

TOWN/VILLAGE BOARD RESOLUTION
DETERMINATION OF SIGNIFICANCE
PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT
FOR THE
HARRISON RECREATION & COMMUNITY CENTER SITE PLAN
LOCATED AT
SECTION 253, BLOCK 25, LOTS 28, 31, 33, 34 & 37

WHEREAS, the Town/Village Board of Harrison (hereinafter referred to as the “Board”), as Project Sponsor, proposes to redevelop the property known as the Sollazzo Recreation Center which will involve the demolition of the existing building and other improvements on the subject property and development of a new recreation building with on-site parking, stormwater management and other necessary infrastructure (the “Proposed Action” or “Project”); and

WHEREAS, the site of the Proposed Action is located on approximately 1.3 acre of Town-owned property at 270 Harrison Avenue, also fronting on Orchard Street and Calvert Street, more specifically designated as Section 253, Block 25, Lots 28, 31, 33, 34 & 37 (hereinafter referred to as the “Project Site”); and

WHEREAS, Proposed Action will require approval of the Site Plan by the Board and various other approvals by other agencies including the Westchester County Department of Health, Westchester County Planning Board, Westchester Joint Water Works, NYSDEC and NYSDOT; and

WHEREAS, the Project is an action that is subject to the provisions of the New York (NY) State Environmental Quality Review Act (“SEQRA”) as set forth in Article 8 of the Environmental Conservation Law and the implementing regulations promulgated thereunder at 6 NYCRR Part 617, as amended (the “Regulations”); and

WHEREAS, by resolution on April 7, 2022, the Board preliminarily classified the Project as a “Type I Action” within the meaning of the Regulations and caused to be circulated a Notice of Intent to Serve as Lead Agency for purposes of a coordinated review of the Proposed Action under SEQRA; and

WHEREAS, in accordance with the provisions of the Regulations, the Board assumed the role of Lead Agency after having circulated a Notice of Intent and Part 1 of a Full Environmental Assessment Form (“EAF”) to each known “involved agency” and “interested agency” (as those terms are defined in the Regulations), and having received no objection to said Notice; and

WHEREAS, a draft of Parts 2 and 3 of the EAF along with supplemental studies has been prepared by the Board’s architectural consultant for this Board’s consideration, dated June 9, 2022; and

WHEREAS, pursuant to the Regulations, the Board has considered the significance of the potential environmental impacts of the Proposed Action by (a) using the criteria specified in Section 617.7 of the Regulations, and (b) examining the EAF and supplemental studies prepared for the Project, including the facts and conclusions in Parts 1, 2 and 3 of the EAF, together with examining other available supporting information, including its knowledge of the area surrounding the Project Site, to identify the relevant areas of environmental concern, and (c) thoroughly analyzing the identified areas of relevant environmental concern.

NOW THEREFORE BE IT RESOLVED, that the Board finds that no significant adverse environmental impacts are identified in the EAF and supplemental studies and that the Project will adequately avoid or minimize such impacts and none are otherwise known to the Board. Therefore, the Board hereby determines that the Proposed Action will not have any significant adverse environmental impacts, and the Board will not require the preparation of an environmental impact statement with respect to the Proposed Action; and

BE IT FURTHER RESOLVED, that this resolution shall be considered a Negative Declaration for the Proposed Action.

BE IT FURTHER RESOLVED, that the Board hereby declares that all SEQRA documents and notices, including but not limited to the EAF and Negative Declaration, are to be maintained in files that are readily accessible to the public and made available on request, subject only to the limitations established by the Freedom of Information Law.

BE IT FINALLY RESOLVED, that the Board hereby directs its architectural consultant to file and publish this Negative Declaration pursuant to SEQRA, including publishing in the NY Environmental Notice Bulletin.

On motion of Councilman ____; seconded by Councilman ____.

Adopted by the following vote:

AYES:

NAYS:

ABSENT:

This Resolution Was Thereupon Duly Adopted

617.21
Appendix F
State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Project Number _____

Date August 11, 2022

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Town/Village Board as lead agency, has determined that the proposed action described below will not have a significant effect on the environment and a Draft Environmental Impact Statement will not be prepared.

Name of Action: Town of Harrison Recreation and Community Center

SEQR Status: Type I ☒
Unlisted ☐

Conditioned Negative Declaration: Yes ☐
No ☒

Description of Action:

The proposed action involves the redevelopment the property known as the Sollazzo Recreation Center which will involve the demolition of the existing building and other improvements on the subject property and development of a new recreation building with on-site parking, stormwater management and other necessary infrastructure

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

The Action is located at 270 Harrison Avenue, Harrison, Westchester County, and is more specifically known and identified as Section 253, Block 25 Lots 28, 31, 33, 34 & 37.

