

II. PROJECT DESCRIPTION

A. Project Purpose, Public Need and Benefits

1. History of the Project Site

Parcel B is one of three development parcels that were subdivided by Manhattanville College with the approval of the Town between 1977 and 1979. As part of that subdivision, the three development parcels, Parcels A, B and C, totaling 130 acres, were rezoned to SB-35 Special Business District, permitting the development of offices, corporate learning centers and other uses (Figure II.A-1).

Parcel A, which is 46.8 acres, was developed in the early 1980s by the Nestle Company. It consists of one building that is now MasterCard's world headquarters. Parcel C is 42.6 acres and was developed by Related Properties Corporation in the mid-1980s and consists of four buildings, two of which are connected. Parcel B, also developed in the mid-1980s by Related Properties Corporation, is 35 acres and contains a four story office building consisting of 265,852 zsf. A summary of the review and approval history of Parcel B is set forth in Section II.A.5 of this SEIS.

After the subdivision, Manhattanville College leased Parcel B to Purchase Corporate Park Associates II ("PCPA II"), which subsequently purchased the property. In 1991, PCPA II sold Parcel B to the Nestle Company, which then ground leased Parcel B to the Applicant. The ground lease permits the Applicant to build and maintain the proposed building and associated parking and drainage systems. Parcel B is now owned by BfG Immobilien-Investment Gesellschaft ("BfG"), but remains subject to the ground lease with the Applicant.

2. Objective of the Applicant

The objective of the Applicant is to complete the previously approved development of Parcel B in accordance with two Stipulations and Orders of Settlement dated May 18, 1984 and October 11, 1984 and applicable provisions of the Zoning Code. It is the Applicant's position that the proposed project complies with the prior Stipulations and Orders of Settlement, however, the Applicant recognizes that the Planning Board will review the proposed project to ensure conformance therewith.

The Applicant proposes to develop a class A commercial office building on a site that is within Westchester County's "Platinum Mile." The "Platinum Mile" refers to the section of the I-287 corridor near the Harrison-White Plains municipal boundary where office buildings, corporate parks, and major corporate headquarters are clustered. The site's location is particularly well served by major arterial roadways, and is approximately 25 miles from New York City and approximately 3 miles from the central business district of the neighboring City of White Plains. The Applicant anticipates providing this office space within this well-established and well-known market, as speculative office space.

3. Prior Projects of the Applicant

The Parcel B office building will be developed by Related Properties Corporation, an affiliate of The Related Companies, L.P. based in New York City. Related Properties Corporation's prior developments include The Centre at Purchase, Parcel C, a Class A commercial office park with four buildings totaling 550,000 square feet located in Harrison, New York and Computer Associates Headquarters, Phase I, located in Islandia, New York totaling 850,000 square feet. The Related Companies is an industry leader in the commercial, mixed use and multifamily real estate development fields. Related's portfolio consists of \$11 billion in real estate assets over 47 states including 7 million square feet of commercial real estate and 140,000 residential units. Recently completed projects include AOL Time Warner Center, a 2.1 million square foot, 1.7

billion dollar development located at Columbus Circle in the heart of Manhattan. The Related Companies has also been selected by the Empire State Development Agency to develop the new Moynihan Station in Manhattan at the site of the Farley Post Office.

4. Benefits of the Proposed Project

a. Social

The proposed project would provide new employment opportunities for residents of the Town, Westchester County, and the overall region. It would also establish a consistent use in an area already developed with office buildings, thus not contributing to the development currently undeveloped lands, such as farmlands, woodlands, or fields in the region. Section III.E of this DSEIS provides additional details of the social benefits of the project.

b. Economic

Property taxes from the proposed building in the approximate range of \$200,000-\$300,000 annually are anticipated to be generated for all taxing jurisdictions. School taxes generated by the property would correspond with no increased demand on school services.

The economic effects of constructing the Parcel B building would be substantial. The benefits arising from construction would stem from the direct construction employment and spending, as well as the secondary, or indirect, economic activity generated throughout the economy by the direct spending on goods and services within the Town and the greater Westchester County area and region. This is often referred to as the “ripple” effect. Jobs during the construction period for any particular component of the project would include many different specialty contractors, some employed for only a brief period and others, such as those employed by the general contractors, employed for longer periods of time. The

total employment resulting from construction expenditures would also include support of jobs in local and regional businesses providing goods and services to the contractors and workers, thereby resulting in the creation of further indirect, or generated employment.

