

**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR THE
CROTON WATER TREATMENT PLANT
AT THE EASTVIEW SITE**

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5.2. LAND USE, ZONING, AND PUBLIC POLICY

5.2.1. Introduction

Land use, zoning, and public policy analyses have been performed for the proposed water treatment plant at the Eastview Site to assess the potential effects on existing land use; identify the project's consistency with underlying zoning, and to identify applicable public policies. This analysis addresses the anticipated compatibility of the proposed Croton Water Treatment Plant project (Croton project) with the surrounding areas during construction and operation.

For the purpose of this analysis a study area extending roughly one mile from the Eastview Site was chosen; it encompasses the area in which the proposed plant may have a potential influence on future land use patterns and trends. As shown in Figure 5.2-1, the study area is located in two municipalities: the Town of Mount Pleasant, New York and the Town of Greenburgh, New York. The study area is bordered on the west by the Saw Mill River Parkway, on the south by the Cross Westchester Expressway (I-287) and the southern edge of the Westchester Community College campus, on the east by Hillside Avenue (Route 100) and the Sprain Brook Parkway, and on the north by the Gate of Heaven Cemetery, Grasslands Reservation, and the Mid-Westchester Executive Park. The methodology used to prepare this analysis is presented in Section 4.2, Data Collection and Impact Methodologies, Land Use, Zoning, and Public Policy.

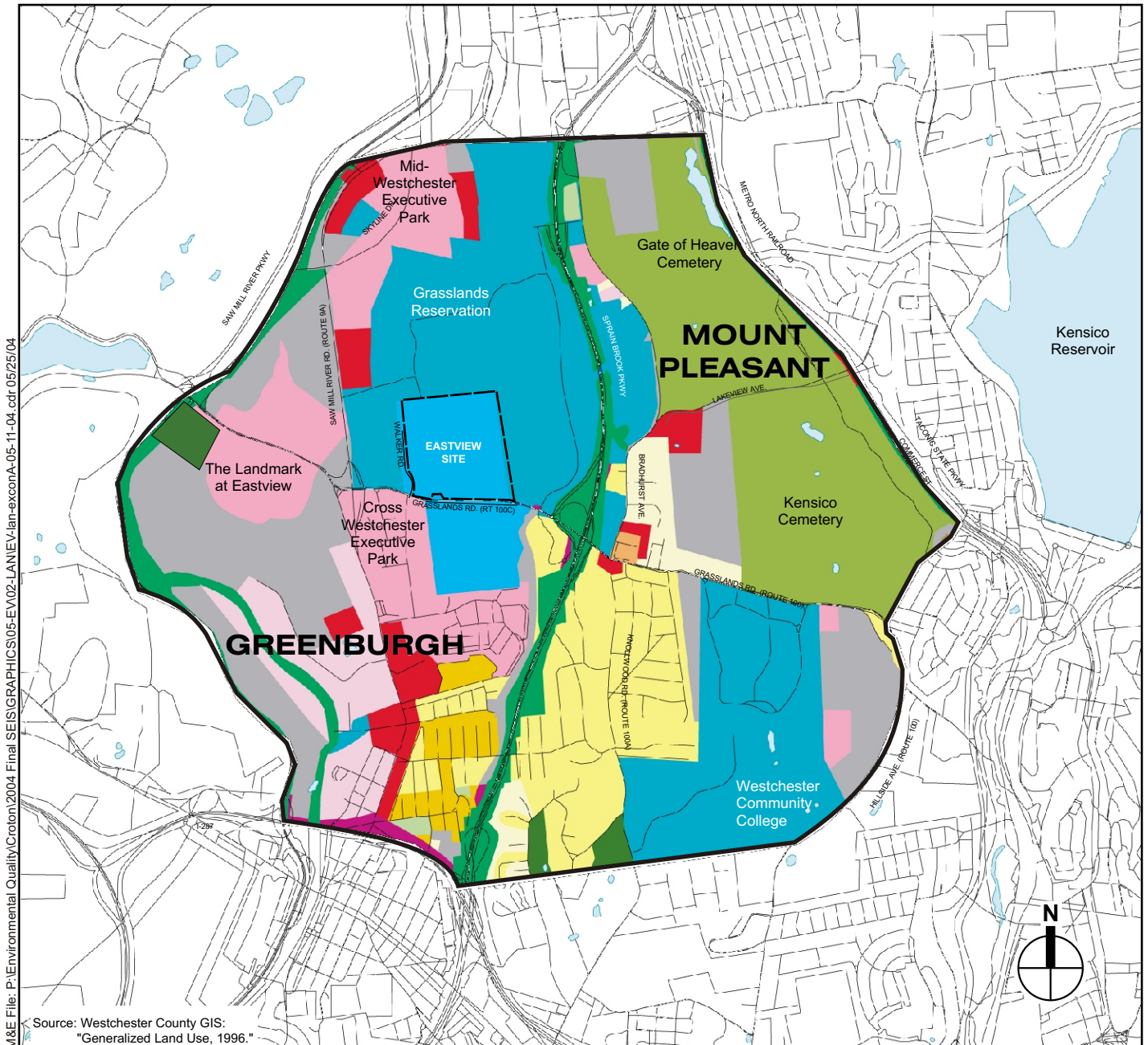
5.2.2. Baseline Conditions

5.2.2.1. Existing Conditions

5.2.2.1.1. Eastview Site

Land Use. The water treatment plant site at Eastview is located in the Town of Mount Pleasant, New York, on a portion of the City-owned property (Figure 5.2-1). The actual construction area is approximately 30 acres of the 83 acres. The 83-acre Eastview Site is largely undeveloped, with the exception of: (1) Delaware Aqueduct Shaft No. 19, situated on the eastern side of the Eastview Site with an access road off Route 100C; and (2) the historic Hammond House, a private residence listed on the State and National Register of Historic Places (S/NR) that is situated on the north parcel of the Eastview Site. Mine Brook, a tributary to the Saw Mill River, flows through the central portion of the site, creating various wetland communities. Hammond House Road passes through the Eastview Site from north to south. This roadway is closed, demapped, and on NYCDEP property. It had been informally used previously by pedestrians and cyclists; however, access to this roadway is no longer permitted due to the implementation of updated security measures. As shown in Figure 5.2-1, the Eastview Site is classified by the County as a "water supply" land use.

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- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial/Residential
- Commercial
- Office
- Institutional
- Transportation
- Cemetery
- Manufacturing
- Nature Preserve
- Private Recreation
- Active Open Space
- Passive Open Space
- Undeveloped
- Water Supply

