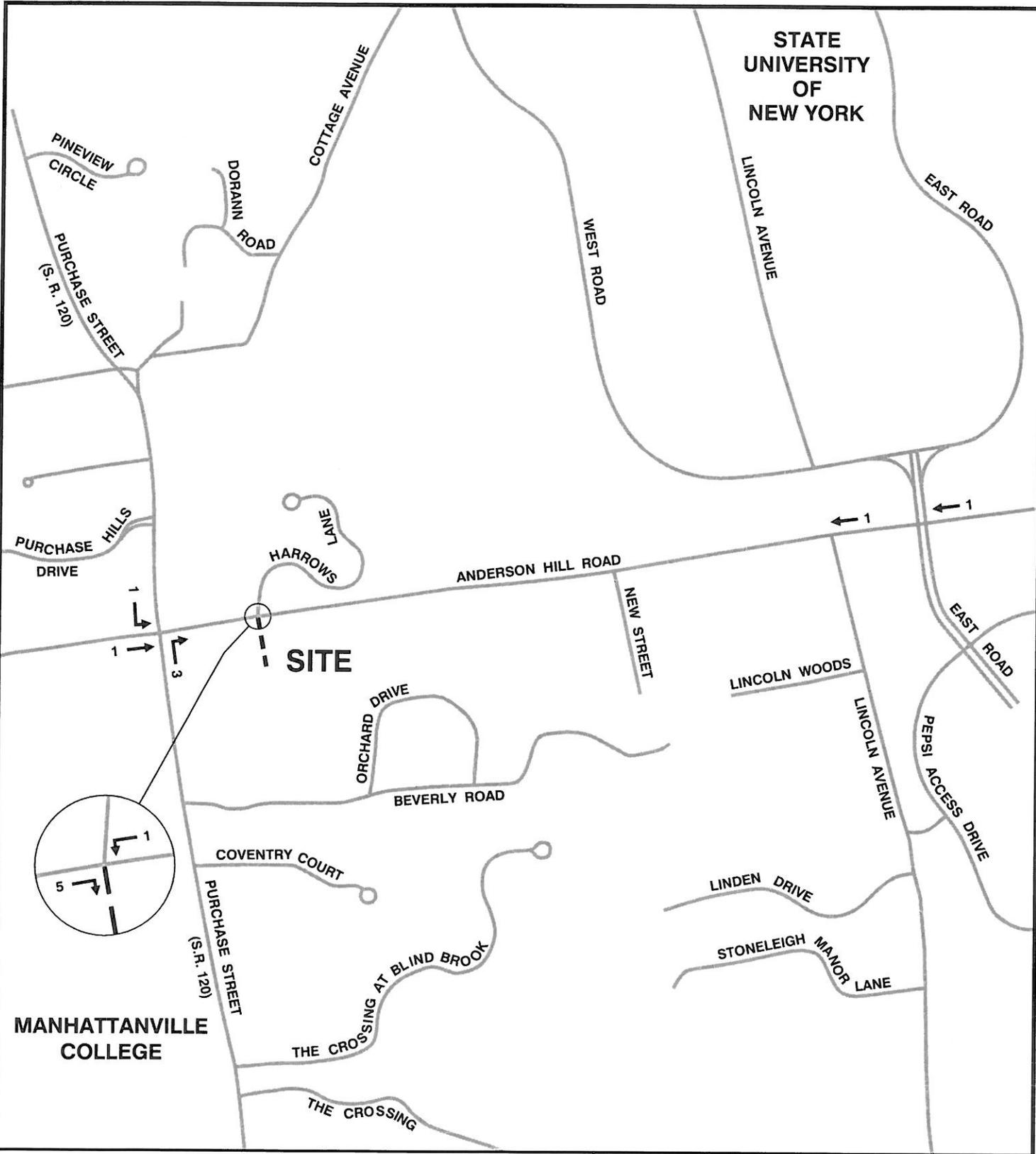


FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

23A

Not to Scale

Date: 1/13/15



MANHATTANVILLE COLLEGE

STATE UNIVERSITY OF NEW YORK

SITE

SITE TRAFFIC
 Enter 6
 Exit (0)
 Total 6 Vehicle Trip Ends

LEGEND
 - - - - PROPOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION & ASSIGNMENT
 WEEKDAY MORNING PEAK HOUR**

TRINITY PRESBYTERIAN CHURCH
 526 - 530 Anderson Hill Road
 Purchase, New York

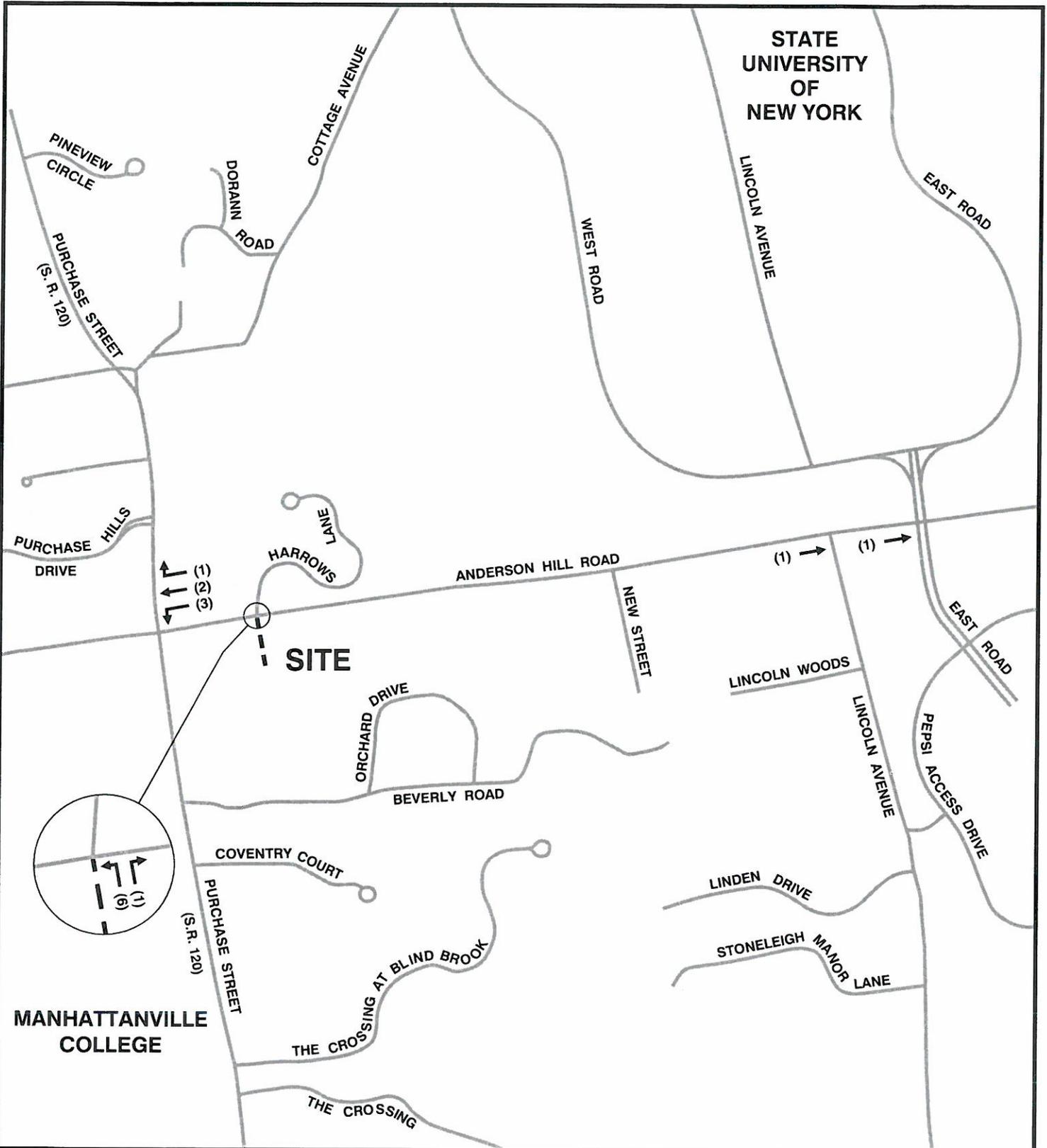


FREDERICK P. CLARK ASSOCIATES, INC.
 PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
 RYE, NEW YORK FAIRFIELD, CONNECTICUT

24A

Not to Scale

Date: 1/13/15



STATE
UNIVERSITY
OF
NEW YORK

PINEVIEW
CIRCLE
PURCHASE STREET
(S. R. 120)

DORANN
ROAD

COTTAGE AVENUE

WEST ROAD

LINCOLN AVENUE

EAST ROAD

PURCHASE
HILLS
DRIVE

HARROWS
LANE

ANDERSON HILL ROAD

(1)

(1)

SITE

NEW STREET

LINCOLN WOODS

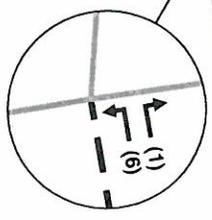
EAST ROAD

ORCHARD
DRIVE

BEVERLY ROAD

LINCOLN AVENUE

PEPSI
ACCESS DRIVE



COVENTRY COURT

LINDEN DRIVE

MANHATTANVILLE
COLLEGE

PURCHASE STREET
(S. R. 120)

STONELEIGH MANOR LANE

THE CROSSING AT BLIND BROOK

THE CROSSING

SITE TRAFFIC

Enter 0
Exit (7)
Total 7 Vehicle Trip Ends

LEGEND

--- PROPOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY AFTERNOON PEAK HOUR**

TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York

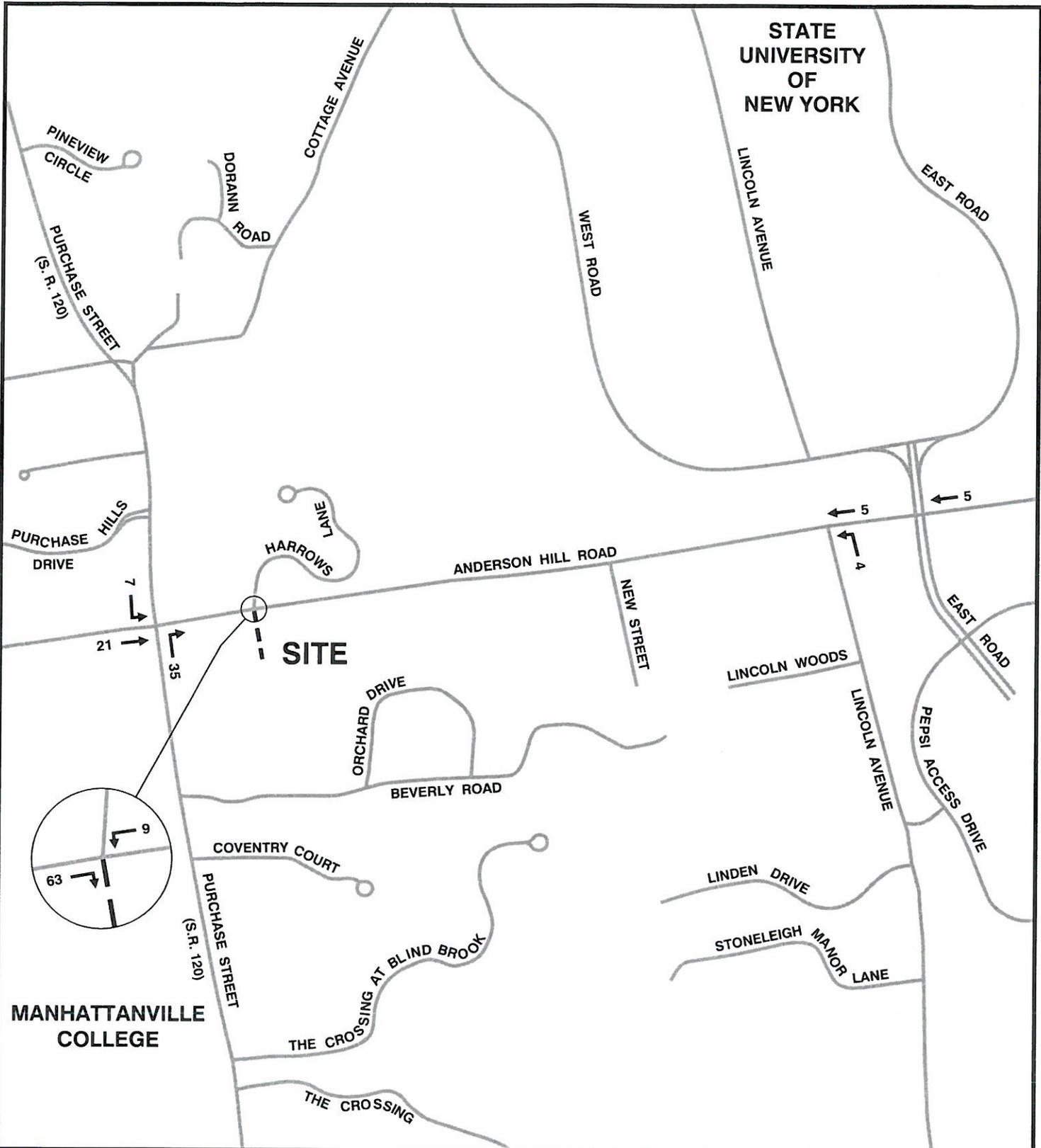


FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT

25A

Not to Scale

Date: 1/13/15



STATE
UNIVERSITY
OF
NEW YORK

PINEVIEW CIRCLE
PURCHASE STREET (S.R. 120)
DORANN ROAD
COTTAGE AVENUE
WEST ROAD
LINCOLN AVENUE
EAST ROAD
PURCHASE HILLS DRIVE
HARROWS LANE
ANDERSON HILL ROAD
NEW STREET
LINCOLN WOODS
EAST ROAD
ORCHARD DRIVE
BEVERLY ROAD
LINCOLN AVENUE
PEPSI ACCESS DRIVE
COVENTRY COURT
PURCHASE STREET (S.R. 120)
LINDEN DRIVE
STONELEIGH MANOR LANE
THE CROSSING AT BLIND BROOK
THE CROSSING