REASONS SUPPORTING THIS DETERMINATION:

(See 617.6(g) for requirements of this determination; see 617.6(h) for Conditioned Negative Declaration)

See Attached

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed.

For Further Information:

Contact Person: Jackie Greer, Town Clerk
Address: 1 Heineman Place, Harrison NY 10528
Telephone Number: 914-670-3030

For Type I Actions and Conditioned Negative Declarations, a Copy of this Notice Sent to:

Commissioner, Dep't of Environmental Conservation, 625 Broadway, Albany, NY 12233-0001
NYSDEC Region 3, 21 South Putt Corners Road, New Paltz, NY 12561
Supervisor/Mayor, Town/Village of Harrison, 1 Heineman Place, Harrison NY 10528
Applicant (if any)
Other Involved Agencies (if any)

Reasons Supporting This Determination

The following summary of facts and conclusions provides the bases for a determination of non-significance (Negative Declaration) for the Proposed Action:

a. Land Resources.

The Proposed Action will involve an area of land that was previously developed. Land disturbing activities will occur over a limited period of time. An increase in impervious surfaces by approximately 5.7 percent will be accommodated by stormwater management systems designed in accordance with engineering standards and regulations. Approximately 9,600 cubic yards (CY) of earth excavation and removal from the Project Site, including up to 1,000 CY of rock, is estimated to be required. Should blasting be determined to be needed (due to excavation cost, duration of the operation, and reduced noise generated), work that conforms to requirements of the Harrison Code §135 will reduce hazards and maximize safety to persons and property. The Project must obtain coverage under the current NY State General Permit for Stormwater Discharge from Construction Activities, and a Stormwater Pollution Prevention Plan (SWPPP) will be developed which conforms to requirements of the General Permit, subject to review and acceptance by the municipality. Appropriate design and implementation of the plans in conformance with current State and Town development standards will minimize potential adverse impacts on land and water resources.

b. Water Resources.

The Project will incorporate a SWPPP designed to minimize or avoid potential impacts to surface waters in accordance with the standards of the NY State Department of Environmental Conservation (NYSDEC). The drainage plan demonstrates that post-development peak storm flows will be less than the pre-development peak flows, thereby reducing the potential impacts of the Project to downgradient stormwater systems. Stormwater will be treated using proprietary filtration and pre-treatment systems. Overall, the proposed activities at the Project Site are not anticipated to have any significant beneficial or adverse effect on groundwater, either related to contamination or reduction of water infiltration to the aquifer. The Proposed Action will not directly alter or affect any existing wetland, watercourse, or waterbody.

Water supply to the Project Site is sourced from the existing Westchester Joint Water Works system. Wastewater from the Project is transported to the existing Mamaroneck Wastewater Treatment Plant. Daily flow estimates of the Proposed Project show an increase of approximately 211 percent in water and sewer usage.

c. Cultural Resources.

The NY Office of Parks, Recreation and Historic Preservation (OPRHP), in its letter dated March 13, 2020, determined that the Project will have No Impact on historic/archaeological resources. Temporary closure of the recreation center site to public use will be required while the Project is under construction, a temporary loss of recreation resources for approximately 20 to 24 months. Ultimately, the proposed improvements will provide expanded and modern recreation facilities for the community to use. There will be no permanent adverse impacts relative to Open Space and Recreation.

d. Ecological Resources.

The Project Site is not located in a designated Critical Environmental Area (CEA). The proposed disturbance area will occur on land that is already developed so no significant effect on natural communities or protected plant or animal species will be expected. There are no records of sensitive resources in the State's Natural Heritage files for this site. The Proposed Action will have no effect on ecosystem services provided by natural resource areas in the region.

e. Traffic.