- Eastview Site
- Study Area Boundary

0 2000 FEET
SCALE

Eastview Site - Land Use Study Area

Croton Water Treatment Plant

Figure 5.2-1

Zoning. The Eastview Site is comprised of two tax lots in the Town of Mount Pleasant (Section 116.16, Block 1, Lot 2, and Section 116-20, Block 1, Lot 1), and lies within the “Public Utility/Office Building” (OB-2) zoning district. This zoning district permits any principal use permitted in a residential district, as well as public utilities and office buildings. The principal uses permitted in residential districts include single-family dwellings, public schools, railroads, playgrounds, recreational areas, and municipal, state, or national historic sites. Watershed and water supply facilities are a “permitted special use” and subject to conformance with additional standards as provided in Article III of the Town zoning ordinance (Chapter 218). The additional standards within Article III state that: (1) such facilities must be located so as not to cause any nuisance to surrounding properties; (2) the Board of Appeals may require suitable fencing or landscaping around any structures to safeguard the public and to screen the facilities from the surrounding property; (3) outdoor storage of materials may not be located in any residential district; (4) no water towers exceeding 100 ft in height can be constructed; and (5) water towers must be located a distance equal to at least twice their height from all property lines. The OB-2 district requires a minimum lot area of 20 acres with a minimum front yard setback of 150 ft and minimum side and rear yard setbacks of 100 ft. This district permits a maximum building height of 40 ft and maximum lot coverage of 10 percent. Therefore, only 10 percent of the lot area can be used for building. The height limitation does not apply to ventilators, skylights, water tanks, bulkheads, building chimneys, or necessary mechanical appurtenances. The OB-2 regulations specify that the total area covered by such features shall not exceed 25 percent of the roof area, and the height of each such feature shall not be more than 15 ft above the roof level. The OB-2 district does not allow power generation for outside purposes. Furthermore, the Town Board must approve any plans for access and service road connections before a zoning permit is issued. In addition, the OB-2 district requires on-site parking areas to accommodate company, employee and visitor motor vehicles equal to: one square foot of parking space for each square foot of office floor area plus one space for each employee on duty at peak employment hours engaged in an accessory use; and one space for each company vehicle. The parking areas must be permanently improved and suitably screened with planting and set back at least 50 ft from the property lines (150 ft for commercial-type vehicles).

The Delaware Aqueduct and its connection chamber, Shaft No. 19, were constructed during the early part of the century prior to the adoption of the Town zoning code and thus are not required to conform to the regulations of the zoning district.

5.2.2.1.2. Study Area.

Land Use. In the first half of the 20th century the City of New York purchased approximately 315 acres of property in Westchester County, New York in anticipation of constructing water treatment facilities for the City Water Supply System. This property consisted largely of undeveloped land located within central Westchester County, which is commonly known as the Eastview property. Today, the remaining 153 acres of City property consists of two parcels, located in two separate municipalities; roughly 83 acres or 57 percent of the property is located within the Town of Mount Pleasant and 66 acres or 43 percent of the property is located within the Town of Greenburgh. The property is bisected by Grasslands

Road/Route 100C, which also serves as the border between the Town of Mount Pleasant and the Town of Greenburgh.

For analysis purposes, the study area has been divided into four smaller sections. The study area is bisected by Route 100C, which divides the northern and southern sections of the study area. The Sprain Brook Parkway runs from north to south through the center of the study area and divides the study area into eastern and western sections.

Town of Mount Pleasant - West of the Sprain Brook Parkway. The Town of Mount Pleasant west of the Sprain Brook Parkway is dominated by municipal buildings and office parks (see Figure 5.2-2). The Landmark at Eastview Office Park, a 268-acre campus, is located in the Towns of Mount Pleasant and Greenburgh along Old Saw Mill River Road in the westernmost portion of the study area. The campus includes 14 buildings that contain offices, research laboratories, warehouses, light industrial uses, and a day care center. The campus is equipped with such recreational amenities as tennis courts, walking paths, a baseball diamond, and basketball courts. In addition, the campus includes 125,000-square-foot (sq.ft.) professional athletic training facility, which was recently constructed for the professional sports teams that operate from Madison Square Garden. The Landmark at Eastview Office Park is bisected by Old Saw Mill River Road, which serves as a border between the Towns of Mount Pleasant and Greenburgh. Approximately one-third of the Landmark at Eastview Office Park (86 acres) is located in the Town of Mount Pleasant while the remaining two-thirds (182 acres) is located in the Town of Greenburgh.

To the east of the Landmark at Eastview Office Park and north of the Eastview Site is the 512-acre Grasslands Reservation, a County-owned property. Grasslands Reservation occupies the majority of this portion of the study area and surrounds the Eastview Site to the north, west, and east. It contains such facilities as the Westchester Medical Center and related medical buildings (a blood center and laboratories), the New York Medical College, the Westchester County Correctional Complex and Woodfield Cottage Juvenile Detention Center, the New York State Armory (which houses the Westchester County Department of Public Safety), the Westchester County Fire Training Center (which houses the Westchester County Department of Emergency Services), the Bee-Line Bus Facility, and the Westchester County Department of Laboratories and Research (County Laboratory). The Maria Fareri Children's Hospital at the Westchester Medical Center is within the Reservation. This new facility is scheduled to be open in 2004. Directly to the west of the Eastview Site is the Bee-Line Bus Facility. Directly east of the Eastview Site, along Route 100C, are two electrical substations operated by Consolidated Edison (Con Edison).

North of Grasslands Reservation and east of Route 9A are the IBM Thomas J. Watson Research Center and the Mid-Westchester Executive Park on Skyline Drive. This 75-acre office park contains eleven one- to four-story buildings, offering a total of 802,500 sq. ft. of space. Five of the buildings are office buildings and six serve as office and flexible space (i.e., space that can be used for office space, warehousing, light industrial use, etc.). Farther north along Route 9A the predominant land uses include restaurants and motels.

Town of Mount Pleasant - East of the Sprain Brook Parkway. The area to the east of the Sprain Brook Parkway in the Town of Mount Pleasant is mainly occupied by cemeteries, namely the 461-acre rural Kensico Cemetery which extends between Bradhurst Avenue and the Metro-North Railroad, and includes the 76-acre Sharon Gardens (see Figure 5.2-3). The other land uses in this section of the study area are concentrated along the southern section of Bradhurst Avenue, just north of Route 100C. Located on Bradhurst Avenue is the Blythedale Children's Hospital, and to the north are residential neighborhoods and a florist. Directly north of the florist is the Gate of Heaven Cemetery. The Gate of Heaven Cemetery is approximately 230 acres in size. Farther north on Bradhurst Avenue is the Margaret Chapman School, a residential school for the developmentally disabled, and an office building.

Town of Greenburgh - West of the Sprain Brook Parkway. This area is predominantly composed of corporate office parks with commercial office and light industrial uses. In addition, there is a small residential neighborhood along Taylor Road located to the west of the Sprain Brook Parkway. Taylor Road is a cul-de-sac with eleven single-family dwellings (see Figure 5.2-4). To the west of the residences is additional City-owned land that includes the Catskill Aqueduct below ground and overhead electrical transmission lines. Just south of Route 100C and abutting the Taylor Road residences is an electrical substation owned by Con Edison. This substation is located on City-owned property in the Town of Greenburgh, where Con Edison maintains an easement with the City. However, most of the City-owned land west of Taylor Road is undeveloped.

Directly to the west and south of the City-owned property is the Cross Westchester Executive Park, a campus of one- to four-story office buildings comprising a total of 1.3 million sq. ft. of space for offices, technology-related facilities, light industrial distribution and service centers, and such amenities as childcare services, a restaurant, and a health club. The campus also contains the Westchester Broadway Theatre, a blood donor center and the Bright Horizons Children's Center. To the south on Executive Boulevard is Westchester Plaza, which houses flexible space and offices. As Executive Boulevard loops around to the south it connects with Old Country Road, which is lined with two-story apartment buildings and single-family houses. Old Country Road then proceeds west to its intersection with Route 9A. Traveling to the south, Route 9A is characterized by convenience goods and services businesses, such as dry cleaners, diners, and automotive repair shops. North of Old Country Road on Route 9A are large shopping centers containing big box retailers and other commercial services. A multiplex cinema, a Sam's Club, Tops Appliance City, the Elmsford distribution center, the Skating Academy, Sporttime USA, and warehousing facilities are located along this road.

Farther west along Old Saw Mill River Road is the remaining two-thirds (182 acres) of the Landmark at Eastview Office Park. As described above, this property consists of office buildings, research laboratories, a professional athletic training facility, warehouses, and light industrial uses.