SITE

MANHATTANVILLE COLLEGE

SITE TRAFFIC
Enter 72
Exit (0)
Total 72 Vehicle Trip Ends

LEGEND
- - - PROPOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION & ASSIGNMENT
SUNDAY SERVICE ARRIVALS PEAK HOUR**

TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York

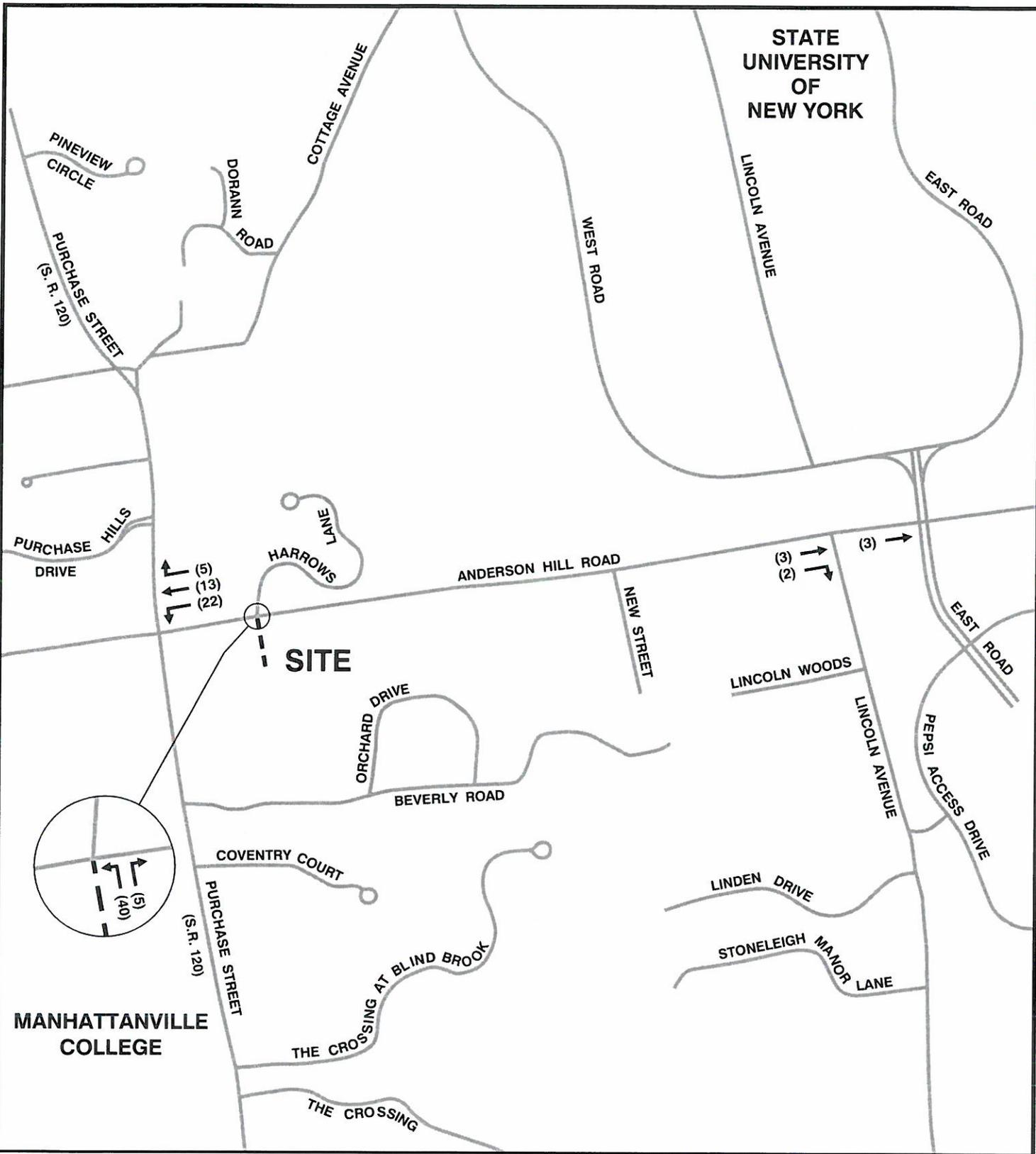


FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT

26A

Not to Scale

Date: 1/13/15



STATE UNIVERSITY OF NEW YORK

MANHATTANVILLE COLLEGE

SITE TRAFFIC
 Enter 0
 Exit (45)
 Total 45 Vehicle Trip Ends

LEGEND
 - - - PROPOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION & ASSIGNMENT
 SUNDAY CLASS DEPARTURES PEAK HOUR**

TRINITY PRESBYTERIAN CHURCH
 526 - 530 Anderson Hill Road
 Purchase, New York

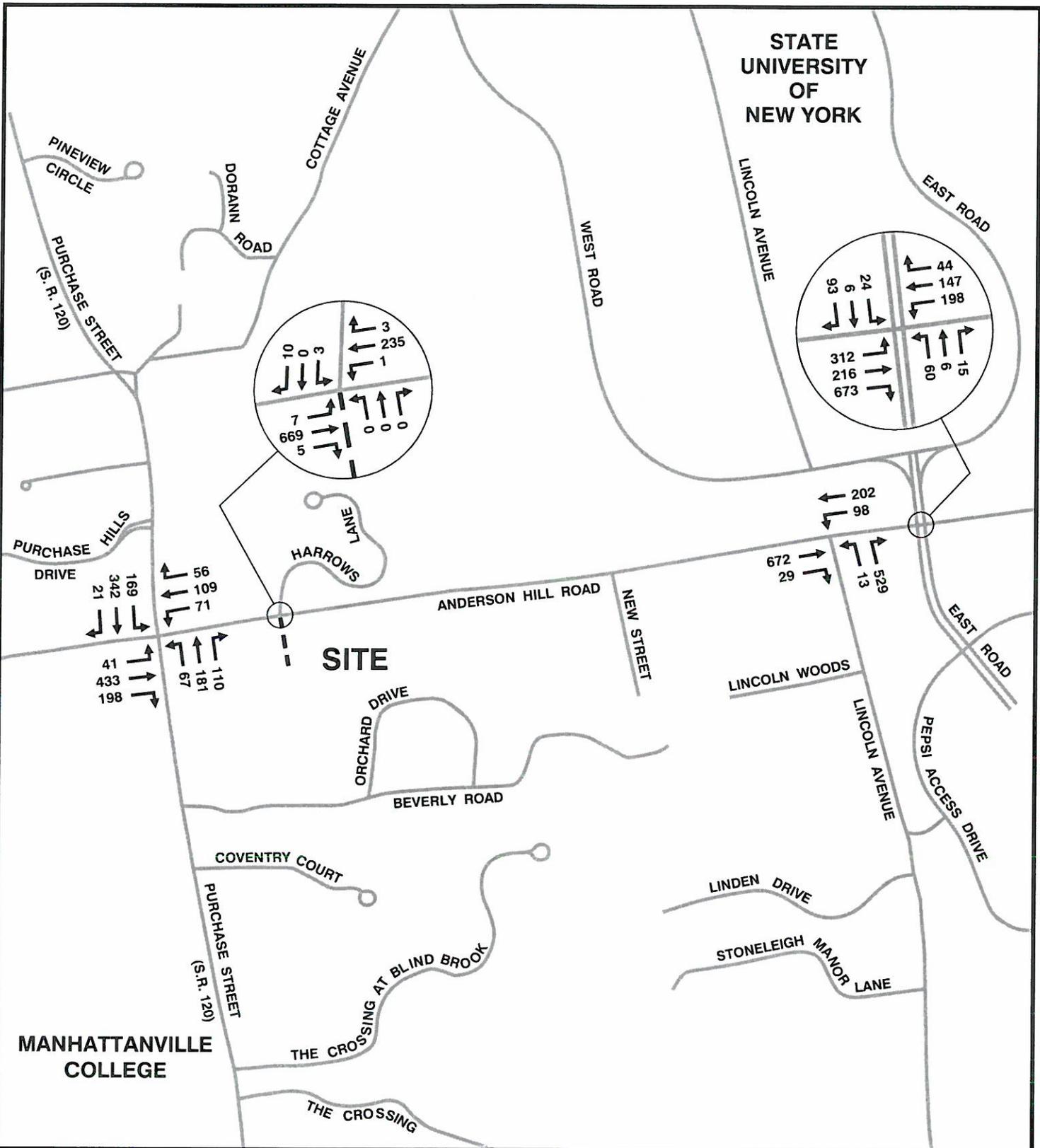


FREDERICK P. CLARK ASSOCIATES, INC.
 PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
 RYE, NEW YORK FAIRFIELD, CONNECTICUT

27A

Not to Scale

Date: 1/13/15



NOTE:
2016 Build Traffic Volumes include 2016 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND
- - - PROPOSED SITE ACCESS DRIVE

**2016 BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York**

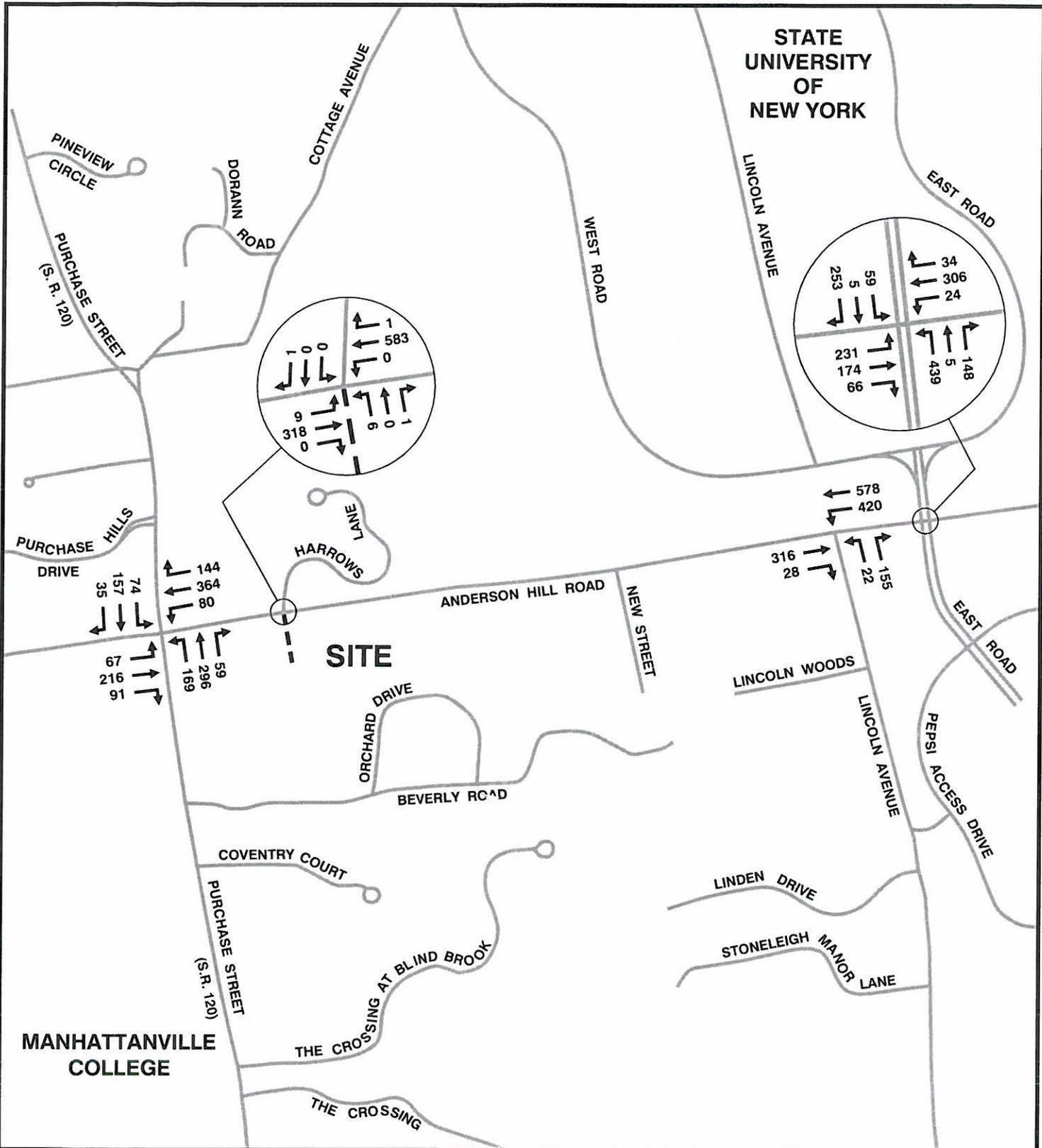


**FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT**

28A

Not to Scale

Date: 1/13/15



NOTE:
2016 Build Traffic Volumes include 2016 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND
- - - PROPOSED SITE ACCESS DRIVE

