

I. EXECUTIVE SUMMARY

PROJECT DESCRIPTION

Purchase Corporate Park Associates VI, L.P. (“Applicant”) proposes to complete the second phase of a previously approved development by constructing an office building consisting of 76,384 square feet of zoning floor area (“zsf”)¹ on property designated as Block 631, Lot 17 in the Town/Village of Harrison (“Town”), known as Parcel B (Figure I.A-1 and I.A-2).

The first phase of the development was approved by the Town Board in 1984, in accordance with two Stipulations of Settlement, dated May 18, 1984 and October 11, 1984, respectively Appendices I and J. Those stipulations, which were “So Ordered” by the Supreme Court of the State of New York, Westchester County, allow for the development of up to 355,000 zsf on Parcel B in two separate phases. The first phase was completed in the mid-1980s and consists of an office building of 265,682 zsf (“Building A”).

The proposed project would be completed in 2008. It would include the construction of 285 parking spaces on Parcel B, after which time there would be a total of 1359 spaces on Parcel B. Consistent with the October 11, 1984 Stipulation of Settlement, the Applicant would request a variance from the Town Board of Appeals to limit parking for the proposed building to 80% of the number of spaces required by the Zoning Code and allow for the “landbanking” of the 20% balance, which would be constructed if and when the Board of Appeals determines that the parking provided has proven inadequate for a period of 90 days. The existing building on Parcel B, which is subject to an existing variance allowing for 80% parking, is slightly “over parked” in that there are 6 more spaces than are required. If the parking variance is granted for the proposed

¹ Throughout this Supplemental Environmental Impact Statement (“SEIS”), the size of proposed and existing buildings on Parcel B are described in terms of zoning square feet, which could also be described as “square feet (F.A.R.)” or “zoning floor area.” Zoning square feet is the equivalent of the total floor area of the building less deductions for mechanical equipment and space, elevators, mechanical shafts, truck loading bays, and any floor area open to below. This description of zoning square feet is consistent with a May 28, 2002 memorandum of the Town/Village of Harrison Engineer regarding the existing office building (Building A) on Parcel B (Appendix D to this SEIS).

building, a total of 80% of the required parking will be supplied for both buildings upon the completion of construction.

Under proposed conditions, two dry detention basins now located on the westerly part of Parcel B would be eliminated. A new stormwater management area is to be located north of the College Road cul-de-sac on an adjacent property known as Parcel C. The owners of Parcel C, Purchase Corporate Park Associates I, Purchase Corporate Park Associates V and Purchase Corporate Park Associates Phase II (collectively, the “Parcel C Owners”), have agreed to grant the easements necessary for the construction and maintenance of this wet pond.

The proposed project would require the disturbance of approximately 1.32 acres of on-site wetland buffer area. Work within the 100 foot wetland buffer would include the construction of approximately 0.58 acres of parking lot, curbing and associated landscaped islands. In addition, a stormwater management basin and associated storm drainage piping and rip-rap stabilization would be constructed which would result in approximately 0.74 acres of disturbance within the buffer. The stormwater management basin would be heavily landscaped with wetland plant species and has been sized to treat 90% of the average annual stormwater runoff volume from all proposed impervious surfaces of the site that contribute drainage to the wetland area. The stormwater management basins and plantings would mitigate any potential wetland impacts that may result from construction of the proposed improvements.

Off-site improvements associated with the project include widening along Manhattanville Road to provide an additional eastbound travel lane. The majority of the widening would occur on the north side of Manhattanville Road with minor widening and sidewalk reconstruction on the south side. The work would require the disturbance of an additional .20 acres within the 100 foot wetland buffer area.

ANALYSIS FRAMEWORK

The application for the approvals required for the proposed project was originally submitted to the Town Planning Board in March 2000, after which time the Planning Board began its review of the application and retained various outside environmental consultants to assist in such review. That review resulted in numerous submissions to the Planning Board and its outside consultants regarding the environmental impacts of the proposed project, including submissions regarding traffic and wetland impacts and stormwater management.

The development of Parcel B with a total of 457,380 zsf of office space was previously studied in draft and final environmental impact statements prepared in 1983. State Environmental Quality Review Act (SEQRA) findings were issued by the Town Planning Board on April 5, 1983, and reaffirmed by the Town Board by resolution dated May 16, 1984. Parcel B is already developed with a four story office building consisting of 265,682 zsf and associated parking.

Pursuant to 6 NYCRR § 617.9(a)(7), a lead agency may require an SEIS limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the original environmental impact statement ("EIS"). This SEIS analyzes specific categories of environmental impacts that were identified by the Town Planning Board, the lead agency, as requiring additional analysis either because they were not sufficiently analyzed in the prior EIS or to update prior information submitted to the Planning Board in connection with the March 2000 submittal of the application. The specific categories of environmental impacts to be considered in this SEIS are set forth in a "Scope for the Draft Supplemental Environmental Impact Statement" adopted by the Planning Board in October 2005 (Appendix A). The scope is incorporated by reference into a Stipulation of Settlement among Related Properties, Inc., PCPA VI, and Purchase Corporate Park Associates II and the Town Planning Board and Town Board, which was "So Ordered" by New York Supreme Court Justice John R. LaCava on August 1, 2006.