Construction workers generally travel to work sites and do not change residences as a result of construction activities. As a consequence, the construction of the proposed Parcel B building would draw from a construction trade labor pool within the region and, as a consequence, the construction jobs related to the project would not be expected to result in new permanent residences in Purchase or the surrounding area.

Construction of the proposed building would also generate tax revenues, including sales tax revenues on construction materials and other taxes. Other taxes during the construction period would include property tax payments for local jurisdictions, and for New York State, personal income tax, corporate and business taxes, sales tax on indirectly generated activity, and numerous other taxes.

Upon completion, the proposed project is also expected to have a direct effect on the local economy, due to the direct spending during the ongoing operation of the building and its tenant businesses. The proposed building will provide contractual opportunities to local and regional firms for landscape management, and other grounds and physical plant operation and maintenance services. In addition, the building is expected to result in the need for ongoing maintenance and repair services. The expected anticipated need for ongoing services will represent opportunities for local and regional businesses on a retained or as-needed basis.

Further, upon completion, the tenants and office workers occupying the proposed building will expend money in the local and regional economies as they make daily purchases of goods and services. These expenditures will result in the investment of

new dollars in the economy, and will consequently result in increased sales and service activity by existing businesses.

Section III.E of this DSEIS provides additional details of the economic benefits of the project.

c. **Physical**

The proposed building is to be constructed among existing compatible office building uses. The site is immediately adjacent to and served by major roadways. The site is also served by a dedicated public transit bus route (Bee Line Route #3) that connects to the White Plains and Yonkers Metro North stations (Harlem and Hudson Lines), as well as to the NYC Transit subway, in the Bronx.

From a regional planning/smart growth perspective, the creation of a 76,384 zsf Class A office space in this area would further strengthen the established metropolitan Westchester office space market, thereby reducing the pressure to build office buildings in more exurban “green field” locales farther north along the I-684 corridor.

With regard to the physical aspects of the site itself, stormwater quality measures are to be implemented with the proposed development. 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). These exceed the standards in place when the existing Building A was constructed in the mid-1980's, and help improve the quality of the stormwater on the site compared with existing conditions.

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.

Construction would entail disturbing 11.9 acres, 7.6 acres of which constitutes existing impervious surfaces. 32 trees would be removed. Approximately 277 new trees consisting of 119 evergreen trees and 158 deciduous trees, are proposed to be planted. In addition, other landscaping including shrubs and perennials would be planted on the site, enhancing the site's overall appearance.

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, including the proposed stormwater management basins providing water quality treatment and stormwater treatment systems to treat stormwater runoff prior to entering the proposed subsurface detention system.

Sections III.B, III.C, III.D, and III.F of this DSEIS provide additional details of the physical benefits of the project.

5. Summary of Review and Approval History

The development of Parcel B has been the subject of lengthy public review and several litigations. Two court-ordered Stipulations of Settlement set forth the parameters of the development that may occur on the property.

On March 15, 1983 the Planning Board recommended that the Town Board approve a special exception use permit for an office park consisting of three buildings on Parcel B (Appendix M). On April 5, 1983, the Planning Board approved a site plan for the development of a total of 457,380 zsf of office space on Parcel B in three separate buildings (Appendix N). The 457,380 zsf development was the subject of both Draft and Final Environmental Impact Statements prepared in 1983. The Planning Board, which acted as lead agency, issued SEQRA Findings on April 5, 1983 (Appendix O).

At that time it was contemplated that the development of Parcel B was to take place in two phases. The first phase was to consist of the construction of building #1 -- 195,612 zsf to be located in the northwest corner of the site. The second phase was to consist of the construction of buildings #2 and #3. Each of these buildings was to contain 130,884 zsf, for a phase II subtotal of 261,768 zsf. Buildings 2 & 3, which were to be connected, were to be located in the center of the site. Figure II.A-2 depicts the 1983 Layout Plan, and Figure II.A-3 depicts the 1983 Illustrative Site Plan.