**2016 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

**TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York**

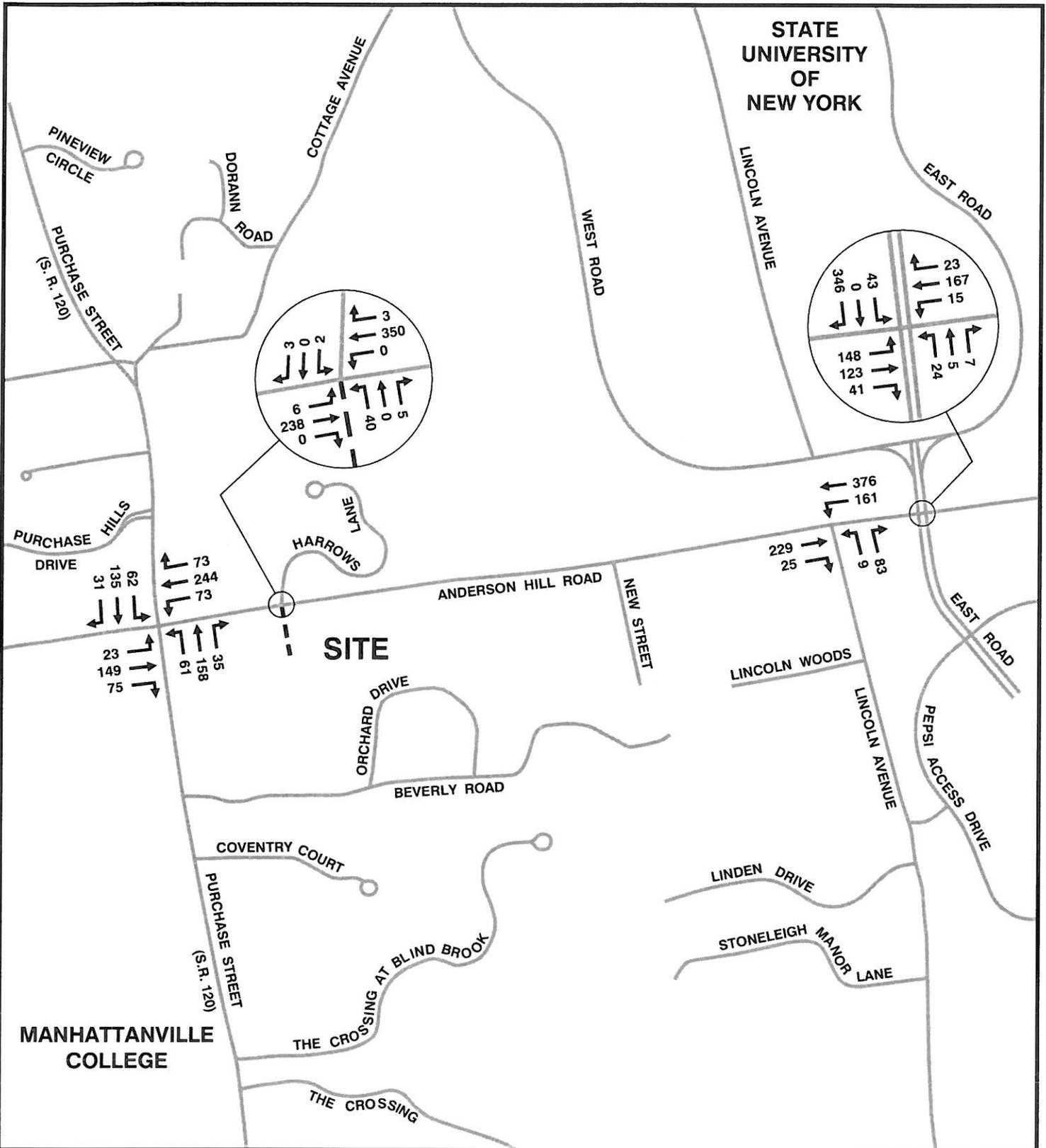


FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

29A

Not to Scale

Date: 1/13/15



MANHATTANVILLE COLLEGE

STATE UNIVERSITY OF NEW YORK

NOTE:

- 2016 Build Traffic Volumes include 2016 No-Build Traffic Volumes and Site Traffic Generation.
- A Peak Hour Factor of 0.50 was utilized for the Capacity Analysis for the Site Entering and Exiting volumes based on similar facilities, to be conservative.

LEGEND

--- PROPOSED SITE ACCESS DRIVE

**2016 BUILD TRAFFIC VOLUMES
SUNDAY CLASS DEPARTURES PEAK HOUR**

**TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York**

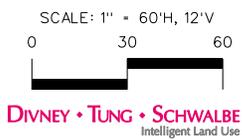
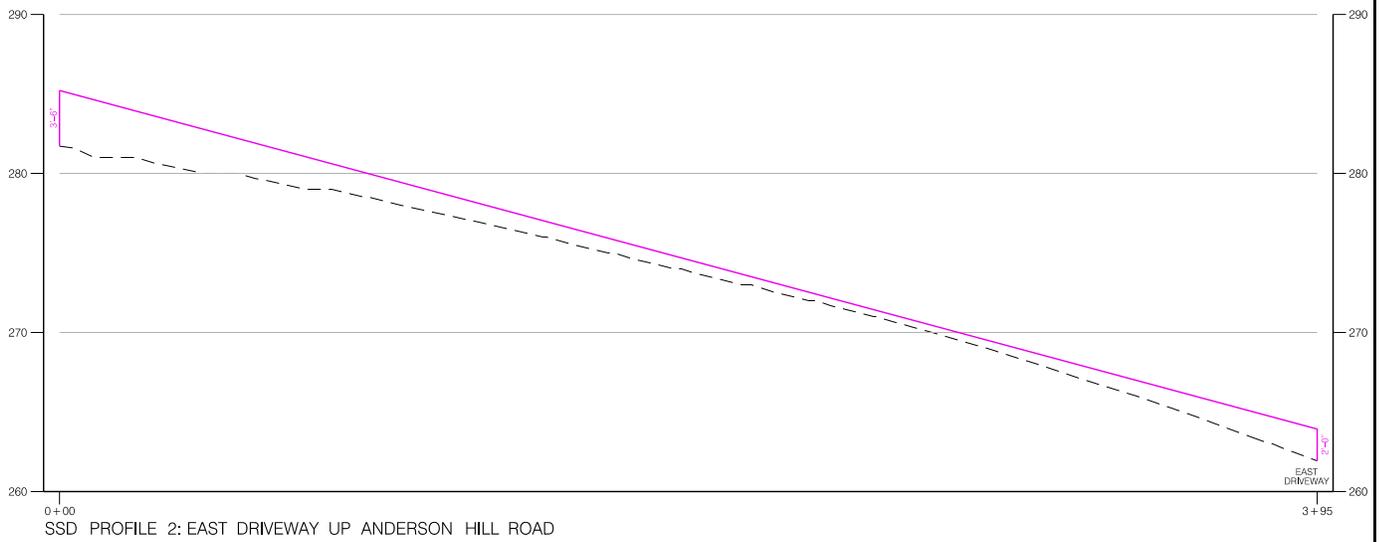
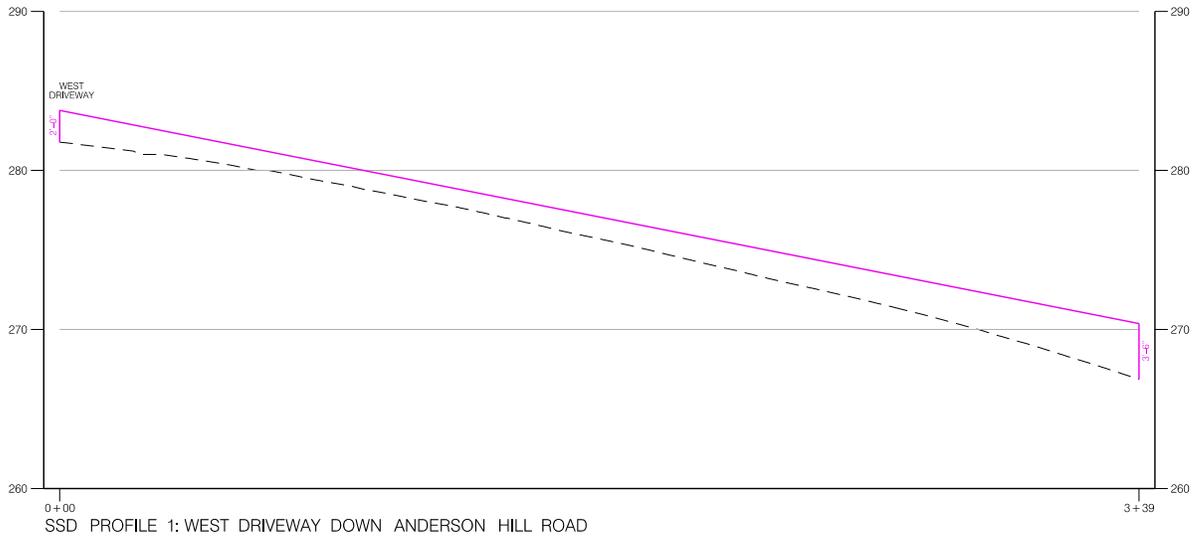


FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

31A

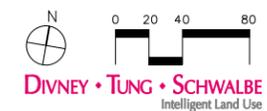
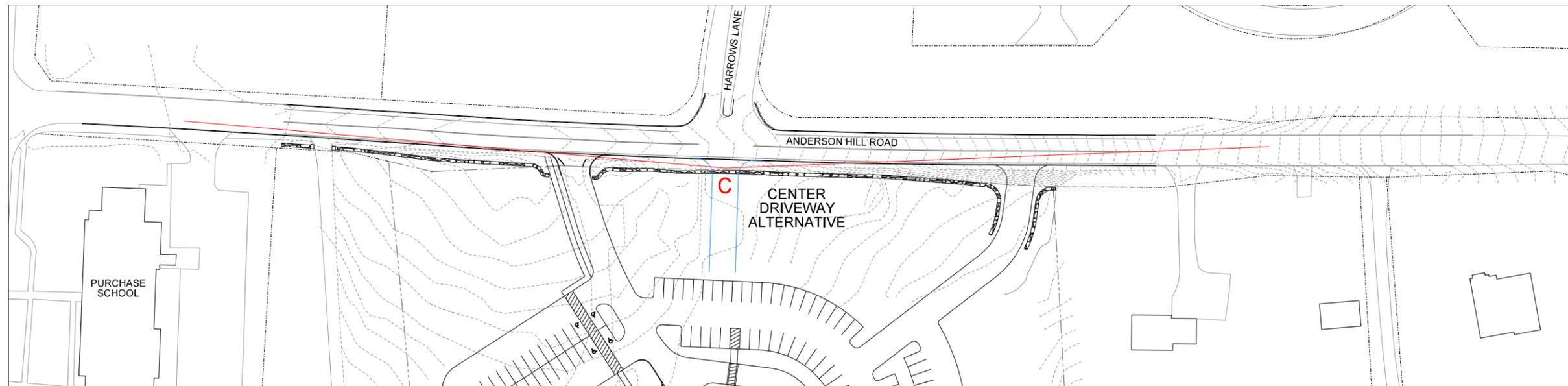
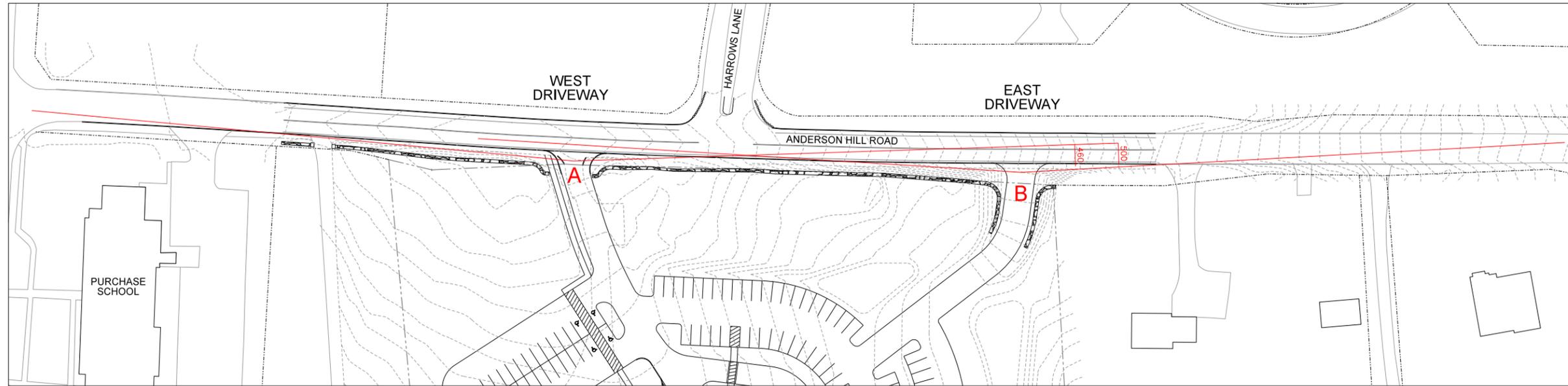
Not to Scale