The Proposed Action will result in a change to the extent of usage of the existing transportation network since an expanded and modern recreation facility at this site can be expected to induce a modest increase in local area traffic volume and parking demand. The proposed facility is projected to generate fewer than 45 trips added to any of the study area intersections in the peak hours (that is less than one car per minute). The traffic study projected that undesirable operating conditions could be experienced at certain area intersections in the future, with or without the Project. To offset these effects, the following minor improvements are proposed as an integral part of the Project to better accommodate future pedestrian and vehicular traffic near the Recreation Center:

1. Install a vehicle detection system at the intersection of Harrison Avenue with Calvert Street/Heineman Place.
2. Adjust the traffic signal timings at the intersection of Harrison Avenue with Calvert Street/Heineman Place to provide more time for the Calvert Street and Heineman Place approaches.
3. Adjust the traffic signal timings at the intersection of Harrison Avenue with Halstead Avenue to provide more time for the westbound through and right-turn movements on Halstead Avenue.
4. At the Harrison Avenue intersection with Webster Avenue/Coakley Avenue, add crosswalks on the Harrison Avenue approaches and

on Coakley Avenue to better accommodate pedestrians crossing Harrison Avenue, adjacent to the two bus stops located at this intersection.

5. Add a crosswalk across Bruce Avenue for pedestrians walking east on Heineman Place/Sunnyside Avenue.
6. Move the stop bars on Sunnyside Avenue and South Road (at their intersection with Macy Road) closer together.
7. The study also recommends extending the sidewalk along the east side of King Street, just north of Halstead Avenue, and vegetation maintenance at the corners of the unsignalized intersections along Harrison Avenue to maintain sightlines.

With the implementation of these measures, the traffic study finds that undesirable levels of service at the intersections of Harrison Avenue/Halstead Avenue and Calvert Street/ Heineman Place will be improved to existing levels, or better, and the overall intersection delays will be reduced during peak hours. Delays on any of the other movements will be increased by 6.4 seconds or less.

Construction Traffic.

Primary construction access to the Project Site will be gained via existing curb cuts from Calvert Street. There are clear sight lines east and west from this frontage, it provides direct access to and from a truck route, and its use will minimize construction traffic on other local, residential streets. Periodic construction access from Orchard Street and Harrison Avenue will be necessary. Access from Harrison Avenue will necessitate pre-planning to coordinate appropriate times, traffic control and permitting with the NY State Department of Transportation (NYSDOT).

Heavier construction operations -- those operations likely to generate noise and larger vehicle traffic -- will occur regularly over the duration of site preparation activities (building demolition, earth and rock excavation, material removal from the site, grading and well drilling) over an estimated 6 to 8 months. Subsequent construction of the new building will result in truck traffic to deliver materials, most notably in the first 2 to 4 months of this phase.

Truck movements to cart the demolition debris and excavated earth material away will be a source of noise and potential traffic congestion at the Project Site and enroute to a disposal site. (Noise and rock removal is further discussed below under Impact on Noise.) It is estimated that between 700 and 1,060 truckloads will be required to haul the demolition debris and excavated soil and rock away for disposal or reuse. A worst-

case estimate at 14 trips a day is 16 weeks of hauling. If larger trucks are used, the excess material could be removed in approximately 9 weeks.

Activities to implement the building program can be managed by planning and sequencing of the individual construction-related tasks to minimize the adverse effects, which is expected for a project like this. As the Project is developed during design, efforts will continue to minimize the removals that necessitate truck traffic.

To minimize truck traffic impacts, use of larger capacity trucks will be sought that will reduce the number of loads required, considering the logistics and maneuvering of larger trucks on the streets accessing the site and any road weight limits. A routing plan and trucking schedule will be coordinated with the Town of Harrison and NY State police departments to avoid problem intersections and time of day issues. For public safety, a police presence and/or a qualified flagger will be located on Harrison Avenue at times when trucks are regularly entering and exiting the Project Site.

Construction traffic typically occurs during off-peak traffic times and is of short duration. Once the new facilities are constructed and being used, there will be no significant long-term impact by truck traffic associated with this Project. The frequency of incidental delivery trucks is anticipated to be similar to the present frequency of deliveries to the Project Site, with no significant impact to traffic flows on the local area roads.

Operational Traffic and Parking.

The proposed site design includes adding a "drop-off / pick-up" lane at the Calvert Street curb and reducing the number of access points (curb cuts) on Calvert Street from three to one for the new parking lot. The location of existing curbside drop offs and pickups by buses on Orchard Street (predominantly during summer months) is expected to be retained as it creates the most efficient bus circulation pattern.