Town of Greenburgh - East of the Sprain Brook Parkway. This area is primarily residential, although Westchester Community College and Knollwood Country Club occupy large areas of land (see Figure 5.2-5). Knollwood Road, just east of the Sprain Brook Parkway and off Route 100C, is part of a network of streets that make up a residential neighborhood. A

landscaping nursery is located near the entrance of this road. To the south of this neighborhood is the Knollwood Country Club, a private golf course. To the east of the residential development on Route 100C are entrances to the Westchester Community College campus, which occupies 218 acres, many of which are undeveloped and densely wooded. In addition to these developments, off Route 100C is a Board of Cooperative Educational Services (BOCES) office and the Hebrew Hospital Home of Westchester, a 160-bed long-term residential health care facility. To the east, Route 100C ends at Hillside Avenue, a north-south roadway that marks the eastern boundary of the study area. Hillside Avenue, just south of Route 100C, is lined with single-family homes to the west and Edgebrook Cooperatives apartment buildings to the east, just outside the study area. A sizable portion of the roadside to the west consists of wooded areas primarily owned by Westchester Community College. The southeast corner of the study area, off Knollwood Road, includes the south side of the Westchester Community College campus, which extends north to Route 100C. Across from the campus, outside of the study area is the Mount Calvary Cemetery.

Zoning. As shown in Figure 5.2-6, land use in the study area is regulated by a variety of zoning districts, as promulgated by the Town of Mount Pleasant and Town of Greenburgh. Tables 5.2-1 and 5.2-2, below, summarize the districts and their permitted uses for each town.

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Source: Westchester County GIS:
"Generalized Land Use, 1996."

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
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- Commercial
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- Institutional
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- Cemetery
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- Nature Preserve
- Private Recreation
- Active Open Space
- Passive Open Space
- Undeveloped
- Water Supply

- Eastview Site
- Study Area Boundary

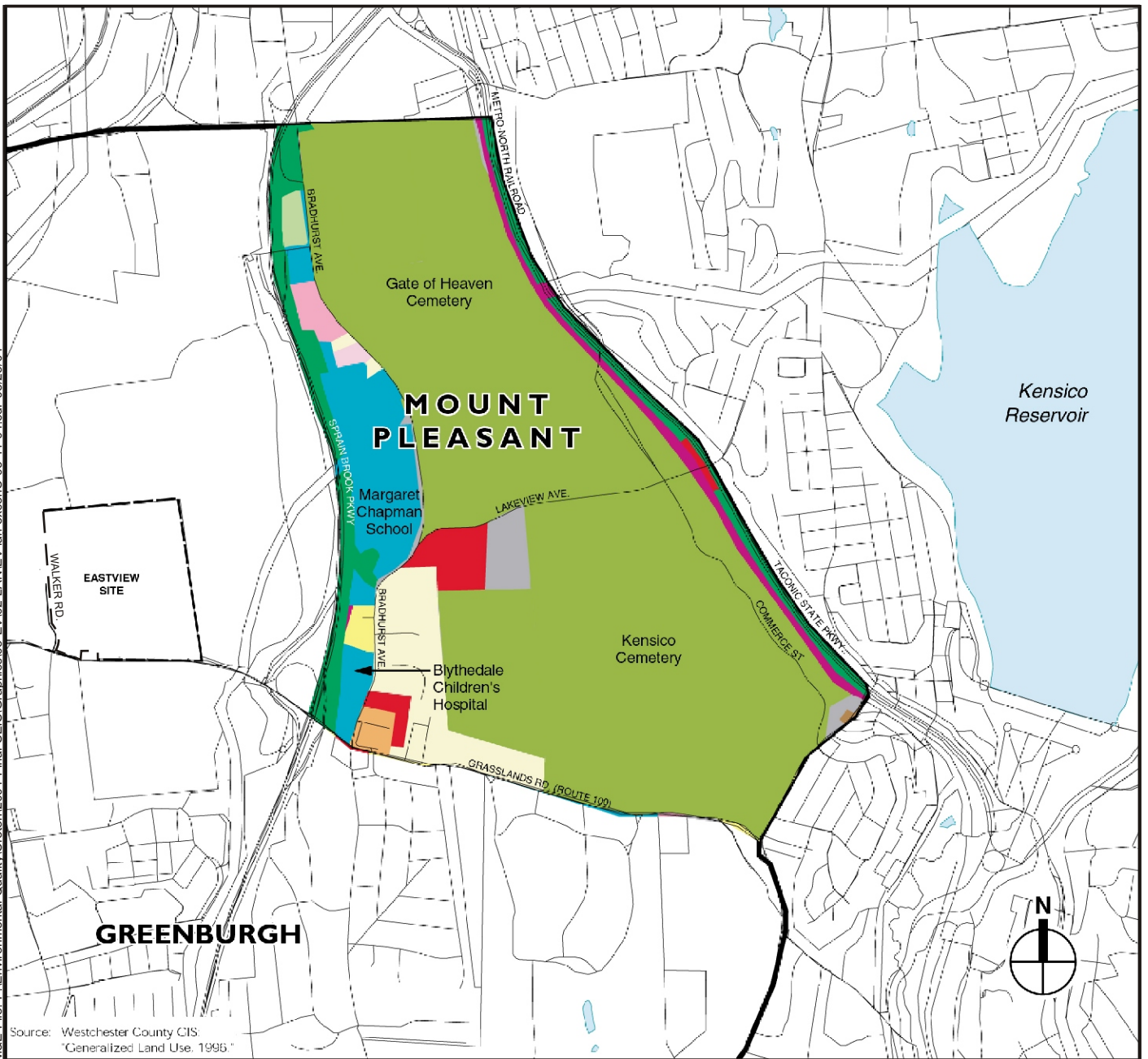
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Land Use - Town of Mount Pleasant, West of Sprain Brook Parkway

Croton Water Treatment Plant

Figure 5.2-2

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Source: Westchester County GIS
"Generalized Land Use, 1996."

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- Eastview Site
- Study Area Boundary