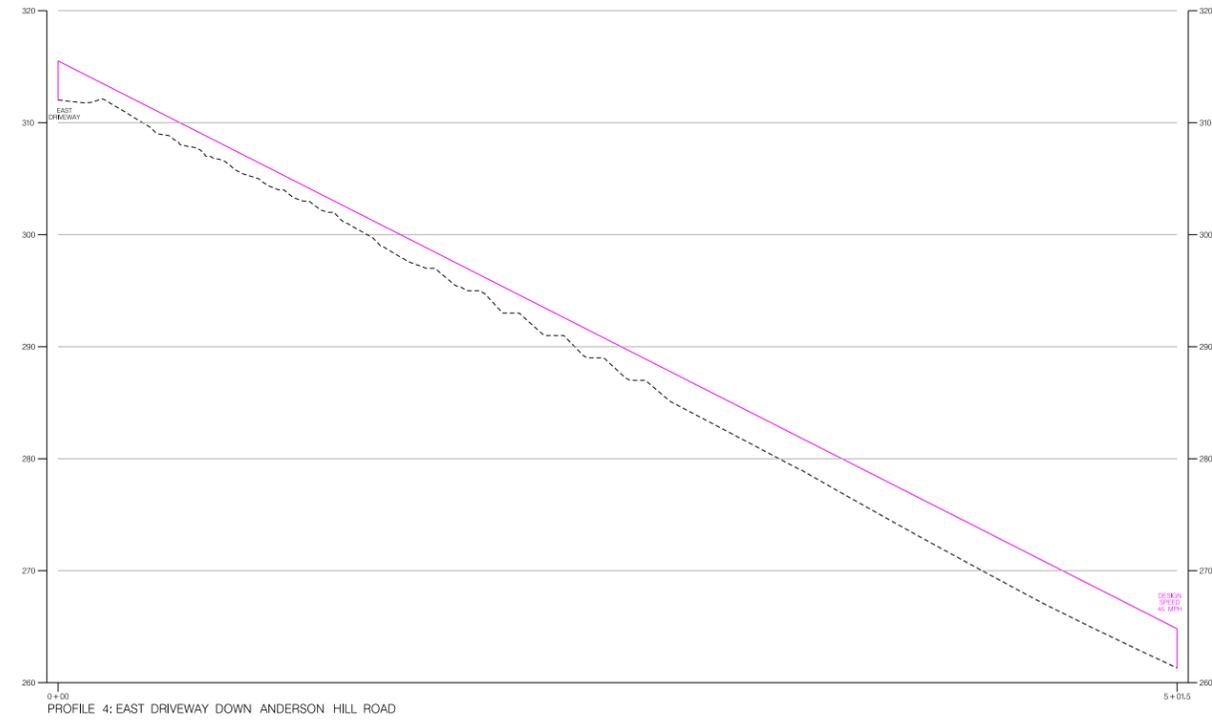
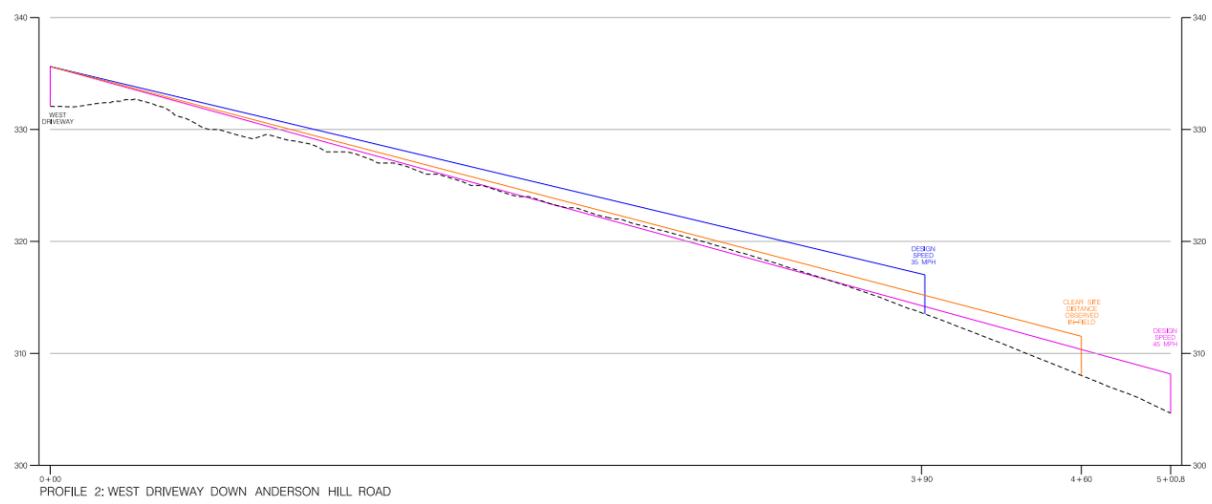
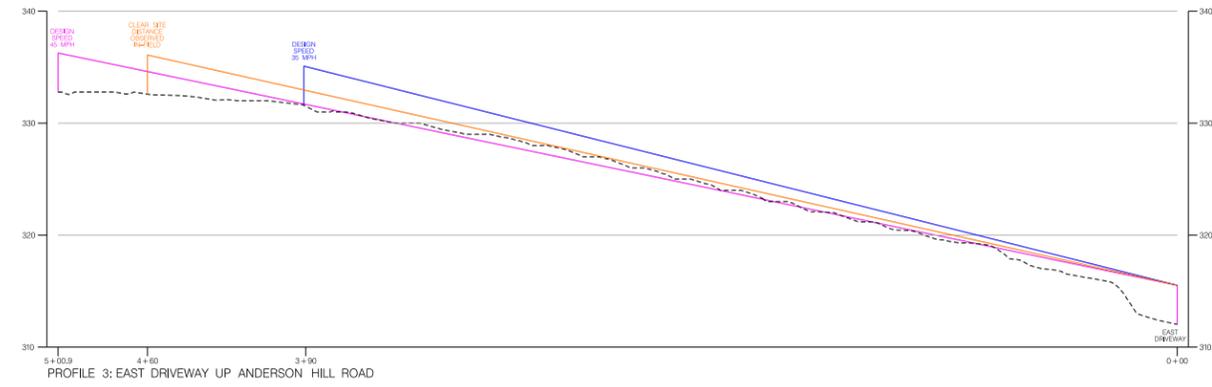
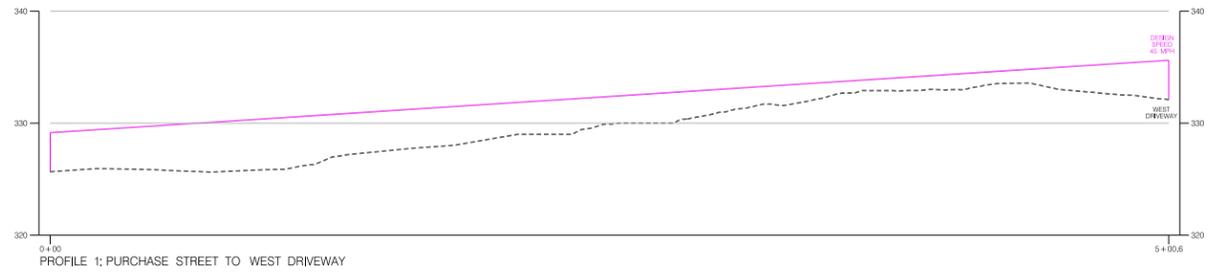
Date: 1/13/15

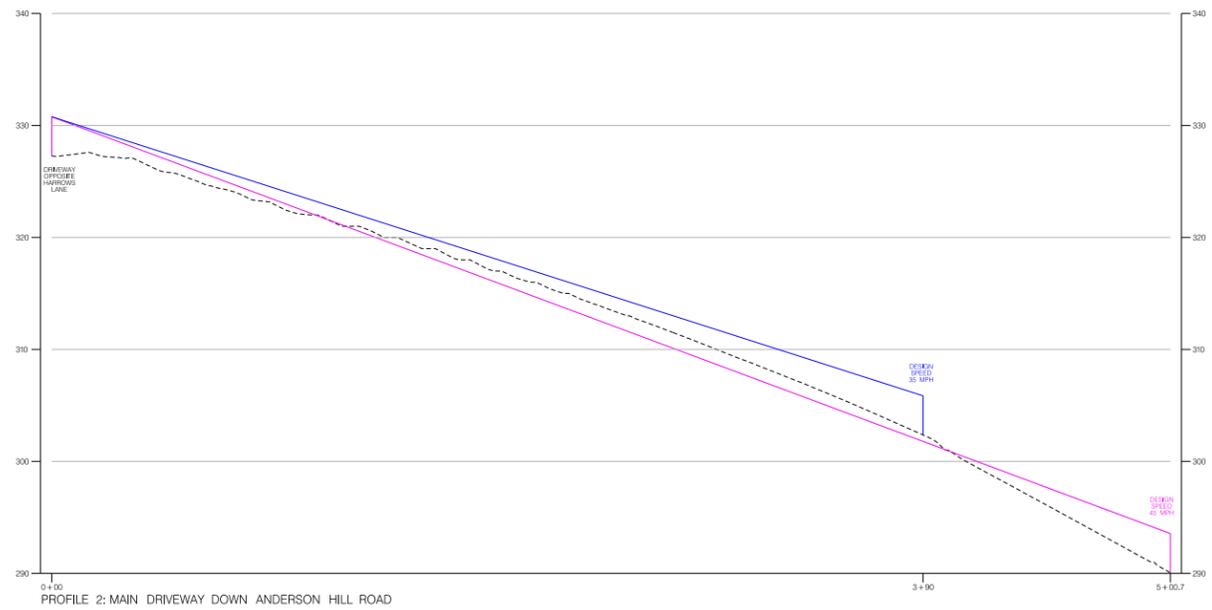
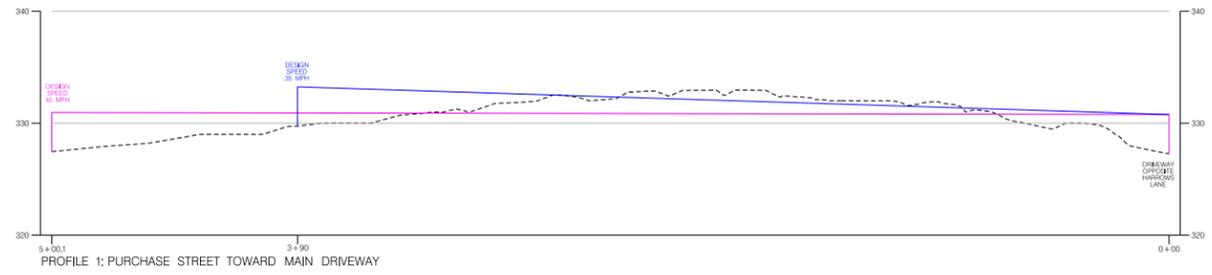