However, the special exception use permit was subsequently denied by the Town Board (Appendix P) and such denial was challenged by Manhattanville College and PCPA II in a lawsuit brought against the Town in the Westchester County Supreme Court. The Court vacated the denial of the special exception use permit and, during the pendency of the Town's appeal from that decision, Manhattanville College, PCPA II and the Town entered into a Stipulation of Settlement dated May 18, 1984, which was "so ordered" by the Court. The May 1984 Stipulation of Settlement (Appendix I) allowed the

development of up to “355,000 square feet of aggregate office space (F.A.R.)”¹ on Parcel B.

Prior to the Town’s execution of the May 1984 Stipulation, the Town Board resolved to adopt the Planning Board’s April 1983 SEQRA Findings and approved the special exception use application for the development of Parcel B in accordance with two site plans prepared by Hooker/Siskind & Associates dated April 25, 1984 (Appendix R). One of the site plans (sheet 1A) provided for the development of Parcel B in multiple buildings, and the other (sheet 2) provided for the development of Parcel B in a single building to be constructed in two phases (see Appendix Q). These site plans were incorporated by reference in the May 1984 Stipulation of Settlement.

The May 1984 Stipulation of Settlement was challenged in a subsequent litigation brought by the Purchase Environmental Protective Association (“PEPA”), which resulted in a second Stipulation of Settlement, also so-ordered by the Court, dated October 11, 1984. The October 1984 Stipulation of Settlement, among PEPA, Manhattanville College, PCPA II and the Town, provides that, except as specifically modified by the October 1984 Stipulation of Settlement, the terms of the May 1984 Stipulation of Settlement remains in full force and effect. In the October 1984 Stipulation (Appendix J) the parties agreed that the applicant would construct a phased development at the reduced size of 355,000 zsf on Parcel B. It allowed for the immediate development of up to 300,000 zsf (in Phase I), and the development of the remaining 55,000 zsf (in Phase II) after three and one half years after the date of the full execution of the October 1984 Stipulation of Settlement.

¹ The phrase “square feet (F.A.R.)” is used in both in the May 1984 Stipulation of Settlement and the subsequent October 1984 Stipulation of Settlement, however, F.A.R. does not describe square footage, but rather describes a ratio. Zoning Code § 235-4 defines “Floor Area Ratio” as “the total floor area of the building or buildings on a lot, excluding floor area in parking structures or that designed for mechanical equipment or cellar storage, divided by the total lot area.” Accordingly, the square footage of both the existing building on Parcel B and the proposed building that is the subject of this SEIS, are more appropriately described in terms of zoning square feet -- the square footage of the total floor area of the building or buildings on a lot minus the allowable floor area deductions provided for in the Zoning Code.

The October 1984 Stipulation of Settlement provided incentives for the developer of Parcel B to secure governmental approvals necessary for the construction of a connector road from Manhattanville Road to Westchester Avenue, so that the connection between Manhattanville Road and Purchase Street could be closed. In the event that such connector road and road closure were approved by the New York State Department of Transportation (NYSDOT), up to 450,000 zsf of office space could have been built on Parcel B. The NYSDOT ultimately refused to approve the road closure in February 2001 (Appendix L). Accordingly, pursuant to the May and October 1984 Stipulations of Settlement, no more than an aggregate of 355,000 zsf may be developed on Parcel B.

Consistent with the May and October 1984 Stipulations of Settlement, in November 1984, PCPA II filed an application with the Planning Board seeking site plan approval for the immediate development of an office building on Parcel B of 278,290 zsf (Phase I) and the future expansion of that office building by 76,710 zsf (Phase II). That site plan was approved by the Planning Board in November 1984 (Appendix S).

On May 19, 1986, the Board of Appeals issued a variance to reduce the number of off-street parking spaces required on Parcel B from 1335 to 1068 (Appendix K). An office building was subsequently built on Parcel B. The size of the existing building was determined to be 265,682 zsf by the Town Engineer on May 28, 2002, which was calculated by measuring gross floor less floor area deductions for mechanical equipment and space, elevators, mechanical shafts, truck loading bays, and any floor area open to the floor below (Appendix D).