0 1000 2000 FEET
SCALE

Land Use - Town of Mount Pleasant East of Sprain Brook Parkway

Croton Water Treatment Plant

Figure 5.2-3

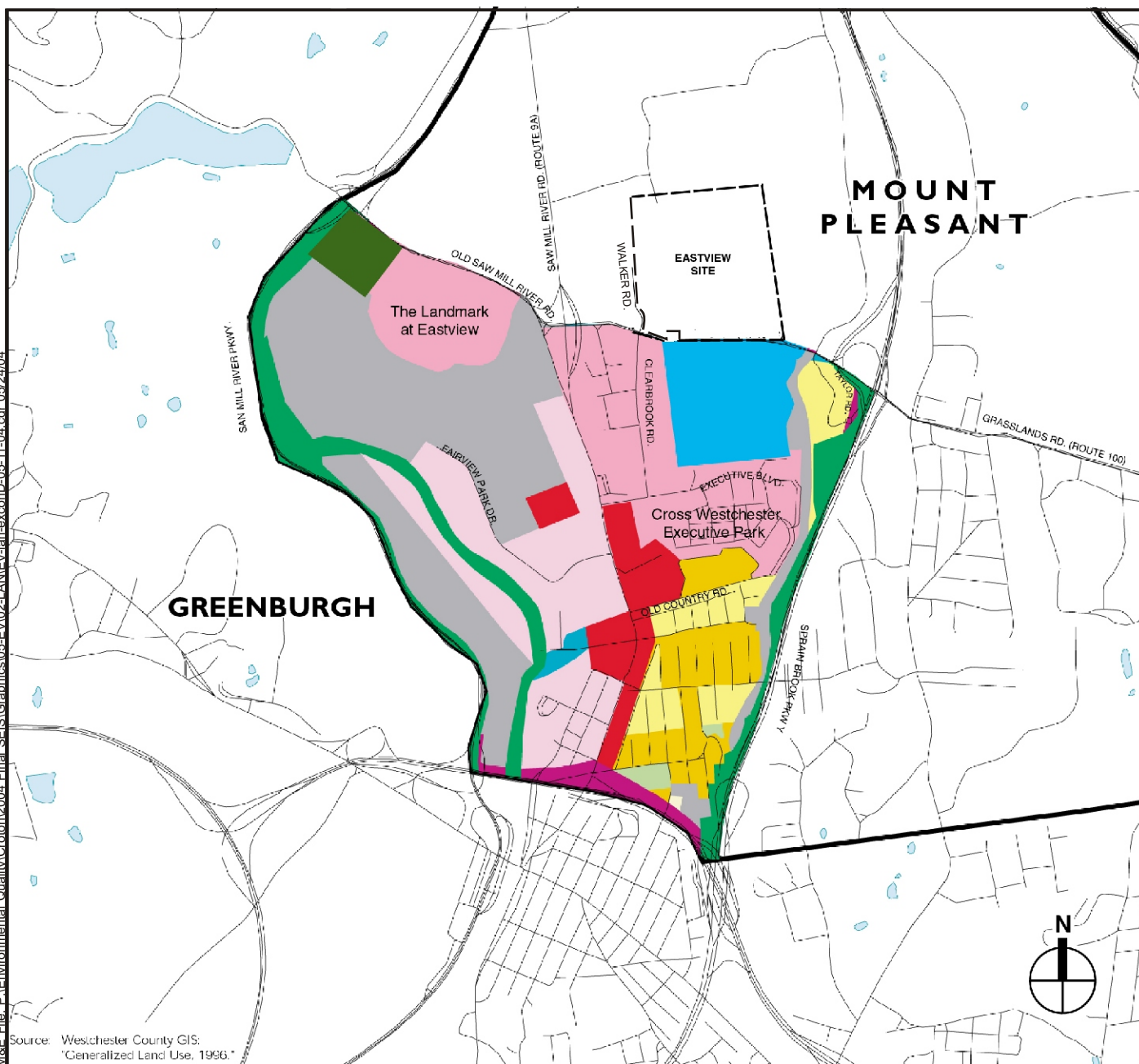
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Source: Westchester County GIS:
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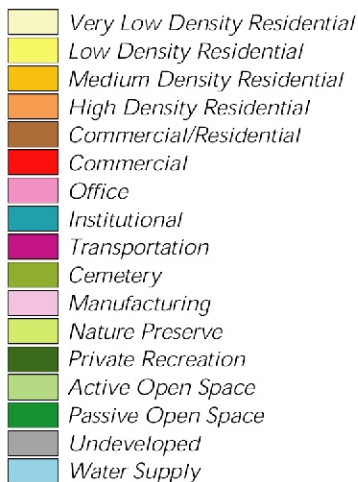
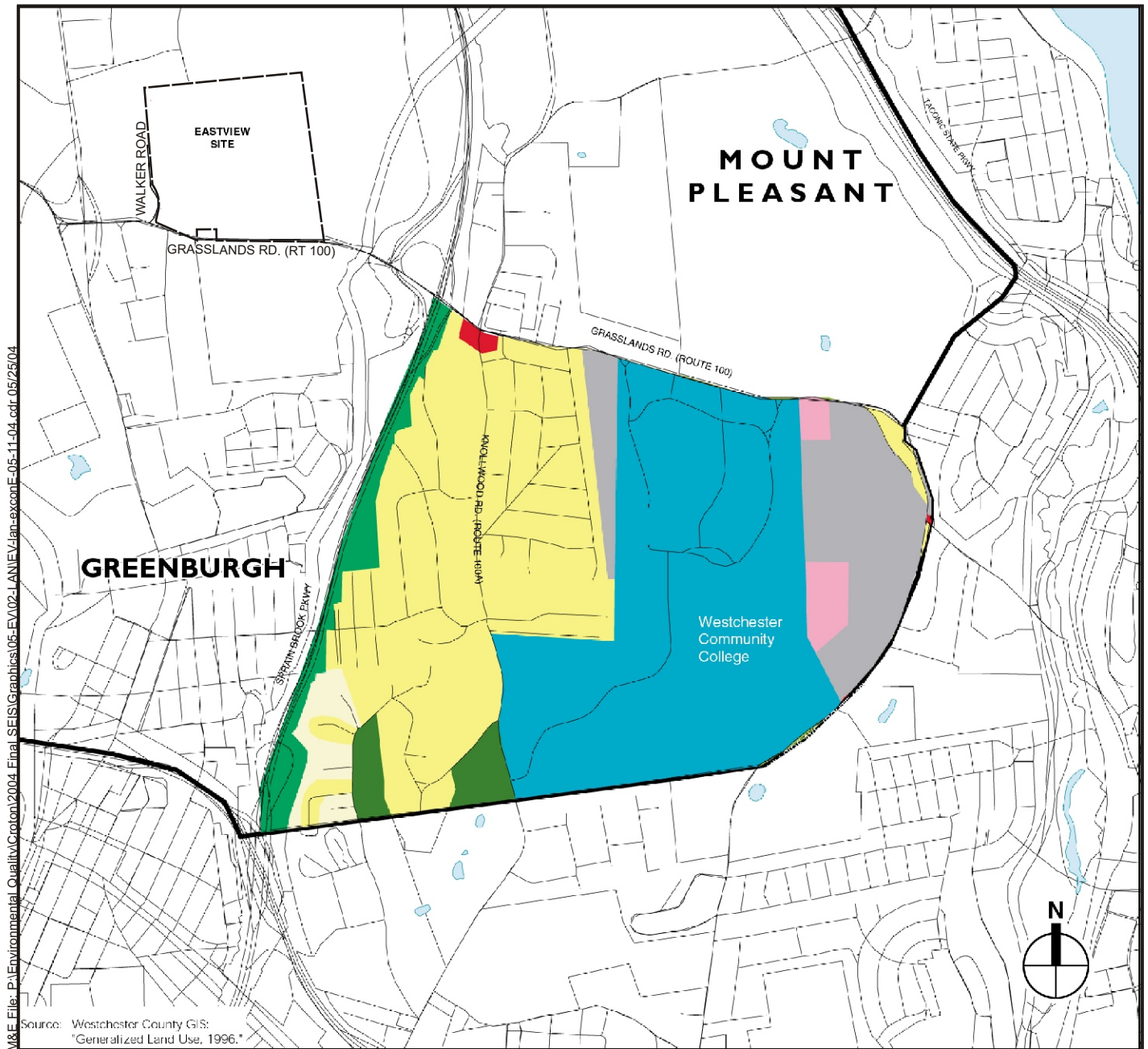
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Land Use - Town of Greenburgh West of Sprain Brook Parkway