STOPPING SITE DISTANCES
TRINITY PRESBYTERIAN CHURCH
HARRISON, NEW YORK

6/17/2014







SEE ALSO DEIS APPENDIX 5 Table 6

CHURCH PROPOSED DEVELOPMENT PROGRAMS, RELATED GENERATED TRAFFIC AND PARKING NEEDS ANALYSIS

Trinity Presbyterian Church
 526-530 Anderson Hill Road
 Purchase, New York

CHURCH ACTIVITIES	ACTIVITY TIMES	NUMBER OF PEOPLE	VEHICLE OCCUPANCY	TRAFFIC DIRECTION	VEHICLE TRIP ENDS		RELATED PARKING DEMAND (SPACES)
					Arrival Traffic	Departure Traffic	
1) High School Youth Group (Weekly)	Tuesdays 7:00 – 8:30 P.M.	7-12	1.00	Enter	12	0	12
				Exit	0	12	
				Total	12	12	
2) College Group (Weekly)	Tuesdays 9:00 – 10:00 P.M.	10-15	1.00	Enter	15	0	15
				Exit	0	15	
				Total	15	15	
3) Middle School Group (Weekly)	Wednesday 7:00 – 8:30 P.M.	4-10	1.00	Enter	10	0	10
				Exit	0	10	
				Total	10	10	
4) Session Meetings (Once a Month)	Thursday 7:30 – 9:30 P.M.	8-14	1.00	Enter	14	0	14
				Exit	0	14	
				Total	14	14	
5) Bible Study (Once a Month)	Friday 7:30 – 9:00 P.M.	10-15	1.00	Enter	15	0	15
				Exit	0	15	
				Total	15	15	
6) Men's Bible Study (Weekly)	Saturday 6:30 – 8:00 A.M.	6-12	1.00	Enter	12	0	12
				Exit	0	12	
				Total	12	12	
7) Saturday Night Services (Once a Month)	Saturday 6:00 – 7:00 P.M.	10-30	2.79	Enter	11	0	11
				Exit	0	11	
				Total	11	11	
8) Staff Workers	--	5	1.00	Enter	5	0	5
				Exit	0	5	
				Total	5	5	

CHURCH ACTIVITIES	ACTIVITY TIMES	NUMBER OF PEOPLE	VEHICLE OCCUPANCY	TRAFFIC DIRECTION	VEHICLE TRIP ENDS		RELATED PARKING DEMAND (SPACES)
					Arrival Traffic	Departure Traffic	
9) Office Administrator	Monday – Friday 10:00 A.M. – 6:00 P.M.	1	1.00	Enter Exit Total	0 0 0	0 1 1	1
10) Senior Pastor	Mon., Tues., Thurs., Fri. and Sun. 6:00 A.M. – 4:00 P.M.	1	1.00	Enter Exit Total	0 0 0	0 1 1	1
11) Youth Director	Mon. 9 A.M. – 3 P.M. Tues. 9 A.M. – 10 P.M. Wed. 9 A.M. – 9 P.M. Thur. 9 A.M. – 3 P.M.	1	1.00	Enter Exit Total	1 0 1	0 0 0	1
12) Sunday Service	Sundays 9:45 A.M. – 11:15 A.M.	200	2.79	Enter Exit Total	72 0 72	0 27 27	72
12) Sunday Class	Sundays 11:30 A.M. – 12:15 A.M.	126	2.79	Enter Exit Total	0 0 0	0 45 45	45

Church Generated Traffic:

- 1) High School Youth Group – Will arrive between 6:15 and 7:15 P.M. and depart between 8:15 and 9:15 P.M.
- 2) College Group – Will arrive between 8:15 and 9:15 P.M. and depart between 9:45 and 10:45 P.M.
- 3) Middle School Group – Will arrive between 6:15 and 7:15 P.M. and depart between 8:15 and 9:15 P.M.
- 4) Session Meetings – Will arrive between 6:45 and 7:45 P.M. and depart between 9:15 and 10:15 P.M.
- 5) Bible Study – Will arrive between 6:45 and 7:45 P.M. and depart between 8:45 and 9:45 P.M.
- 6) Men's Bible Study – Will arrive between 5:45 and 6:45 A.M. and depart between 7:45 and 8:45 A.M.
- 7) Saturday Night Services – Will arrive between 5:15 and 6:15 P.M. and depart between 6:45 and 7:45 P.M.
- 8) Staff Workers – Will arrive during the A.M. peak hour and depart during the P.M. peak hour.
- 9) Office Administrator – Will arrive after the A.M. peak hour and depart during the P.M. peak hour.
- 10) Senior Pastor – Will arrive before the A.M. peak hour and depart during the P.M. peak hour.
- 11) Youth Director – Will arrive during the A.M. peak hour and depart either before or after the P.M. peak hour.
- 12) Sunday Service – Full capacity is for 200 seats, and from surveys, 63 percent of the people will stay for the Sunday class.

Table 6 Cont'd

13) Sunday Class – From the surveys, 63 percent of the people attending the church service will remain for the class.

Findings: The Church Activities will generate 6, 7, 72 and 45 total vehicle trip ends during the weekday morning, weekday afternoon, Sunday service arrivals and Sunday class departures peak hours, respectively.

Parking Needs Analysis:

- 1) Peak parking demand during weekdays occurs on a Tuesday evening between 9:00 – 10:00 P.M. for a total peak parking demand of 16.
- 2) Peak parking demand during Saturday occurs between 6:00 – 7:00 P.M. for a total peak parking demand of 11.
- 3) Peak parking demand during Sunday occurs between 9:45 A.M. – 11:15 A.M. for a total peak parking demand of 73.
- 4) The facilities Peak parking demand occurs on Sunday between 9:45 A.M. – 11:15 A.M. for a total peak parking demand of 73.
- 5) Surveys conducted by applicant on Sunday, March 30, 2014, Sunday, April 6, 2014, Sunday, April 13, 2014 (Palm Sunday) and Sunday, April 20, 2014 (Easter) shows the average peak parking demand is 65. These results are in the Appendix of the report.

Findings: The Applicant supplies 140 parking spaces, which is considered adequate to accommodate the peak parking demand found 73.

Frederick P. Clark Associates, Inc.

G:\823\000 Trinity Church, Purchase\Word\ahr14-006.stc.doc
5/7/14

FEIS Table No. II.E-3

2016 FUTURE CONDITIONS WITH 100% DEPARTURE – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – SUNDAY PEAK HOURS

Trinity Presbyterian Church
526-530 Anderson Hill Road
Purchase, New York

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2016 NO-BUILD CONDITIONS			2016 BUILD CONDITIONS			PROJECT IMPACTS	
				Class Departures			Class Departures			Deterioration in LOS	Project Delay (Seconds)
				LOS/Delay	V/C Ratio	Queue Length (Feet)	LOS/Delay	V/C Ratio	Queue Length (Feet)		
Purchase Street (NYS Route 120) at Anderson Hill Road	Traffic Signal	1,500	EB LTR	B/19.8	0.56	134	B/17.7	0.49	134	No	0.0
		--	APP.	B/19.8	--	--	B/17.7	--	--	No	0.0
		590	WB LTR	C/25.3	0.75	188	C/31.0	0.84	277	No	5.7
		--	APP.	C/25.3	--	--	C/31.0	--	--	No	5.7
		150	NB L	A/9.7	0.13	33	B/10.8	0.13	33	A-B	1.1
		1,045	TR	B/19.0	0.36	131	C/20.8	0.38	131	B-C	1.8
		--	APP.	B/16.8	--	--	B/18.4	--	--	No	1.6
		150	SB L	A/9.2	0.11	34	B/10.4	0.12	34	A-B	1.2
		590	TR	B/16.3	0.29	105	B/17.9	0.31	105	No	1.6
		--	APP.	B/14.4	--	--	B/15.8	--	--	No	1.4
	Overall			B/19.7	--	--	C/22.3	--	B-C	2.6	
Anderson Hill Road at Harrows Lane/Site Access Drive	TWSC	590	EB L	A/0.1	0.01	0	A/0.1	0.01	0	No	0.0
		2,255	WB L	--	--	--	A/0.0	0.00	0	--	--
		100	NB L	--	--	--	C/19.7	0.37	42	--	--
		100	T	--	--	--	A/0.0	0.00	0	--	--
		100	R	--	--	--	C/19.7	0.37	42	--	--
		300	SB L	B/11.8	0.01	1	B/12.5	0.01	1	No	0.7
		300	T	--	--	--	A/0.0	0.00	0	--	--
300	R	B/11.8	0.01	1	B/12.5	0.01	1	No	0.7		

FEIS Table No. II.E-3, Cont'd

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2016 NO-BUILD CONDITIONS			2016 BUILD CONDITIONS			PROJECT IMPACTS			
				Class Departures			Class Departures			Deterioration in LOS	Project Delay (Seconds)		
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)				
Anderson Hill Road at Lincoln Avenue	Traffic Signal	1,365	EB TR	B/12.0	0.26	136	B/12.1	0.27	141	No	0.1		
		--	APP.	B/12.0	--	--	B/12.1	--	--	No	0.1		
		200	WB L	A/3.6	0.23	37	A/3.7	0.23	37	No	0.1		
		470	T	A/3.3	0.29	81	A/3.3	0.29	81	No	0.0		
		--	APP.	A/3.4	--	--	A/3.4	--	--	No	0.0		
		850	NB LR	D/49.2	0.58	99	D/49.2	0.58	99	No	0.0		
		--	APP.	D/49.2	--	--	D/49.2	--	--	No	0.0		
		--	Overall	B/10.7	--	--	B/10.7	--	--	No	0.0		
		Anderson Hill Road at Pepsico Access Drive/ SUNY Purchase Access Drive	Traffic Signal	250	EB L	A/8.4	0.36	35	A/8.4	0.36	34	No	0.0
				470	T	A/9.0	0.10	28	A/9.1	0.10	29	No	0.1
				125	R	A/1.3	0.07	4	A/1.3	0.07	4	No	0.0
				--	APP.	A/7.7	--	--	A/7.7	--	--	No	0.0
				230	WB L	B/11.9	0.03	15	B/11.9	0.03	15	No	0.0
				2,975	TR	B/20.0	0.20	64	B/20.0	0.20	64	No	0.0
--	APP.			B/19.4	--	--	B/19.4	--	--	No	0.0		
150	NB L			B/19.4	0.08	27	B/19.4	0.08	27	No	0.0		
775	T			B/18.2	0.01	9	B/18.2	0.01	9	No	0.0		
150	R			A/0.0	0.01	0	A/0.0	0.01	0	No	0.0		
--	APP.			B/15.4	--	--	B/15.4	--	--	No	0.0		
375	SB L			B/19.6	0.10	40	B/19.6	0.10	40	No	0.0		
375	TR			A/0.5	0.21	0	A/0.5	0.21	0	No	0.0		
255	R			A/0.5	0.22	0	A/0.5	0.22	0	No	0.0		
--	APP.	A/2.6	--	--	A/2.6	--	--	No	0.0				
--	Overall	A/8.4	--	--	A/8.4	--	--	No	0.0				