The following discretionary permits and approvals are required for the proposed project.

Table I.A-1
Discretionary Permits and Approvals

AGENCY	APPROVAL
Town of Harrison Planning Board	Amendment of previously granted special exception use permit; Amendment of previously granted site plan approval; Wetlands permit
Town of Harrison Town Board	Amendment of previously granted special exception use permit
Town of Harrison Zoning Board of Appeals	Parking variance; Side yard setback variance for landbanked parking
Architectural Board of Review	Architectural approval
New York State Department of Transportation (NYSDOT)	Highway work permit

SUMMARY OF ANTICIPATED IMPACTS AND MITIGATION

Wetlands and Stormwater Management

The completion of the development of Parcel B would increase the amount of impervious surfaces with the addition of Building B and additional paved areas, which would increase the peak rate of runoff from the site. Two stormwater management areas are proposed to mitigate the increase in runoff rates. In addition, a subsurface detention facility is also proposed to mitigate the increase in peak runoff rates. A Stormwater Pollution Prevention Plan (SPPP) for this project would be prepared in accordance with Town of Harrison requirements and the technical requirements set forth in the New York State Department of Environmental Conservation (NYSDEC) General Permit GP-02-01 for Stormwater Discharges from Construction Activities. The proposed stormwater management areas have been designed in accordance with the guidelines provided in the New York State Stormwater Management Design Manual, dated August 2003. The proposed stormwater management areas have been designed to provide Water Quality (treatment of 90% of the average annual stormwater runoff volume), Stream Channel Protection (24-hour extended detention of the 1-year storm event), Overbank Flood control (10-year storm event) and Extreme Flood Control (100-year storm event).

In addition, ±1.52 acres of wetland buffer impacts are proposed and would be mitigated by creation of new on-site wetland and riparian habitat. The two proposed stormwater management areas would be planted with native wetland and riparian species that would result in the creation of ecological habitat. In the case of the eastern basin, the new habitat replaces existing scrub and thicket that bounds the wetland and this new habitat would be of higher diversity and quality than the existing conditions. Hence, while some impact to the buffers is proposed, the net result would be improved buffering for the wetland in the eastern portion of the site, as well as improved habitat for wildlife, especially birds and herpetofauna. The wetland adjacent to Manhattanville Road is protected by a large berm, so the off-site impact to the wetland buffer associated with the improvements to Manhattanville Road would not impact the quality of water flowing into the wetland. Therefore, no wetland buffer mitigation is proposed at this location.

Transportation

The Traffic Study included as Volume III of this DSEIS concludes that all of the intersections analyzed for the 2008 Build Volumes would operate at acceptable levels of service except for the following:

Purchase Street & Manhattanville Road

The eastbound Manhattanville Road approach currently operates at Level of Service (LOS) F under existing conditions during the Peak PM Hour. During the Peak AM Hour, the eastbound approach currently operates at LOS E and would operate at LOS F based on the 2008 No Build Volumes. For this reason and the fact that the intersection previously met warrants for traffic control signals, the Applicant is proposing to construct a traffic signal as well as separate right and left turn lanes for the Manhattanville Road approach to Purchase Street. With these improvements, the intersection would operate at LOS B for the 2008 Build Volumes during the Peak AM and Peak PM hours.

Purchase Street and Anderson Hill Road

The capacity analyses indicate that the overall intersection currently operates at LOS F during the Peak PM Hour. The relatively low volume of site generated traffic anticipated at the intersection is minimal when compared to the overall volume at the intersection and delays are not projected to increase significantly with additional vehicles from the proposed project.

The Applicant coordinated closely with the Westchester County Department of Transportation regarding Bee-Line bus service to and circulation within Parcel B. It is not anticipated that there would be a significant impact on the existing bus service. Regardless, the Applicant proposes to improve the bus related facilities by adding two bus shelters, one just east of Building A and one just north of Building B. Crosswalks, handicapped ramps and sidewalks would be constructed to provide convenient routes between the bus shelters and the buildings.

Market Conditions

The inclusion of a new 76,384 square feet of zoning floor area Class A office building represents an approximately 2.6 percent increase in the total nearly 30 million square foot Westchester office inventory. With a current vacancy rate of approximately 15 percent, if the proposed building were built today the vacancy rate would increase to about 15.3 percent, an insignificant change.

The trends indicate that existing Westchester office inventory would sustain increasing pressure, as the national and regional market tightens, and as the existing Westchester inventory becomes occupied. The addition of another mid-sized Class A office building in an established office building area in a well-established and well-known submarket – the Platinum Mile – with superior transportation access would have no negative effect on the overall suburban or central business district (White Plains) office marketplace. The inclusion of the Parcel B building at this location should, in fact, provide prospective tenants

an attractive new location to consider. The introduction of this facility would be expected to increase the competition within the county for office space tenants, resulting in the maintenance of competitive rental rates within the market, and an increased demand by the tenant community for renovations and improvements to the existing buildings and spaces to maintain their competitive edge.