Croton Water Treatment Plant

Figure 5.2-4



--- Eastview Site
 — Study Area Boundary

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 SCALE

Land Use - Town of Greenburgh, East of the Sprain Brook Parkway

Croton Water Treatment Plant

Figure 5.2-5

TABLE 5.2-1. ZONING DISTRICTS WITHIN THE TOWN OF MOUNT PLEASANT STUDY AREA

District	District Name	Permitted Uses
R-20, R-40	One-Family Residential	Single-family dwellings, public schools, railroads, playgrounds, recreational areas, and municipal, state, or national historic sites.
PRD-T-1	Planned Residential Development, Transitional-1	Uses permitted in the R-40 district and two-family and multifamily dwellings.
OB-6	Office Building, Distribution, Limited Fabrication	Uses permitted in the R-40 district, office buildings, laboratories, public utility office building, printing or production/assembly of small items, enclosed storage or warehousing, and child day-care centers.
OB-T-7	Professional Office Transitional	Offices for individuals, companies, or consortiums providing a professional service to clients, and child day-care centers.
MO-T	Medical Office Transitional	Offices for medical-related professional persons and child day-care centers.
OB-T-3	Office Park Transitional-3	Uses permitted within the OB-6 district.
OB-2*	Public Utility/Office Building	Uses permitted in the R-40 and public utility office buildings; child day-care centers permitted as accessory use. Water supply uses are permitted by special permit.
OB-5	Office Business	Uses permitted in the R-40 district, office buildings, laboratories, production or assembly of small electronic parts or precision instruments, printing or publishing, and child day-care centers.
C-RB	Highway-Commercial	Restaurants, general offices, highway-oriented retail stores, theaters or cinemas, indoor recreational facilities, warehouses or storage facilities, and child day-care centers.
C-NR	Neighborhood Retail	All uses permitted in the R-10 district (same permitted uses as R-40 with a minimum lot size of 10,000 sq.ft.) and retail stores or stores for performance of customary personal services; business, professional, or banking offices; restaurants or places serving food or beverage; parking lots for transient motor vehicles; and telephone exchanges.

* Zoning that applies to the Eastview Site.

TABLE 5.2-2. ZONING DISTRICTS WITHIN THE TOWN OF GREENBURGH STUDY AREA

District	District Name	Permitted Uses
R-5, R-7.5, R-10, R-15, R-20, R-30, R-40	Single-Family Residential	Single-family detached dwellings on lots of at least 40,000 sq. ft. of land (5,000 sq. ft. for R-5, 7,500 sq. ft. for R-7.5, 10,000 sq. ft. for R-10, 15,000 sq. ft. for R-15, 20,000 sq. ft. for R-20, 30,00 sq. ft. for R-30, and 40,000 sq. ft. for R-40); public parks, playgrounds and recreation areas; fire houses, police stations, and other public safety uses; other municipal uses operated by the Town of Greenburgh; places of religious worship; schools; and existing railroad uses. Public utility uses, such as water supply structures, are permitted by special permit.
OB	Office Building	Office buildings for business, governmental and professional uses, and offices or agencies for scientific or technical development.
PUD	Planned Unit Development	Uses permitted in R-40 and R-20. The intent of this district is to encourage self-contained residential neighborhoods, incorporating a mix of residential and related nonresidential uses.
DS	Designed Shopping	Fully enclosed stores for the retail sale of consumer merchandise, personal service establishments, and banks.
PD	Nonresidential Planned Development	The intent of this district is to permit flexibility in design and development of office, warehousing, and industrial park developments.
M-14	Multi-Family Residential	Multi-family dwellings or groups of multi-family dwellings and single-family detached dwellings with a minimum lot area of 10,000 sq. ft.
CB	Close Business	Fully enclosed stores for the retail sale of consumer merchandise, personal service establishments, business, professional and banking offices, restaurants, parks, and municipal buildings.
LI	Light Industrial	Office buildings, light manufacturing, processing and assembly activities, wholesale storage and warehousing among other things.
GI	General Industrial	Uses permitted in the LI district and heavier industrial uses upon issuance of a special permit.
PH	Scatter-Site Public Housing	Uses permitted in the R-10 district and multi-family dwellings or groups of multi-family dwellings that are financed for public housing.
IB	Intermediate Business	Existing detached dwellings in accordance with the lot and bulk regulations of the R-5 district and retail and personal service uses, offices, public, wholesale storage, and municipal buildings.
M-6 and M-10	Multi-Family Residential	Single-family detached dwellings, in accordance with the R-10 district, multi-family dwellings or groups of multi-family dwellings, public parks, firehouses, police stations and other municipal buildings, and places of religious worship.

Town of Mount Pleasant - West of the Sprain Brook Parkway. The study area located in the Town of Mount Pleasant to the west of the Sprain Brook Parkway is primarily zoned within the office business and single-family residential districts. The entire Grasslands Reservation is zoned R-40, and an area to the north of the campus and bordering the Sprain Brook Parkway is zoned R-20. The area to the immediate west of the Eastview Site is zoned “Public Utility/Office Building” (OB-2), and the Landmark at Eastview Office Park is zoned as “Office Business” (OB-5) with a narrow parcel of land between the Landmark office park and the Saw Mill River Parkway zoned as OB-2. To the north of Grasslands Reservation along Route 9A is an area zoned OB-6, and farther north along Route 9A is an area zoned “Highway-Commercial” (C-RB). The uses permitted within these districts are listed in Table 5.2-2 above.

Town of Mount Pleasant - East of the Sprain Brook Parkway. The study area in the Town of Mount Pleasant, to the east of the Sprain Brook Parkway is predominantly zoned “One Family Residential” with a minimum lot area of 20,000 sq. ft. (R-20). There are six small parcels of land located off Bradhurst Avenue that are not within the R-20 zoning district. A small parcel located on the corner of Bradhurst Avenue and Route 100C is zoned “Planned Residential Development, Transitional-1” (PRD-T-1). Farther north on the corner of Bradhurst Avenue and Lakeview Avenue, there is a small “Office Building Distribution Limited Fabrication” district (OB-6). Farther north on Bradhurst Avenue and bordering the Sprain Brook Parkway, there are three small adjacent parcels zoned “Professional Office, Transitional” (OB-T-7); “Medical Office, Transitional” (MO-T); and “Office Park, Transitional-3” (OB-T-3). To the east near the Taconic State Parkway is an area zoned “Neighborhood Retail” (C-NR). The uses permitted within these districts are listed in Table 5.2-2 above.

Town of Greenburgh - West of the Sprain Brook Parkway. There is a mix of zoning districts in this area. The residential area along Taylor Road is zoned as a “Single-Family Residential” district (R-40). The City-owned land is located in an R-20 district. This district permits construction of single-family detached dwellings on lots of at least 20,000 sq.ft. of land area. This zoning district also permits: public parks, playgrounds, and recreation areas; fire houses, police stations, and other public safety uses; other municipal uses operated by the Town of Greenburgh; places of religious worship; elementary and secondary schools; and existing railroad uses. Refer to Table 5.2-2 for a list of permitted uses within the R-40 district.

To the west off Clearbrook Road and Executive Boulevard, is an area designated as a “Non-residential Planned Development” (PD) district. This district extends across Route 9A and nearly borders the Saw Mill River Parkway. Where Executive Boulevard converges with Old Country Road, there is an area along Old Country Road that is designated as a “Multi-Family Residential” (M-14) district.

The southern boundary of the study area along Route 9A, at the entrance to I-287 and to the east of Route 9A, is designated a “Single-Family Residential” district with a 5,000-square-foot minimum lot area requirement (R-5). Also to the east of Route 9A is a narrow area designated “Close Business” (CB) district. To the west of the CB district, there is an expanse of land that extends west to the Saw Mill River Parkway designated as “Light Industrial” (LI). Farther west along the Saw Mill River Parkway is a small area zoned “General Industrial” (GI). Farther north on Route 9A, there are small “Designed Shopping” (DS), “Scatter-Site Public Housing” (PH),

“Intermediate Business” (IB), and “Office Building” (OB) districts. The areas on both the eastern and western sides of Route 9A and south of Route 100C are designated “Nonresidential Planned Development” (PD). North of the PD district and to the west of Route 9A, the area is designated “Multi-Family Residential” (M-6 and M-10). On the western edge of the study area, where the Landmark at Eastview Office Park is located, the area is regulated by the “Office Building” (OB) district¹. The area to the south of the Landmark office park, bordered by the Saw Mill River Parkway, is zoned as an R-20 district. The uses permitted within these districts are listed in Table 5.2-2, above.