FEIS Table No. II.E-3, Cont'd

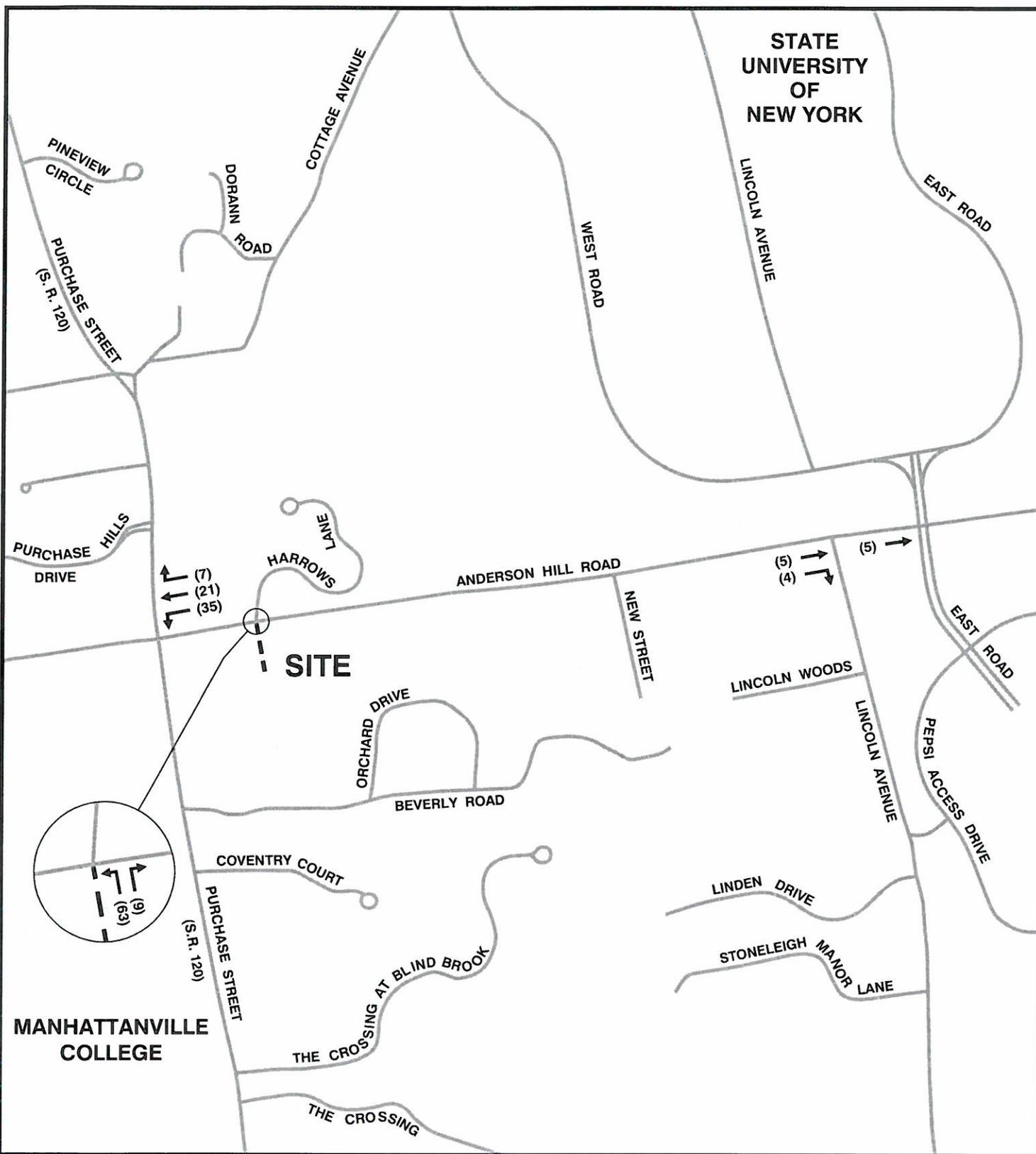
Notes:

- Synchro 8.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- Physical Units consist of the following:
 1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
 2. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn APP. = Approach

Frederick P. Clark Associates, Inc.

G:\823 000 Trnnty Church, Purchase\Response to Comments 1-13-15\Word\ahrl15-002.stc.doc
1/13/15



MANHATTANVILLE COLLEGE

STATE UNIVERSITY OF NEW YORK

SITE

**SITE TRAFFIC GENERATION & ASSIGNMENT
SUNDAY CLASS DEPARTURES PEAK HOUR**

TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

27B

SITE TRAFFIC

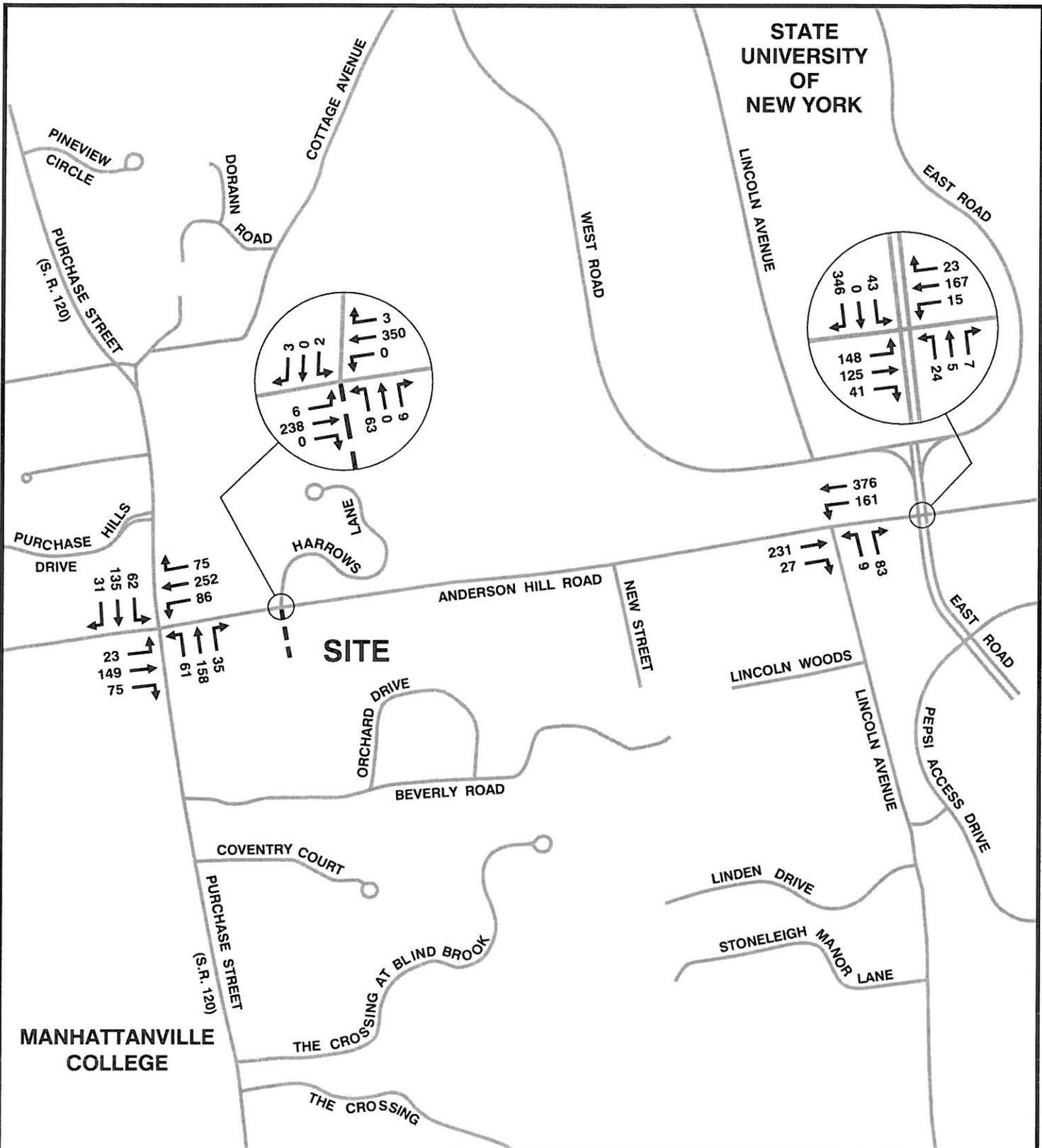
Enter 0
Exit (72)
Total 72 Vehicle Trip Ends

LEGEND

--- PROPOSED SITE ACCESS DRIVE

Not to Scale

Date: 1/13/15



NOTE:

- 2016 Build Traffic Volumes include 2016 No-Build Traffic Volumes and Site Traffic Generation.
- A Peak Hour Factor of 0.50 was utilized for the Capacity Analysis for the Site Entering and Exiting volumes based on similar facilities, to be conservative.

LEGEND

--- PROPOSED SITE ACCESS DRIVE

**2016 BUILD TRAFFIC VOLUMES
SUNDAY CLASS DEPARTURES PEAK HOUR**

**TRINITY PRESBYTERIAN CHURCH
526 - 530 Anderson Hill Road
Purchase, New York**



**FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT**

31B

Not to Scale

Date: 1/13/15

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.F · Air Quality and Noise

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.F · Air Quality and Noise

COMMENT NUMBER	COMMENT/RESPONSE
<u>NOISE IMPACTS</u>	
1354	<p>The DEIS indicates <i>“Trinity Church will make use of facilities similar to other religious institutions in the Town of Harrison.”</i> Clarification is requested. Is a belfry proposed? Are bells, clarions, loud speakers or other devices proposed that would generate sounds that would be audible outside the church building? Will the church be equipped with an organ? Is liturgical music a customary part of the services at this church?</p> <p>No such belfry, bells, clarions, loud speakers, or other devices are proposed. The interior worship space is planned so that it could accommodate an organ in the future. Liturgical music is a customary part of Trinity Church’s services.</p>
1355	<p>Are outdoor services envisioned at this site?</p> <p>Trinity Church has no plans for outdoor Sunday worship services on the Project Site.</p>

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.G · Socioeconomic and Fiscal Impacts

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.G · Socioeconomic and Fiscal Impacts

COMMENT NUMBER	COMMENT/RESPONSE
<u>SOCIOECONOMIC IMPACTS</u>	
1356	<p>Will the project have an effect on the Town's future population by encouraging parishioners who do not currently reside in Harrison to relocate to the Town?</p> <p>Trinity Church has held its activities such as religious services, religious instruction, and other special events at the School of the Holy Child within the Town of Harrison since 1995. As discussed in DEIS Section III-G, it is not anticipated that the Proposed Project would generate additional population within the Town of Harrison.</p>
1357	<p>The assessment of impacts should document the taxes generated from the site if it were developed to support 3 single family homes, that were not owned by the Church, and therefore taxable.</p> <p>The Assessor indicated that he uses a figure of 2.2% of the market value when discussing potential property taxes with existing and prospective owners of single-family parcels in the Town.¹ According to the Assessor, this represents a conservative estimate that would take into account Town/Village, School and County taxes for planning purposes. The Assessor indicated that reasonable market values for improved parcels, similar to the Project Site parcels, would be as follows: \$2,500,000 for the 1.1 acre lot 49; \$3,000,000 for the 1.8 acre lot 44 and; \$4,000,000 for the 3.5 acre lot 7. Accordingly, the estimated tax generation would be approximately \$55,000, \$66,000, and \$88,000, respectively.</p>
1358	<p>While it is acknowledged that Fire District taxes would be paid by Trinity Church, local taxes that would contribute toward police protection would not be paid. It is anticipated that there would be instances, perhaps occurring on a regular basis, that police services would be required at this site, regarding traffic control or other services. The applicant is requested to estimate how often Town of Harrison Police Department services would be required at this site, and what these services would cost the municipality.</p> <p>In a particular instance where traffic control or other police services would be necessary, Trinity Church would make the appropriate arrangements with the Harrison Police Department. Trinity Church would be subject to the same requirements as other religious institutions in the Town of Harrison, and would pay any fees, if applicable.</p>

¹ Meeting held with Mark Heinbockel, Assessor (June 4, 2014) at Harrison Town Hall.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.H · Community Services

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.H · Community Services

COMMENT NUMBER	COMMENT/RESPONSE
<u>COMMUNITY SERVICES</u>	
1360	<p>The cited reference for the generation rate for solid waste is unfamiliar. Can additional sources be provided?</p> <p>In 2009 Sullivan County, NY commissioned an analysis in order to establish a solid waste fee. As part of the analysis, the County's consultant conducted research on solid waste generation rates for non-residential uses. The study can be found at the following web address: http://webapps.co.sullivan.ny.us/docs/cmgr/Solid_Waste_Fee_Final_10-15-09.pdf</p>
1361	<p>The applicant should document more fully the social services offered by the Church from, or administered from this site. Will there ever be instances when these social service activities generate separate activity at the site, beyond normal church services.</p> <p>Trinity Church's social service activities occur at the place of need, and the Church has never offered social services at its worship site. The Church has no plans to do so in the Proposed Project, however, clerical paperwork and communication from the Church's offices would provide administrative support to its social service efforts. For more information see responses to comments in Section II-D of this FEIS.</p>
PH305	<p>If the police are called in to monitor traffic as they exit the church onto Anderson Hill Road, as we've seen with Temple Emanu-El on Westchester Avenue, who is paying for the overtime of the police?</p>
PH1202 1402	<p>Who will handle the cars that exit any given service or any given event on any day at the church. If police are directing traffic exiting the church services, and I'm assuming, it will happen often, evenings and weekends, who will pay the police over time.</p> <p>Based on the results of the Traffic Access and Impact Study and the schedule of worship services during off-peak periods, it is not anticipated that there will be a need for the police to direct traffic at Trinity Church driveways. However, should there be an instance where traffic control or other police services would be necessary Trinity Church would make the appropriate arrangements with the Harrison Police Department. Trinity Church would be subject to the same requirements as other religious institutions in the Town of Harrison, and would pay any fees, including overtime, if applicable.</p>
PH607	<p>I would also like to point out that the fire district is a local tax district. That means the SUNY Purchase expansion, the church, and any other growth activities for buildings or additional population is funded only by the local population, only by the fire district.</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.H · Community Services

That means just the Purchase residents. And this may, with only 27 votes cast, the Purchase fire district passed an \$800,000 acquisition of a building and a lot next door to deal with planned growth. The notice was about this big in the paper. So there's only 27 people who could vote, and PEPA is checking into whether or not there should be a recall on that vote. On the other hand, this entity is a non-tax paying entity.