Infrastructure

Westchester Joint Water Works (WJWW) has advised the Applicant that the water system in the vicinity of the project can provide adequate supply and sufficient pressure for both domestic and fire purposes for the proposed project.

Discussions with the Town of Harrison Engineering Department have indicated that they are aware of no existing sanitary sewer infrastructure problems in the vicinity of the project and that the existing sanitary sewer network would be adequate to serve the proposed building. The Mamaroneck Sewage Treatment Plant has adequate excess capacity to serve the proposed office building as confirmed in a letter included as Appendix H from the Westchester County Department of Environmental Facilities (WCDEF) to John Meyer Consulting, dated August 29, 2006.

Discussions with Cathy Tubridy of Wheelabrator Westchester LP indicate that the plant has capacity to accommodate the additional waste stream from the project.

Visual Issues

The proposed building is 3-stories and approximately 42 feet in height. As described in detail in Section III.G of this DSEIS, minimal visual impacts are anticipated due to the proposed building's 42-foot height in combination with various factors of distance, intervening screening vegetation, topography, and an existing masonry wall. Therefore, no mitigation measures are proposed.

Noise

Noise monitoring was conducted at the location of the proposed building on July 17, 2006. The analysis of the monitoring concluded that the noise environment at the site is quiet. The site is now well outside mapped noise contours from Westchester County Airport, and is no longer impacted in any way by aircraft landing at, or taking off from the airport. Therefore, no special noise mitigation measures are necessary to develop the property.

Historic and Archeological Resources

John Milner Associates, Inc. (JMA) conducted a Phase 1A cultural resources survey of Parcel B and immediately adjacent areas (the Study Area) (Appendix F). The purpose of the Phase 1A investigation is to identify previously recorded archaeological or historic sites located within or adjacent to the Study Area and the potential for the presence of previously unrecorded archaeological or historic resources.

The Study Area was once part of a large 19th-century estate known as Ophir Farm which was associated with a number of historically significant personages. Documentary research, and a review of historic cartography from the late-nineteenth and early-twentieth centuries, indicated that two structures and a foundation on which a newer structure has been erected, all of which would be demolished as part of the Project, were associated with Ophir Farm. However, only the structure known as the Dairy, in the opinion of JMA retains its historic integrity. Both project redesign and relocation of the Dairy were evaluated as possible mitigation options. Neither was found to be feasible. The Applicant proposes a detailed recordation according to the standards of the Historic American Buildings Survey (HABS) prior to demolition as an appropriate and practicable form of mitigation.

Cartographic research also suggests that archeological remains associated with a number of no longer extant Ophir Farm structures may exist in limited areas within the northwest portion of the Study Area (in areas not subject to the extensive prior ground disturbance

associated with the construction of existing Building A in the center of the Study Area). Limited Phase IB archeological investigations of these areas is recommended and would be conducted by the Applicant. In the event that archeological remains are identified, data recovery would be an appropriate form of mitigation and would result in the project having no significant adverse effect on archeological remains.

Reid (Ophir Hall) is the nearest property listed on State/National Register of Historic Places. It is located approximately 1500 feet north of the Study Area. In the opinion of JMA, Reid (Ophir) Hall would not be affected by Project construction.

Construction Impacts

Development of the proposed building could potentially result in the erosion and transport of sediment during construction. A Sediment and Erosion Control Management Program would be established for the proposed development, beginning at the start of construction and continuing throughout its course, as outlined in the "New York State Standards and Specifications for Erosion and Sediment Control," dated August 2005. A continuing maintenance program would be implemented for the control of sediment transport and erosion control after construction. The Applicant would have a qualified professional conduct an assessment of the site prior to the commencement of construction and certify that the appropriate erosion and sediment controls have been adequately installed to ensure overall preparedness of the site for the commencement of construction.

Interstate 684 and Purchase Street to Manhattanville Road would be the main thoroughfares being used for the entrance and egress of materials and workers into and out of the worksite. The new site driveway would be utilized as the construction entrance into the site to minimize disruption to existing Building A employees entering and exiting Parcel B from Manhattanville Road.

Alternatives

No Action

Under the No Action Alternative, Parcel B would remain in its current state and none of the improvements associated with the proposed office building would be performed.

There are no impacts associated with the No Action Alternative compared to existing conditions since this alternative proposes no changes to the site. However, this alternative does not benefit from the numerous positive aspects associated with the Proposed Action discussed below, including tax benefits, job creation and wetland and stormwater improvements. Nor does this alternative allow the previously approved development of Parcel B with 355,000 zsf of office space in accordance with the Stipulations of Settlement.

Reduced Square Footage

This alternative contemplates the construction of a 35,000 square foot office building in place of the 76,384 zsf building to be constructed under the Proposed Action.

This alternative would result in a net decrease in building area, parking spaces, and project generated traffic. It would also result in decreased tax benefits and job creation.

While this alternative results in both beneficial and adverse impacts, it does not meet the objectives of the Applicant. Nor does this alternative allow the previously approved development of Parcel B with 355,000 zsf of office space in accordance with the Stipulation of Settlement.