Town of Greenburgh - East of the Sprain Brook Parkway. The study area in the Town of Greenburgh to the east of the Sprain Brook Parkway is zoned “Single-Family Residential” with various lot and bulk requirements. The residential neighborhood located off Knollwood Road lies within the R-40, R-20, R-15, R-10, and R-7.5 districts. The Westchester Community College Campus is zoned R-40 and R-30, and the Knollwood Country Club and the residential area to the west of it is zoned R-30. Each of the single-family residential districts has the same permitted and special uses as the R-20 district described above, with different lot and bulk requirements. There is a section of residential development located along Route 100C near Hillside Avenue that lies within the “Planned Unit Development” (PUD) R-40 and R-20 zoning districts. In addition, there is a small “Designed Shopping” (DS) district along the Route 100C and Knollwood Road intersection, just east of the Sprain Brook Parkway. The uses permitted within these districts are listed in Table 5.2-2, above.

Public Policy.

Westchester County Land Use Plans. Westchester County’s *Patterns for Westchester: The Land and the People*,² a document adopted by the Westchester (County Planning) Board on December 5, 1995 and published in March 1996, sets forth a broad policy framework for governmental action to guide the County’s future development. The document is intended to guide the County Planning Board as it undertakes long-range planning; as it advises the County Executive and Legislature on capital spending for infrastructure, land acquisition, and other public facilities; and as it reviews planning and zoning referrals from local governments. The County Planning Board considers land use planning in terms of area-wide development patterns, focusing primarily on density, relationship to surrounding areas, and visual impact, rather than on specific land uses. *Patterns for Westchester* sets forth twelve policies that underlie all of the Westchester County Planning Board’s recommendations on land use, land acquisition and capital projects and on matters referred by local governments, as follows:

¹ The FEIS for the Landmark at Eastview included a zoning text amendment that established the professional athletic training facility as a special permit use. The reference to the FEIS follows.
Eastview Holdings, LLC. 2001. Landmark at Eastview Draft Environmental Impact Statement – Proposed Professional Athletic Training Facility and Research and Development Buildings. Town of Greenburgh, New York.

² Westchester County Planning Board, March 1996. *Patterns for Westchester: The Land and the People*. New York.

1. Channel development whenever possible to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.
2. Enhance the appropriate functions of the County's corridors by adapting already developed sections into efficient and attractive multi-use places, by protecting the quality of scenic routes and by making road and transit improvements that would reduce congestion and ease movement on travel routes.
3. Assure a diverse and interconnected system of open space to shape development, to provide contrast in the texture of the landscape, to separate developed areas and to relate to open space systems of the region.
4. Nurture the economic climate of the county with use of local, County, State and Federal resources to improve infrastructure, housing and programs that attract and support business enterprise, with particular attention on inter-municipal impacts.
5. Preserve and protect the County's natural resources and environment, including its ground water resources, water bodies, wetlands, coastal zones and significant land resources which include unique natural areas, steep slopes and ridgelines and prime agricultural land.
6. Encourage a range of housing types that are affordable to renters and homebuyers, with each municipality addressing its needs for affordable housing as well as a share of the regional need.
7. Support transportation alternatives that serve the needs of workers, consumers and residents and that improve air quality by enhancing the efficiency and effectiveness of public transportation and reducing solo driving.
8. Enhance use of Westchester's parks, beaches and recreation facilities by improving public access, by providing a variety of natural settings for passive enjoyment and by taking into account the need for recreation close to population centers and the interests of the County's changing population.
9. Enhance the quality of life for Westchester residents by protecting the County's educational, cultural and historical resources and factoring them into land use decisions.
10. Maintain safe and environmentally sound systems for the removal or treatment of waste consistent with land use policies; strengthen programs to reduce the waste stream.
11. Support capital improvements for physical facilities that enable the County to deliver social and public safety services in an efficient, economic and humane manner.
12. Join neighboring jurisdictions in the Hudson Valley, Connecticut and New York City in planning initiatives aimed at sound land use, transportation, and development and conservation policies.

Town of Mount Pleasant. The Town of Mount Pleasant prepared a *Comprehensive Master Plan* in 1970, which identified a need to broaden the Town's tax base. The plan proposed attracting higher tax-yielding development, such as business, industrial, or multi-family developments to improve its tax structure.

The *Comprehensive Plan* calls for maintaining the "semi-rural" character of the Town by requiring that new commercial development be buffered on all sides, located near major highways, and constructed according to stringent performance standards. The *Comprehensive*

Plan also recommends that light industrial development take place in areas zoned within the Office Building districts.

Town of Greenburgh. The Town of Greenburgh's *Comprehensive Plan* was adopted in June of 2003. The plan contains six main elements, as follows:

1. Modification to existing zoning designations using the Town's existing zoning resolution, including: (a) the extension of Conservation District designations and (b) the up zoning of critical areas to lesser housing densities.
2. Creation of new zoning designations and text, including: (a) a new Recreational District overlay zone, (b) a new "Planned Campus Development District" (PCD), (c) a new Steep Slope and Hillside zoning, (d) revisions to the local wetland mapping, and (e) potential modifications to define the allowable bulk of structures on their lots.
3. A targeted program of open space preservation, based upon the Greenway Alternative.
4. A recommended program of trail right-of-way designations and development.
5. Affirmation of the Town's Affordable Housing program, with a recommendation to examine the zoning designations to which it applies.
6. A recommendation to examine the Town's Planned Unit Development (PUD) and Nonresidential Planned Development (NPD) district zoning, for conformity with proposed changes to other regulations and for evaluation of historic results of the codes.

Several zoning changes are recommended in the study area. These include rezoning three parcels of land on the Landmark property between the Route 9A (Saw Mill River Road) and the Saw Mill River Parkway to the proposed CD District and the PCD District (the eastern portion of the Landmark property is currently zoned as multifamily residential, while the western portion of this property is currently zoned as office business). These zoning changes would require the preservation of more open space than would be required under the current zoning designations.

5.2.2.2. *Future Without the Project*

The Future Without the Project considerations include the anticipated year of peak construction (2008) and the anticipated year of operation (2010) for the proposed project. The anticipated peak year of construction is based on the peak number of workers because such inputs to the community would likely cause the most noticeable land use changes.

The Future Without the Project considers two scenarios: one in which the NYCDEP Catskill/Delaware Ultraviolet (UV) Light Disinfection Facility (Cat/Del UV Facility) would not be located on the Eastview Site and another in which the Cat/Del UV Facility is located on the site, specifically in the southeast corner of the site. This scenario discloses the additional incremental impact of the proposed Croton project if the Cat/Del UV Facility and the other projects planned for the area would be built and assumes that the Cat/Del UV Facility is included in the site analysis. It should be noted that the Eastview Site is the only location under consideration for the Cat/Del UV Facility. This scenario without the Cat/Del UV Facility is included because that project has not yet received its necessary approvals and its inclusion or not would reflect major changes to the site. By the peak construction year, two additional NYCDEP projects could be located on the Eastview Site, namely a Police Precinct and possibly an

NYCDEP East-of Hudson Administration Building³. The Police Precinct may be located in the southwest corner of the Eastview Site. The location of the Administration Building is less certain; however, since the Eastview Site is one of several properties currently being evaluated as a possible site for this facility. In addition to these projects, NYCDEP's Kensico-City Tunnel may be under construction at the Eastview Site starting in 2009. All of these NYCDEP projects are analyzed in this Final SEIS to the extent to which information is available. They are all separate actions from the proposed Croton project and will undergo their own independent environmental reviews.