The application that is the subject of this SEIS was submitted to the Planning Board in March 2000 and has been the subject of numerous public hearings and review by the Planning Board and various outside environmental consultants retained by the Planning Board. That review resulted in several changes to the proposed project including, among other things, reorienting aspects of the project to reduce the disturbance of wetlands, revising the site plan to eliminate a need for a setback variance, and reducing the amount of additional parking to be constructed on Parcel B. The project now

proposes an office building consisting of 76,348 zsf -less than the balance of allowable development called for in the October 1984 stipulation of settlement (i.e. 355,000 zsf minus 265,842 zsf)- and requires amended site plan approval, an amendment of the existing special permit, a wetlands permit to disturb wetland buffer areas in connection with on-site and off-site improvements, a parking waiver and variance for a 20% reduction in the amount of required parking, and a side yard set back variance for landbanked parking.

On May 23, 2000, the Planning Board designated itself as lead agency (Appendix U). The Planning Board reaffirmed its intention to serve as lead agency on January 28, 2003 and reclassified the project as a Type I action under SEQRA. On March 25, 2003, the Planning Board issued a Positive Declaration requiring review of the proposed building in a new full EIS (Appendix V). By Decision and Order dated October 21, 2004, the Westchester County Supreme Court annulled that Positive Declaration on the grounds that it was “deficient in that it fails to contain any statement or basis for the Planning Board’s determination of adverse environmental impacts which would require study in an EIS,” and remitted the matter back to the Planning Board.

Consistent with the Court’s October 21, 2004 Decision and Order, the Planning Board determined that there were certain matters raised by the March 2000 application that required further environmental review and the Applicant agreed to perform such review pursuant to a Stipulation and Order of Settlement between the Applicant, the Town Board and the Planning Board, which was “so ordered” by the Court on August 1, 2006. The agreed upon scope for the SEIS (Appendix A) is annexed as Exhibit R to the Stipulation and Order of Settlement. This SEIS has been prepared in accordance with that scope.

B. Location

1. Description of the Project Site and Surrounding Areas

Parcel B is located within the Town/Village of Harrison, a suburban community located in East-Central Westchester County, about 23 miles north of New York City. The Town is spread over an area of more than 11,000 acres in a key location with regard to regional transportation routes.

The City of White Plains and Town of North Castle are situated to the north of Harrison; to the east are the City of Rye and the City of Port Chester; to the south is the Town of Mamaroneck; and to the west is the Village of Scarsdale (Figure II.B-1).

Parcel B is situated in the central portion of the Town, just north of the intersection of Interstate 287 with Interstate 684 and the Hutchinson River Parkway. The site is zoned SB-35 Special Business District. Parcel B is bounded to the south by Manhattanville Road, to the west by College Road and the College Road Extension, to the north by the Manhattanville College Campus, and to the east by Purchase Street (NY Route 120).

Adjacent to the north of the property is the Manhattanville College Campus; to the east across Purchase Street are residential properties; to the south across Manhattanville Road is property containing an office building; and to the west is property containing four office buildings (Figure II.B-2).

The Keio Academy is situated approximately 785 feet to the northwest of Parcel B (Figure II.B-2). The closest residences to the site are the Manhattan College facility housing approximately 250 feet to the north and approximately 600 feet to the northeast, and the Ophir Farm Estates residential subdivision approximately 880 feet to the northwest. The homes across Purchase Street are approximately 1,400 feet to the east.

The Purchase Office Park buildings to the west on Parcel C are designated Building 1, Building 2, Building 3, and Building 4 (Figure II.B-2).

The office building to the south on Parcel A is the MasterCard World Headquarters building.

Figure II.B-3 depicts the zoning of the surrounding properties. Adjacent to the north is the Manhattanville College campus, which is within an R-2 "One-Family Residence District," as are the properties to the east across Purchase Street. The Parcel B site itself is abutted to the south and west by land zoned SB-35 "Special Business District," the same zoning district as Parcel B.

Regional access to the site is provided via Interstate 684, the Cross Westchester Expressway (I-287), and the Hutchinson River Parkway at Purchase Street (Figure II.B-2). Direct access to the site is currently provided via a two lane ingress and two lane egress driveway providing access from Manhattanville Road. In addition, another access drive to Manhattanville Road is provided approximately 400 feet to the west of the previously mentioned driveway.