Comment noted. As indicated in Comment 1358 from the Harrison Town Planner, Trinity Church currently pays and will continue to pay Fire District taxes.

PH702

Also, just a comment that was made earlier I'd like to reiterate that, is there's a study being done at the Harrison Police Station, as well as the Purchase Fire Department? Because we do not have an ambulance or police presence in Purchase.

Comment noted.

EMERGENCY RESPONSE

PH1402

In addition, the firehouse, which is near this proposed site, has a problem, as well. The problem there is, in the event of an emergency, the sidewalks built on either side of Anderson Hill Road and Purchase Street. There is no place for a car to easily pull over, as a shoulder, to allow emergency access roads for an emergency vehicle to go through.

As described in Section III-E of this FEIS, correspondence with Christopher Mytych, Chief of the Purchase Fire Department, is included in the DEIS Appendix 2, Relevant Correspondence, which indicates that the Purchase Fire Department will accommodate potential service calls to Trinity Church and that the Project would not have any impact on response times upon completion.

OCCASIONAL ROAD CLOSURES

PH602

I would also like to point out that Sunday mornings in Purchase we have walkathons for breast cancer, we have the cycling clubs that come through, we have the cancer walks. In all, we have between 10 and 14 different events on Sunday mornings in Purchase, which closes off entirely Purchase Street, which I know has not been considered in the study. But I would like to advise the church that the community will continue to close off the street at Purchase Street and at Anderson Hill Road for the community activities that have been going on for decades.

The caretakers of the property at 526 Anderson Hill Road have experienced a road closure that prevented ingress and egress to the property during Trinity Church's Sunday morning worship time only on the occasion of the annual walkathon for breast cancer, which takes place on the third Sunday in October. In order to accommodate the event, Trinity Church would plan to participate in it (as some of its congregants do already), and to reschedule its

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.H · Community Services

religious services and instruction to occur that Sunday afternoon following reopening of the area roadways.

1359

The second paragraph indicates that when special events result in road closures on Sunday mornings, the church will re-schedule its services to the afternoon. Has the church ever rescheduled regular Sunday morning services, and has this rescheduling been successful? How would rescheduling occur?

Trinity Church has not previously rescheduled its regular Sunday morning service to be held at another time. It has relocated its services on particular Sundays during the regular ministry year when the School of the Holy Child is unavailable. In the event that services would be rescheduled, all necessary information would be included on the Church's website and in all church-wide communications, alerting its congregation and visitors that services would be rescheduled in the afternoon.

The caretakers of the property at 526 Anderson Hill Road have experienced a road closure that prevented ingress and egress to the property during Trinity Church's Sunday morning worship time only on the occasion of the annual walkathon for breast cancer, which takes place on the third Sunday in October. In order to accommodate the event, Trinity Church would plan to participate in it (as some of its congregants do already), and to reschedule its religious services and instruction to occur that Sunday afternoon following reopening of the area roadways.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.I · Historic and Archaeological Resources

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.I · Historic and Archaeological Resources

COMMENT NUMBER	COMMENT/RESPONSE
<u>HISTORIC RESOURCES</u>	
418	<p>The DEIS and CITY/SCAPE report do not adequately address the potential significance of the existing Tudor-style house on the project site. There was no deed, census, or city directory research, nor was there any assessment of the building's architectural significance in terms of its style. The owner and builder of the house are not identified, this information should be available from Town records.</p> <p>In response to comments regarding the historic and archaeological resources, the FEIS includes a revised Phase 1A Literature Review and Sensitivity Analysis & Phase 1B Archaeological Field Reconnaissance Survey prepared by CITY/SCAPE: Cultural Resource Consultants (see FEIS Appendix 4). The revised report includes deed research that traced the ownership of the Site from 1915 through the present owner. Based on the deed research and examinations of the 1914 <i>Automobile Atlas of Westchester County, New York</i> and the 1929-1931 <i>Atlas of Westchester County, New York</i> CITY/SCAPE concludes that the existing house was built sometime between 1914 and 1929-1931. The evaluated maps are included in FEIS Appendix 4 and at the end of this section. Based on CITY/SCAPE's professional opinion, construction dating to the 1920's is consistent with the English Tudor style of the structure. Although the structure may have been constructed by Alfred Liebman who owned the property between 1915 and 1925, CITY/SCAPE believes it was likely built by Richard Blum who owned the property between 1925 and his death in 1946. Between 1946 and 1951 the property was owned by Richard Blum's relative Isadora Blum until 1951. A summary of the ownership based on the deed research is included in in FEIS Appendix 4.</p>
419	<p>Inconsistent information is provided regarding the age of the existing building on the property. Real estate records indicate was constructed in 1984, while historical mapping shows it is present by 1951. This discrepancy requires further research to resolve. If the building is over 50 years old, it should be assessed for eligibility for the National/State Register of Historic Places. The main text of the DEIS states that such an evaluation was undertaken, but no evidence of such an evaluation is provided in the CITY/SCAPE Phase IA report. The significance of the existing home is of critical importance given that it would be modified as part of the proposed project.</p>
PH1615	<p>There's historic significance of the existing home at 526 Anderson Hill Road. That was not researched. No documentation in that regard in the document.</p> <p>A Phase 1A Literature Review and Sensitivity Analysis and Phase 1B Archaeological Field Reconnaissance Survey were conducted for the Project Site. Based on CITY/SCAPE's assessment of the existing structure and map research the existing house (526 Anderson Hill Road) was constructed between 1914 and 1929-1931. The tax card information maintained by the</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.I · Historic and Archaeological Resources

Town's tax assessment office indicating a construction date of 1984 appears to be an error. To be considered for listing on the State or National Register a property must meet the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) That are associated with the lives of significant persons in our past; or
- c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) That have yielded or may be likely to yield, information important in history or prehistory.

(NYCRR 427 and 428 or 36 CFR 800)

Based on an assessment of the existing structure and deed research of the ownership of the property, and shovel tests which yielded no prehistoric or historic cultural materials, the existing structure would not meet any of the four criteria for evaluations, as it was not associated with events that have made significant contribution to history, it was not associated with the lives of significant persons in the past, it does not possess distinctive characteristics significant for their physical design or construction, and it is not likely to yield information important in history or prehistory. Therefore, CITY/SCAPE concluded that the existing structure and property does not meet the criteria and would not be eligible for listing on the State or National Register.

420 There was also no research on the owners of the map-documented structures that were formerly located on the site.

Based on the 1929-1931 map the eastern portion of the Project Site contained two structures identified as wooden residences and two identified as outbuildings that were potentially stables or garages. These buildings appear to have been owned by Richard Blum until his death in 1946 and his relative until Isadora Blum 1951. The buildings on the eastern portion of the site were removed by 2002.

421 The CITY/SCAPE report also does not evaluate if the Purchase School is eligible for National/Register of Historic Places. The CITY/SCAPE report states that the Area of Potential Effect (APE) is considered to be the project site, but this is not sufficient for historic architectural resources where off-site indirect impacts can occur. The architectural resource APE needs to be defined to include nearby properties potentially having views of the project site. A map of the APE needs to be provided and the eligibility of all properties within the APE considered (including the Purchase St. School). Conclusions regarding eligibility need to be discussed in relation to the National Register criteria (e.g. discussing the applicability of each of the criteria to the relevant properties). Conclusory statements that no properties appear eligible for listing does not

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. III.I · Historic and Archaeological Resources

satisfy the “hard look” required under SEQRA.

PH1616

The historical architectural resources, APE as it is commonly termed, needs to include the Purchase Elementary School. It doesn't evaluate whether that school is also potentially eligible for national register of historic places. That's a requirement under SEQRA.

The New York State Historic Preservation Office's (SHPO) Phase I Archaeological Report Format Requirements notes that as defined in 36 CFR Section 800.16(d) the,

“Area of Potential Effect (APE) means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist”. Therefore an APE definition needs to consider any areas of direct construction impact as well as access roads, staging areas, utility lines or any other areas that the construction contractor may have access to in association with a project. It is also important to consider the indirect effects which may occur including increased access, increased erosion, increased run-off, deposition, etc. to adjacent areas. While it may not be possible to test areas not under the ownership of the applicant, the potential impact to such areas needs to be considered if the potential for archaeological sites is present.¹

No construction-related activities on the Project Site would result in impacts on the Purchase Elementary School, as described by the SHPO's guidance on establishing an APE. However, as part of its assessment of the Proposed Project, CITY/SCAPE examined the Purchase Elementary School, and in its professional opinion concluded that as an individual structure it did not meet the criteria for listing on the National Register of Historic Places. Based on an assessment of the existing school structure, it would not meet any of the four criteria for evaluations, as it was not associated with events that have made significant contribution to history, it was not associated with the lives of significant persons in the past, it does not possess distinctive characteristics significant for their physical design or construction, and it is not likely to yield information important in history or prehistory. Therefore, CITY/SCAPE concluded that the Purchase Elementary School would not meet the criteria for listing on the State or National Register.

The closest distance between the Purchase Elementary School building and the proposed Trinity Church sanctuary addition is over 300 feet.

¹ New York State Historic Preservation Office (SHPO). New York State of Office of Parks, Recreation and Historic Preservation. Phase I Archaeological Report Format Requirements. 2005. PDF file.

<http://nysparks.com/shpo/environmental-review/documents/PhaseIReportStandards.pdf>

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.I · Historic and Archaeological Resources

Additionally, intervening existing and proposed vegetation and to some extent the existing residence at 520 Anderson Hill Road will provide additional separation between the Purchase Elementary School and the Proposed Project.

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.J · Construction

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III.J · Construction

COMMENT NUMBER	COMMENT/RESPONSE
<u>CONSTRUCTION IMPACTS</u>	
1362	<p>It is unclear if the 10 round trips per day account for the 2,600 cubic yards of fill that needs to be imported to the site.</p> <p>Each truck trip would import approximately 30 cubic yards, for a total of up to 300 cubic yards per day. Based on the proposed average of approximately 10 round-trips per day, the 2,600 total cubic yards of fill that would be imported to the Site would be accounted for within nine days of the overall 15-month construction schedule discussed in the DEIS.</p>
<u>CONSTRUCTION MANAGEMENT</u>	
1363	<p>Clarify where the material storage, construction staging and construction worker parking will take place on the site.</p> <p>Construction staging and parking would be located on the eastern side of the existing structure and proposed addition within the areas of proposed parking.</p>
1364	<p>Particular concern exists for the residential neighbor located between the site and the Purchase School. What specific measures will be utilized to protect that property during the construction phase?</p> <p>Construction activities comply with §177-2.F. of the Town Code which requires that no work be performed outside of a fully enclosed structure after 8:00 PM or before 7:30 AM on weekdays or before 10:00 AM on weekends and national and state holidays. Additionally, the use of construction equipment would comply with §177-3, as applicable. As discussed in DEIS Section III.J, 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. Construction areas would be surrounded by perimeter fencing that would help contain fugitive dust emissions.</p>

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. IV · Alternatives

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. IV · Alternatives

COMMENT NUMBER	COMMENT/RESPONSE
422	<p>The Reduced-Scale Alternative is arbitrarily defined in the DEIS to not include any changes in the size of the proposed programmed space, which is inconsistent with the scoping document and our comments during scoping. A robust analysis is needed to demonstrate why a smaller size building would not meet the objectives of the project sponsor. If a smaller building (e.g. 20% less GSF) would meet the project objectives, it needs to be analyzed and impacts disclosed for comparison to the Proposed Project.</p>
PH406	<p>And this dovetails into my next comment, in that their alternatives that they proposed, in my opinion, are pathetic. They proposed one alternative reducing 10 parking spaces, from 130 down to 120. That's not a reasonable alternative. That's not anything. They simply removed 10 parking spaces, didn't decrease the actual size of the structure at all. The second alternative they proposed was to reduce the height of the main sanctuary, not the steeple, but the main sanctuary, I guess the portion that they would need the zoning variance for. I ask this board to reject those alternatives and ask the applicant to come back and say study a reasonable alternative that actually changes the structure, addresses the impacts that we believe have been identified through the scoping process thus far. The SEQRA requires that the study of these alternatives be reasonable and fair, and here removing 10 parking spaces and decreasing the height of a building is, in my mind, meaningless, in terms of a fair alternative that this board can consider.</p>
502	<p>In this case, the reduced scale alternatives proposed and “studied” by TPC simply propose: 1) a ten space reduction in the number of parking spaces; and 2) a modified roof height to the sanctuary (not the steeple itself). There was absolutely no attempt to try and scale down the actual square footage of the structure or to consider other feasible reduced scale alternatives. The Planning Board should reject this attempt at considering a “reduced scale” alternative and require TPC to study reasonable alternatives that truly reduce the size and scale of the building and the impacts, not simply removing ten parking spaces or lowering the height of the sanctuary roof. In addition, the Planning Board should request a much more detailed analysis of the alternatives proposed.</p> <p>The adopted scoping document did not require a reduced footprint or floor area alternative, likely because, in the Applicant’s opinion, no potential impacts of the footprint or floor area of the proposed structure have been identified for an alternative to address. As noted, the proposed footprint of the building is only 4.4% of the Site where a maximum of 15% is permitted in the R-1 District.</p>
508	<p>We suggest that this board undertake a review similar to that which was performed for the Mormon Temple. Indeed, the Mormon Temple is located on a parcel of property that is 10 times the size, had 25% of the number of seats and substantially fewer parking spots. A quick comparison of the size and area calculations of the Mormon Temple application as compared to TPC application highlights the need to carefully study the TPC application to ensure that all environmental impacts are properly studied and mitigated. As you are aware, this Board approved the Mormon Temple which was substantially decreased in size and scope and which also reduced the number of parking spaces. Further, the Mormon Temple agreed not to build any addition for 15 years after the temple opens and agreed to reduce the height of the temple and install a traffic</p>

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. IV · Alternatives

signal. The Planning Board should require TPC to consider similar reductions in the overall scope of the TPC project and consider possible alternatives (smaller building, etc.) as part of the alternative analysis in the DEIS. It is noted that the TPC application proposes much more intense use(s) on a much smaller site than the Mormon Temple project and, as a result, this Board should consider alternates to the proposed large 420 seat church (and other uses) on a difficult site along Anderson Hill Road.