Various agencies, planning documents, and other sources were contacted to determine what approved, proposed, or potential changes may reasonably occur in the Future Without the Project. The agencies contacted include the following: New York State Department of Transportation, Westchester County Department of Planning, the Town of Mount Pleasant, and the Town of Greenburgh.

The analyses and projections within this section are based on information available at the time of document preparation. Due to the extended dates for analysis (to 2010), and the likelihood that new projects, proposals, and/or plans and policies would surface during this time frame, it is recognized that there is a potential for land use, zoning, and/or public policy issues to arise that cannot be reasonably identified at this time. However, it is anticipated that if and when such other proposals are made, they would consider the proposed Croton project construction and operation activities in their own analyses.

5.2.2.2.1. Without Cat/Del UV Facility at Eastview Site

Land Use. In the Future Without the Project, it is anticipated that the Eastview Site and study area would undergo several changes from its existing conditions. There are numerous projects and proposals in the Future Without the Project in the vicinity of the Eastview Site and within the study area. Some of these projects are proposed and already under construction or are generally in the planning phase with a targeted implementation schedule (Figure 5.2-7 and Table 5.2-3). Others are proposed and have been generally discussed in various plans, but no definitive action or implementation schedules have been set. Projects that are currently under construction or have proposed dates of implementation have been separated into two categories for the purpose of this analysis. These categories consist of 1) background growth in the study area and 2) projects of a larger magnitude that may contribute to significant impacts. Projects are generally placed in the first category if they fall under existing zoning conditions or are "as of right" developments. Those in the second category may require a zoning change or other change in land use designation.

³ This depends on the results of a siting evaluation which is currently ongoing. The siting decision will be evaluated and discussed as part of a separate independent environmental review.

TABLE 5.2-3. FUTURE WITHOUT THE PROJECT - POTENTIAL DEVELOPMENTS

Map Key No. (Figure 5.2-7)	Project Name	Location	Description
Background Growth Projects:			
1	NYCDEP Police Precinct	Southwest corner of Eastview Site (Town of Mount Pleasant)	Proposal for a new NYCDEP Police Precinct. Access from Walker Road. To be completed by 2006.
2*	NYCDEP Kensico-City Tunnel	Eastview Site	Proposal for alternative means of conveying water from Kensico Reservoir to the New York City distribution system. Construction anticipated to start in 2009.
3*	NYCDEP Administration Building (East-of-Hudson Southern Division Administrative and Engineering Offices)	Undetermined. Subject of an independent siting evaluation.	Eastview Site is one of several possible locations for a possible Administration Building.
4	Fire Training Center	4 Dana Road (Grasslands Reservation)	Additional classroom space, fire station house, and training facilities. Access from Walker Road.
5	Supportive Services Building	Walker Road (Grasslands Reservation)	Rehabilitation/remodeling of an existing building for equipment garage/storage area (no offices).
6	Consolidation of Homeless Shelter	Former Bureau of Purchase and Supplies building (Grasslands Reservation)	60,000 sq. ft. rehabilitation of existing building to be leased by Volunteers of America. Shelter would hold approximately 100 beds plus support services.
7	Expansion of Westchester County Dept. of Laboratories and Research Building (County Laboratory)	Dana Road (Grasslands Reservation)	15,000 sq. ft. expansion anticipated to be completed by 2004 or 2005.
8	Con Edison Substation	Route 100C and Woods Road (Grasslands Reservation)	Installation of a substation on 3-acre site to provide power to Grasslands Reservation and surrounding areas. Under construction; completion anticipated by 2004.
9	Amerisuites Hotel	Route 119 (Town of Greenburgh)	130-unit, 85,000 sq. ft. extended-stay hotel with 111 parking spaces on 7-acre site. Under construction; completion anticipated by Spring 2004.

TABLE 5.2-3. FUTURE WITHOUT THE PROJECT - POTENTIAL DEVELOPMENTS

Map Key No. (Figure 5.2-7)	Project Name	Location	Description
10	Warehouse	6 William Street (Village of Elmsford)	10,000 sq. ft. warehouse with subsurface parking. Under construction; completion anticipated by Summer 2004.
Large-Scale Projects:			
11	Home Depot	Route 9A @ Dana Road (Town of Mount Pleasant)	113,540 sq. ft. home improvement/garden retail. Completion anticipated by late 2005/early 2006.
12	Penitentiary Replacement (formerly four housing wings)	(Grasslands Campus)	Replacement of Westchester County Correctional Complex's vacant three-story 118,800 sq. ft. Penitentiary housing units. New building would be smaller than existing building (same number of inmates). Under construction. Special housing (16 units) are scheduled to be open by the end of 2004.
13**	Expansion of County-owned institutional space	(Grasslands Reservation)	600,000 sq. ft. conceptual design pending. Previous proposal for a biotech center was withdrawn.
14	600 White Plains Road	600 White Plains Road (Town of Greenburgh)	224,000 sq. ft. office building and 150-room extended stay hotel. Parking for 1,171 vehicles. Under construction.
15	Route 9A Bypass Road	West of Route 9A (Regional)	In planning stage. Construction not anticipated to start until after 2010.
16	Millennium Gas Pipeline	Adjacent to Saw Mill River Parkway and Route 9A (Regional)	Natural gas pipeline with construction to begin in 2006.
Additional Project and Proposals Identified within the Study area:			
17	Avalon Green II/Nobb Hill	Route 119 East of Taxter Road (Town of Greenburgh)	794-unit townhouse on ±85 acres plus 200,000 sq. ft. office space and a daycare center. Application pending.
18	Westchester Community College	Route 100C (Town of Greenburgh)	1999 Master Plan proposes 73,000 sq. ft. instructional building, including a 43,000 sq. ft. "English as a Second Language" (ESL) building as well as renovations to existing buildings, utility service, and parking. Design to begin in 2004, with construction anticipated

TABLE 5.2-3. FUTURE WITHOUT THE PROJECT - POTENTIAL DEVELOPMENTS

Map Key No. (Figure 5.2-7)	Project Name	Location	Description
			in 2005/2006.
19	Church of the Nazarene	Route 9A and Worthington Road (Town of Greenburgh)	Proposal for new church. Parking for 72 vehicles. Application pending.
20	Broadway/Hawthorne	Route 9A @ Belmont Road (next to Quality Inn and Applebee's) (Town of Mount Pleasant)	40,000 sq. ft. two-story building approved for 20,000 sq. ft. of retail space and 20,000 sq. ft. of office space. Anticipated construction to-be-determined.
21	Eastview North Phase II	Route 9A and Skyline Drive (Town of Mount Pleasant)	140,449 sq. ft. office expansion. Anticipated construction to-be-determined.
22	Landmark Property	Old Saw Mill River Road (Town of Greenburgh)	320,000 sq. ft. lab addition. Application pending.
23	Hebrew Hospital Home	61 Route 100C (Town of Greenburgh)	12,500 sq. ft. (70-bed) addition. Awaiting approval from NYSDOT and Town of Greenburgh Planning Board and Zoning Board of Appeals.
24	Pedestrian/Bicycle Pathway	Route 100C (Town of Greenburgh)	County-planned pedestrian and bicycle pathway on Route 100C to connect North County Trailway with Bronx River Parkway Reservation and Grasslands Reservation. Application pending.
25	Princewood Properties	275 Knollwood Road (Town of Greenburgh)	Proposal for 40 units of multi-family housing. Application pending.
26	Food Patch	Off Woods Road (Grasslands Campus)	40,000 sq. ft. warehouse for food supplies and 4,000 sq. ft. office. Funds currently being raised for the construction of this warehouse.