C. Design and Layout

1. Description of Proposed Structures and Site Improvements

The site contains an existing 265,682 zsf office building (Building A) constructed in the mid-1980's along with associated off-street parking. The proposed office building (Building B) is a free standing structure of high architectural quality sited on the northwesterly portion of the site. The proposed building would be partially constructed over the existing impervious surfaces (10.0 acres over the existing impervious surfaces out of 14.3 acres of total proposed impervious surfaces).

The proposed building consists of three stories above grade and a lower level which is set into the sloping site. The building height is ± 42 feet. The building plan is quarter-

round in shape, with one curved exterior wall and stepped corners. Two elevators and two interior exit stairs serve all floor levels. (Square feet summaries and floor plans are contained within Figure II.Ca-1.)

A two story high open entry plaza is provided at the first floor grade level entry. An open light well, continuing through the third story and roof level, allows daylight onto the open entry plaza. Tenant spaces are located around a shared central core. This central core area includes the stair and elevator lobby, mechanical, electrical and telephone closets, mechanical shafts, and toilet rooms. At the central core, a small atrium extends up through the second and third floors above.

At the second and third floors, tenant spaces are typically located around a shared central core. Similar to the first floor level, this central core area includes the stair and elevator lobby, mechanical, electrical and telephone closets, and toilet rooms.

The roof level is flat with slopes for drainage. A continuous parapet is located at the roof perimeter. One stair and the elevator machine room extend to a bulkhead at the roof level. Rooftop mechanical equipment will be located at this level, and will be appropriately screened.

The lower level is located below grade and set into the sloping site. This level includes storage rooms, a mechanical equipment room, toilet rooms and 29 parking spaces connected to the building above by stairs and elevators.

The building structure is steel frame with concrete floors on metal deck. The insulated metal stud exterior wall perimeter is clad in aluminum panel with windows of double insulated glass/aluminum frame.

The proposed building design and use of an aluminum and glass façade will be consistent and compatible in appearance with existing office buildings in the vicinity. The design will project a durable and appealing building image of high architectural quality.

Parking areas are proposed to be constructed along the westerly side of the site, as well as the east side of the existing parking area to support the proposed office building (Figure II.C-1) The construction of 285 parking spaces on Parcel B is proposed, after which 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.

A wet pond, a pocket pond and subsurface detention system are proposed to mitigate the increase in stormwater runoff rates. The proposed stormwater ponds 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). These exceed the standards in place when the existing Building A was constructed in the mid-1980's, and help improve the quality of the stormwater on the site compared with existing conditions.

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 ponds 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.

Access is proposed to be provided with a single lane ingress and single lane egress drive provided access to College Road, which is the nearest roadway to the proposed

building. College Road provides access to Manhattanville Road which in turn provides access to Purchase Street to the east and I-684 to the west (see Figure I.A-2).

It is not anticipated that there would be a significant impact on the existing Westchester County Department of Transportation Bee-Line 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 routes between the bus shelters and the buildings.

Section III.J of this DSEIS describes construction impacts and mitigation, and Figure III.J-1 depicts the materials storage/staging area location on the site to the west of Building A, as well as other aspects of the erosion and sediment control measures to be utilized.

The proposed site lighting will match the existing light fixtures on the site, and light will be directed downward so that no light spills over the parcel property lines onto adjacent properties.

Section III.F of this DSEIS describe the proposed water, sanitary sewer, and storm drainage improvements proposed for the site. The various utility services have sufficient capacity to serve the proposed office building.

The closest residences to the site are Manhattan College faculty housing approximately 250 feet to the north and approximately 600 feet to the northeast, and the Ophir Farm Estates residential subdivision approximately 880 feet to the northwest (Figure II.B-2). The homes across Purchase Street are approximately 1,400 feet to the east. The Ophir Farm Estates and the houses across Purchase Street are screened by existing trees and vegetation. The Manhattanville College faculty housing closest to the proposed building will have views of the building, although these will be partially screened by the existing vegetated buffer to remain as described and depicted in Section III.G.

2. Description of proposed impervious areas, land to be disturbed, required grading and removal of vegetation

As shown on Figures II.C-1 and II.C-2, upon completion of the proposed project, there would be a total of 14.3 acres of impervious surfaces, 4.3 acres of which would be new. Of the new impervious surfaces, .8 acres would consist of the new building and 3.5 acres would result from driveways and parking.