The Project proposes off-street parking for approximately 37 cars and 5 new parking spaces on Calvert Street, to be signed to accommodate Recreation Center drop-offs and pick-ups during peak use periods and available for parking at other times. This designated aisle will make drop-offs and pick-ups significantly safer and more efficient than the existing condition where there is no drop-off / pick-up area. The facility is projected to need up to approximately 39 parking spaces at any one time for full use of its program space on a weekday, and up to 94 spaces on Friday evenings, weekends and holidays. For events, the proposed bleacher seating (600 seat capacity) will generate need for approximately 200 parking spaces. After 5 p.m. on weekdays and all day on weekends, sufficient parking is typically available in the nearby municipal lot on the

north side of the train station (including over 400 MTA and Town permit spaces) which will accommodate all visitors to the Recreation Center. The Town lot is a 2-minute walk to the Center.

The Project is predicted to reduce demand for on-street parking in the vicinity of the Center by as many as 15 vehicles compared to the existing Center. On weekday evenings and weekends, the Project is projected to result in effectively no change in on-street parking demand. The Recreation Department staff will continue to schedule Center activities to manage its parking needs according to the available supply, as is the current practice. The staff will anticipate parking needs and schedule sufficient time between activities so that the bulk of those parking for one event will leave before the majority of those participating in a subsequent event arrive.

In summary, the detailed traffic and parking analyses conducted for the Proposed Project conclude that the proposal will improve certain currently undesirable conditions and will result in a minimal increase in intersection delays in the study area. The Project will provide off-street parking for typical daytime usage where there is practically none today. The study concludes that the proposed Project will not have a significant adverse impact on area traffic operating or parking conditions. Furthermore, the proposed pedestrian safety improvements will provide a public benefit to all pedestrians in the area.

f. Noise, Light and Air Quality.

Virtually any construction project creates temporary, unavoidable impacts related to construction operations (noise, air particulates and traffic in particular). These are typically short-term impacts. Heavy construction operations for site preparation will occur over a period estimated to be up to 7 months. Removal of the existing buildings including abatement of hazardous materials will generate noise periodically over an estimated 3 months. Rock removal (which may require blasting) and well drilling of geothermal wells will continue for up to 4 months. Construction of the new building will generate noise periodically, particularly in the first 4 to 5 months. These operations will generate noise above ambient levels for intermittent periods of time over the course of construction.

An alternative to blasting for rock removal using a non-explosive chemical agent will be considered as a means to minimize personal safety and structural damage risks associated with a blasting operation. This alternative, however, would typically require a greater amount of rock drilling, resulting in a much lengthier period of noise generation. There will be no use of a rock crusher on the Project Site.

Short term effects of construction typically include elevated air particulate levels -- primarily dust and diesel exhaust. Noise occurrences above ambient levels and possibly above established local regulatory levels may occur periodically over the course of construction. Residences in the site vicinity may experience temporary elevated noise levels during the construction, and possibly some dust from the sitework. These are unavoidable effects of construction; however they will be relatively short in duration and fully cease at completion of the construction process. Construction activities will be limited to daylight hours and in accordance with municipal requirements. All construction contractors will be directed to keep their vehicles and equipment properly maintained and operated in an efficient manner to minimize adverse effects.

Work activity near the property line or within the street right of way will require appropriate traffic and pedestrian protections for the safety of vehicles and pedestrians during demolition and construction work. The project contract documents will include appropriate provisions for traffic control specified in accordance with standards of the NYSDOT.

Once the Harrison Recreation Center is fully built, noise and air contaminants from its operation are not expected to exceed the levels of the current operation. Operation of the new facility will not generate routine odors. Likewise, the modern lighting equipment proposed for the new building will meet current standards for nighttime safety and security around a public facility without excessive illumination or stray light affecting the neighborhood, including illumination of the night sky.

g. Community Character.

The project proposal to remove the existing recreation building and replace it with a larger building with stronger street presence may somewhat alter the character of the place. A modern two- to three-story facade on the street corner of Harrison Avenue and Calvert Street will replace the wood and stone gambrel-style building, adding a streetscape treatment of new seating, shade trees and other landscaping at a downtown Gateway node cited in the Harrison Comprehensive Plan. The Project will incorporate new energy-efficient LED site lighting designed to provide safe illumination for users, predominantly with downlighting that will minimize "sky-glow" and off-site light spillage to nearby properties. Public recreational use of the Project Site will be the same as now exists. It is anticipated that the new facility will complement the existing neighborhood character with no significant adverse effect to community character, providing an enhanced community amenity directly across the street from Ma Riis Park and other municipal facilities and in keeping with the vision and recommendations of the Comprehensive Plan. The redeveloped site will have no adverse effect on land use in the area and,

to the contrary, the building will be expected to add value to the surrounding community.