Comment noted.

PH1406

I think as a resident, there's still a solution for this, as there was in the last Planning Board meeting I saw, there's a need or desire to build at 103 to 105 Corporate Park Drive, to put apartment buildings down there. That might be a potential solution for these applicants, that there's access to the 287 corridor, public transportation down there, there's the infrastructure already built to allow such a structure, with parking spaces. It is somewhat residential.

703

An argument I heard at the hearing that makes sense to me was to try to redirect TPC to one of the office buildings along Westchester Avenue. As I understand, the owners and Harrison are attempting to re-purpose these structures (or the land anyway) to myriad other uses instead of offices. The location, the parking, the ease of in-and-out access any time of day should be a real attraction to the church. Perhaps there are some incentives that the Planning Board could offer for the church to relocate there.

Alternative sites for the Proposed Project would not meet the objective of Applicant, as they are not owned or controlled by Trinity Church.¹ Following the withdrawal of its 2003 Site Plan Application Trinity Church continued an approximately ten year search for a permanent home. Despite a concerted effort to find an alternative location in southern Westchester County, in which more than 25 sites received serious consideration, nothing suitable was found that met the needs of the Church. As discussed in the response to comment PH601 below, Trinity briefly held its worship services at Manhattanville College, and explored a potential long-term lease with the College. Trinity Church found that conditions related to the use of the chapel, classrooms and available office space at Manhattanville College would not suit its needs for a permanent worship facility.

PH601

I wanted to point out that PEPA in the prior occurrence when the church was interested in building on the lot as described -- on the lots as described offered up an alternative already-built church within a stone's throw of the current location, had arranged that this church could move right in and perform the services immediately in a beautiful, beautiful church on Manhattanville College campus. It was able to be leased and it is currently vacant. We proposed that to the church, and I would propose it again as an alternative to this new location, the already-built vacant church. Number two, as a backup to that, we proposed another location not too far away, but much more land and not in the center of the heart of the town. As it turns out, this is really a regional church, because very few parishioners live in Purchase, from the research we've done

¹ Fee-simple ownership is desirable but not a prerequisite; however, control of a site is necessary.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. IV · Alternatives

then and now.

Alternative sites for the Proposed Project would not meet the objective of Applicant, as they are not owned or controlled by Trinity Church. Additionally, Trinity Church has previously used and discussed a potential lease with Manhattanville College for use of the College's chapel. For approximately six months during the summer and fall of 2004 Trinity Church held its regular Sunday morning worship services at Manhattanville College while the School of the Holy Child underwent classroom renovations. At that time, the Church encountered a number of operational issues related to holding its services in Manhattanville's chapel. In 2012, as the Church continued to search for a permanent facility, it once again considered a long-term lease arrangement and underwent preliminary discussions with the College to seek to address the operational issues it had experienced in the past. Unfortunately, Trinity Church was unable to resolve the issues that made Manhattanville an unsuitable location for its long term use. Some of these operational issues included the following:

- There were instances when other programs or activities were held on the Manhattanville Campus which made the use of Trinity's designated parking areas unavailable.
- Access to the Chapel from Trinity's designated parking areas were less compatible to many of the Church's parishioners than at Holy Child.
- A sufficient number of religious instruction rooms contiguous to its worship space, and securable for the purposes of logistics and safety, were not available for the Church's use.
- Trinity Church found that the arrangement, lighting, acoustics and sound system in the chapel were not conducive the sermons and instrumental music in its worship service.
- No contiguous space was available for the Church's long-term office needs.
- Trinity Church would have no control or assurances over future changes on the Manhattanville Campus that could impact the Church's use of the facilities.

Due to these conditions, the Church determined that Manhattanville College would not suit its needs for a permanent worship facility.

1365

The narrative indicates that the reduced building height to meet the applicable zoning requirement *"would be barely if at all perceptible."* Photo-renderings should be utilized to demonstrate this and support this conclusion.

Two visual simulations of the Reduced Scale Alternative, FEIS Figure IV-1, *View #2 – Reduced Scale Alternative* and IV-2, *View #3 – Reduced Scale Alternative* have been prepared and are included at the end of this section.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. IV · Alternatives

The visual simulations illustrate that this reduced-scale alternative would reduce the height of the proposed sanctuary addition to the height of the existing house to which it will be attached. As these figures illustrate, similar to the Proposed Project, interrupted views of the reduced-height sanctuary addition would be partially visible from these vantage points, particularly in the winter months. Existing and proposed landscaping along the perimeter of the Project Site would further screen views of the structure in the summer months. DEIS Figures III.D-5 and III.D-7, with adjustments as described in response to comment PH1614 (page FEIS II.D-1), are also included at the end of this section. When compared to the visual simulations of the Proposed Project, the reduced-height alternative would be visually similar, and there would be little perceivable difference in the views from Anderson Hill Road. As discussed in the DEIS this alternative would not be considered a feasible alternative, as the reduced building height alternative would have the effect of unduly limiting the interior volume of the proposed sanctuary space and is not considered a feasible alternative, in that it does not meet the Applicant's objectives. The proposed building has been designed to be compatible and complementary to the existing structure on the Property. The Applicant has proposed to mitigate potential views of the proposed addition through the architectural treatment of the building and the existing and proposed vegetation. As discussed in DEIS Section III.D and FEIS Section II.D, it is not anticipated that the Proposed Project would result in significant adverse environmental impacts with regards to visual resources. The applicant is unaware of how minimal potential views of a Tudor style Church through heavy landscape screening would constitute a negative environmental impact.

PH1301

Under SEQRA, it's very clear, both in the statute and the regulations, that alternatives need to be reasonable. They also need to come with data and supporting studies to assist the Lead Agency, the Planning Board here, in reviewing those alternatives. Here, the alternatives, there's really nothing to consider. There's one. There's ten spaces that have been removed, which is not a reasonable alternative, in my mind, and certainly the case law that I presented in this letter, indicates that that is not a fair analysis or fair alternative to even consider. Then the lowering of the sanctuary by a couple of feet is also not a reasonable alternative. I bring this up now, because what PEPA proposes is that the Planning Board consider asking the applicant to do a supplemental DEIS on the alternatives, as well as the traffic study, so the public has a chance to comment on these alternatives and that it's not simply responded to as a response in the FEIS. To do that, to simply have the applicant come back and say, here are some more alternatives in the FEIS, doesn't give the public due time to consider reasonable alternatives, nor does it allow the Planning Board, as Lead Agency, to look at alternative layouts, different curb cuts, different scenarios that could mitigate some of the impact.

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. IV - Alternatives

Alternatives, in accordance with the adopted Scoping Document were evaluated in the DEIS, including the evaluation of a No Action alternative. As discussed in the DEIS and in response to comments in this FEIS, it is the Applicant's opinion that the Proposed Project would avoid or minimize adverse environmental impacts to the maximum extent practicable. There are no changes proposed for the project, newly discovered information, or changes in circumstances related to the project which would warrant a supplemental EIS. The potential impacts and relevant mitigation measures for the Proposed Project have been addressed in the DEIS and this FEIS and thus there is no basis upon which a supplement EIS may be required

PH1617

The reduced scale alternative seems to be an arbitrary type of alternative. It's not really focused on a reduction of the size of the facility, a reduction in the program of the facility. It's another alternative. It doesn't address the main reason why an alternative is typically included in the environmental impact statement, to look at ways impacts can be reduced by changing the project, making it smaller, programming it a different way. The DEIS does include a reduced parking alternative, that reduces the number of parking spaces from 130 to 120, which is less than an eighth to tenth percent reduction. That almost seems like a token alternative. It addresses one small aspect of the entire project. It states that the size of the parking reduction was based on minimum spaces to meet parking demands and comply with zoning, parking requirements, but on page 3.E-10, the DEIS makes it clear, that the peak parking demands is only 73 spaces. 19 spaces are required by zoning. The zoning requirements, one parking space per 40 square feet, were the controlling factor in defining the reduced parking alternative, not the peak demands. The zoning requirements for parking should not be viewed as status. The alternative should be revised to include the minimum number of paid spaces necessary to meet the peak demand, taking into account the assumptions about the potential growth.

423

The DEIS considers a "reduced parking alternative" that reduces the number of parking spaces from 130 to 120 (a less than 8% reduction) and states that the size of the parking reduction was based on the minimum spaces to meet peak parking demand and comply with zoning parking requirements. However, page III.E-10 DEIS makes it clear that the peak parking demand is only 73 spaces and that 119 spaces are required by zoning. Thus, the zoning requirements (e.g. 1 parking spot per 40 square feet of seating area) were the controlling factor in defining the reduced parking alternative, not the peak demand. The zoning requirements for parking should not be viewed as static - the reduced parking alternative should be revised to include the minimum number of paved spaces necessary to meet peak demand taking into account assumptions about the potential growth/decline of church attendance over time. This analysis could serve as the basis for the Planning Board to approve a variance to the parking requirement for the project because it appears the number of parking spaces being provided with the current design is excessive in relation to actual demand. With respect to the issue of higher peaks in demand on holidays and special events, this could be addressed with unpaved overflow parking (as is already proposed). There is no reason to create new impervious surface for parking spots that would be used a few times per year. The parking areas are the primary cause of impacts of the project to trees (39) and associated wildlife habitat. Reduction in the parking area size would also reduce stormwater treatment area size requirements and their tree impacts (30).

II. RESPONSES TO DEIS COMMENTS

DEIS Sec. IV · Alternatives

Although the peak parking demand during the survey period described in Section III-E of the DEIS was 73 spaces, the reduced parking alternative for the Proposed Project evaluates the parking supply that would comply with the Town's Zoning Ordinance. Based on the analysis presented in the DEIS, it is the Applicant's opinion that no significant adverse impacts would result from the Proposed Action or from the reduced parking alternative. Stormwater controls and visual impacts have been addressed through proposed stormwater management measures and landscaping.

A reduction in off-street parking spaces below the number of that required under the Zoning Ordinance requires approval by the Zoning Board of Appeals. Pursuant to §235-42 of the Zoning Ordinance, the Board of Appeals "may waive the requirements, in whole or in part, for the off-street parking or truck loading spaces."



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



PROPOSED CHURCH 325 FEET FROM
VANTAGE POINT

**VIEW #2 - REDUCED SCALE ALTERNATIVE -
ANDERSON HILL RD @ HARROWS LANE**

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FEIS FIGURE NO. IV-1



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



PROPOSED CHURCH 470 FEET FROM
VANTAGE POINT

VIEW #3 - REDUCED SCALE ALTERNATIVE

ANDERSON HILL RD @ NORTHEAST PROPERTY CORNER

TRINITY PRESBYTERIAN CHURCH
PURCHASE, NEW YORK

FEIS FIGURE NO. IV-2

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. VII · Use and Conservation of Energy

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. VII · Use and Conservation of Energy

COMMENT NUMBER	COMMENT/RESPONSE
<u>GREEN BUILDING</u>	
102	While the draft EIS notes that some green building methods, such as rain gardens, will be incorporated into the site development, we encourage the applicant to incorporate as much green building technology as possible into the proposed development.
1366	<p>The applicant is strongly encouraged to incorporate various green building technologies into this facility.</p> <p>Comments noted. As discussed in the DEIS, 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.</p>