Construction would entail disturbing 11.9 acres 7.6 acres of which constitutes existing impervious surfaces. 32 trees would be removed. Approximately 277 new trees consisting of 119 evergreen trees and 158 deciduous trees, are proposed to be planted. In addition, other landscaping including shrubs and perennials would be planted on the site, enhancing the site's overall appearance.

D. Construction Period and Schedule

The anticipated construction period is approximately two years. As depicted on Figure II.D-1, the proposed construction would be divided into three phases. Phase 1 would consist of construction of additional parking on the easterly side of the site, which would serve to provide parking for the existing office Building A. This parking would replace existing parking on the west side of Building A which is presently used by occupants of Building A, but would be used in the future by occupants of proposed Building B. In addition, during Phase 1, the easterly stormwater management basin would be constructed which would treat runoff from the completed Phase 1 work. Also, some parking along the southwesterly portion of the site, near the intersection of Manhattanville and College Roads, would be constructed during Phase 1. Construction access would be via the existing rear driveway off of College Road Extension.

During Phase 2, the building pad prep and building construction work would commence, and the westerly stormwater management basin and subsurface stormwater detention

system would be constructed. Also to be constructed is the proposed new access drive off of College Road, which would serve as a construction access road.

Phase 3 entails construction of the remainder of the site including proposed parking in the vicinity of the proposed office building, the reconfiguration of the existing driveway behind existing office Building A and completion of the proposed office building.

E. Required Permits and Approvals

The proposed project requires an amendment of an existing special permit as well as an amendment of a previously approved site plan. The proposed project also requires a parking variance from the Board of Appeals to allow a reduction of the required parking on Parcel B to 80% of that required by the Zoning Code, and a side yard setback variance for landbanked parking.

A wetland permit is required from the Town Planning Board for disturbance within the 100 foot Town regulated wetland buffer area. No disturbance is proposed to wetlands, however, various work both on-site and off-site within the 100 foot buffer is proposed. This work would involve the disturbance of a total of approximately 1.52 acres within wetland buffer areas: the disturbance of approximately 0.58 acres for the construction of a parking lot, curbing, and associated landscape islands on-site; the disturbance of approximately 0.74 acres for a stormwater management basin on-site which would be heavily landscaped with wetland plant species; and the disturbance of approximately 0.20 acres associated off-site with widening of the north side of Manhattanville Road to provide an additional eastbound travel lane and associated drainage improvements.

This application also requires review and approval by the Town of Harrison Architectural Review Board following site plan approval by the Planning Board, as specified in Section 235-71.A of the Zoning Ordinance. In addition, the proposed project requires referral to the Westchester County Planning Board under the County Administrative Code and §239 General Municipal Law. A highway work permit from the New York State Department of

Transportation for provision of an additional eastbound travel lane and associated drainage is also required. Approval of backflow prevention devices for the proposed water services is required from the Westchester County Department of Health.

Table II.E-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

F. List of SEQRA Involved and Interested Agencies

Involved Agencies

Town/Village of Harrison Planning Board
Municipal Building
1 Heineman Place
Harrison, NY 10528

Town/Village of Harrison Town Board
Municipal Building
1 Heineman Place
Harrison, NY 10528

Town/Village of Harrison Board of Zoning Appeals
Municipal Building
1 Heineman Place
Harrison, NY 10528

Town/Village of Harrison Architectural Board of Review
Municipal Building
1 Heineman Place
Harrison, NY 10528

Westchester County Planning Department
County Office Building
148 Martine Avenue
White Plains, NY 10601

New York State Department of Environmental Conservation
21 South Putt Corners Road
New Paltz, NY 12561

New York State Department of Transportation
4 Burnett Boulevard
Poughkeepsie, NY 12603

Interested Agencies

Westchester County Department of Environmental Facilities
270 North Avenue
6th Floor
New Rochelle, NY 10801

Westchester County Health Department
145 Huguenot Street
7th Floor
New Rochelle, NY 10801

New York State Office of Parks,
Recreation and Historic Preservation
Peebles Island Resource Center/ P.O. Box 189
Waterford, NY 12188-0189