TABLE 5.2-3. FUTURE WITHOUT THE PROJECT - POTENTIAL DEVELOPMENTS

Map Key No. (Figure 5.2-7)	Project Name	Location	Description
27	Firing Range	(Grasslands Reservation)	In discussion stage. No plans have been submitted.

Sources:

For Greenburgh, telephone conversation with Vince Ferrandino, Town Planning Consultant, on 8/17/01; fax transmittal from Elizabeth Gerrity dated 2/19/04; telephone conversation and e-mail correspondence with William Brady of Westchester County Planning Department on 2/23/04.

For Mount Pleasant, telephone conversation with Mr. William Agresta, former Town Planning Consultant, on 8/17/01 and 5/6/02; and telephone conversation with Dorothy Maiden on 2/17/04.

For Grasslands Reservation, telephone conversations with Mr. Ed Hoffmeister of Westchester County Planning Department, on 8/27/01, 5/6/02, and 2/13/04, and fax transmittal dated 10/7/02.

For Elmsford, telephone conversation with Mr. Michael Fanelli, Village Building Inspector, on 8/17/01, 5/6/02, and 2/13/04.

For regional information, information obtained from the Route 9A Bypass Expanded Project Proposal, March 2001, U.S. Department of Transportation Federal Highway Administration and New York State Department of Transportation; telephone conversation with Lukas Herbert on 2/23/04; <http://www.millenniumpipeline.com> on 8/5/02, and telephone conversation with Rick Hall of Columbia Gas Transmission Corp. on 2/23/04.

Notes:

* These projects are separate from and independent of the proposed Cat/Del UV Facility and will be evaluated as part of independent environmental reviews.

** The expansion of County-owned institutional space on the Grasslands Reservation assumed 600,000 sq. ft. of building area for the traffic analysis.

Background Growth Projects. Ten projects were identified within or near the study area for this category, including three NYCDEP projects on the Eastview Site: a Police Precinct, the KCT, and an Administration Building (Table 5.2-3 and Figure 5.2-7). Construction of these projects would be separate and independent of the proposed Croton project, and subject to their own separate environmental reviews.

The Police Precinct would be located on the Eastview Site at the corner of Route 100C and Walker Road in the Town of Mount Pleasant. A two-lane entrance would be constructed from Walker Road east along the north side of the Police Precinct. The Precinct would include a $\pm 20,500$ square-foot precinct building (with a footprint of 6,800 sq. ft.), with a building height of 38 ft, parking for 92 vehicles, and associated landscaping. The total disturbed area would be ± 4 acres. Construction of the Police Precinct is anticipated to begin in 2005. During construction, the staging area would be north of the precinct site on undeveloped land (owned by NYCDEP). Construction vehicles would utilize Route 100C, and intersect with Walker Road. Upon project completion in 2006, the facility would be open 24 hours a day, seven days a week, and would be staffed by 52 employees working alternating 8-hour shifts.

In addition to the Police Precinct, the Eastview Site is one of several sites being considered for a new administrative headquarters building for the East-of-Hudson Southern Division Administrative and Engineering offices (Administration Building). A facility plan is anticipated within the next year to recommend a possible location for the facility. The Administration Building would be approximately 46,000 sq. ft., with another 10,000 sq. ft. of storage space. Parking would include 72 secure parking spaces and 26 visitor parking spaces. A gas/diesel fueling station would also be included as part of this project. The total disturbed area would be ± 4.2 acres. The Administration Building would be staffed by approximately 55 employees.

The KCT project is being proposed by NYCDEP as an alternative means of conveying water to the City's distribution system and to allow for the bypass of Hillview Reservoir. It could be used to convey Catskill and Delaware water to the City from the Eastview Site, allowing for planned maintenance, and shutdowns of the existing conduits. The KCT project has undergone a feasibility study, and procurement is underway for its preliminary design. At this point, construction is planned to start in 2009, and could extend to fifteen or more years after that. It is likely that the Eastview Site could be a staging area for this project. Further details for this proposed facility are currently not available. The project would undergo its own separate independent environmental review when further details are available.

Other projects within the study area range from the construction of public safety facilities, to an extended stay hotel, to reconstruction and expansion of educational and medical facilities.

Large-Scale Projects. Six large-scale projects were identified within or near the study area. The first is the construction of a Home Depot, to be located off Dana Road just north of the Landmark at Eastview site. This project would consist of home improvement/garden retail. This project was approved in March 2004, with construction anticipated to begin in the summer of 2004.

On the Westchester County Grasslands Reservation, the County is currently updating its master plan. The overall sequencing and timing of additional developments on the reservation remains uncertain, according to the Westchester County Department of Planning⁴. However, some development is likely to occur by 2010, potentially including replacement of the existing Penitentiary, expansions to the fire training center and the Department of Laboratories and Research building, consolidating the homeless shelter, and construction of a warehouse for food supplies for Food Patch. Plans for a 600,000-square foot biotechnology center on Grassland Reservation's "North 60" site have been withdrawn. However, it is likely that this 60-acre parcel located to the north of the Westchester Medical Center would be developed with a biomedical research park at some point in the near future.

The final two large-scale projects involve changes to the regional setting. These two projects are the introduction of the Millennium Pipeline and construction of a Route 9A Bypass. The Millennium Pipeline would be constructed from Ontario, Canada to New York City. Phase 2 construction would take place in the study area, running underneath Westchester County's North

⁴ Phone conversations with Ed Hoffmeister of the Westchester County Department of Planning.

and South County Trailway, a paved recreational trail that has been converted from a former railway. The North County Trailway runs roughly parallel to the Saw Mill River Parkway in the northern part of the study area, and then turns west in the vicinity of the Tarrytown Reservoir and runs along its southern shore. The South County Trailway is still under construction south of Old Saw Mill River Road, but when completed, it would run roughly parallel to the Saw Mill River Parkway.

The Route 9A Bypass project is in the early stages of design. A wide range of preliminary alternatives has been developed, some resulting from suggestions from the local community. The alternatives that are considered feasible and are recommended for further consideration are discussed below. At this point in time, Alternative 7 is the preferred alternative, due to the fact that it was deemed the most reasonable and cost effective alternative for achieving the State's goal.

- No Action/Null Alternative. This alternative would include only routine maintenance to Route 9A, without any structural modifications.
- Alternative 1 – Widen and Reconstruct Route 9A. This alternative would widen and reconstruct Route 9A on its existing alignment. The Route 100C overpass across Route 9A would also be reconstructed as part of this alternative.
- Alternative 1A – Widen and Reconstruct Route 9A and Provide Eastbound Route I-287 Off-Ramp Directly to Route 9A. This is the same as Alternative 1 with the addition of a new off-ramp from eastbound Route I-287 directly to Route 9A. The ramp would be located along the south side of Route I-287.
- Alternative 6 – Widen and Reconstruct Route 9A and Provide Closed Loop Access Road. This alternative proposes to widen and reconstruct Route 9A to provide a continuous left-turn lane/median and two through lanes in each direction. A new eastbound Route I-287 off-ramp with direct access to Route 9A (along south side of Route I-287) would also be included. Finally, a loop road servicing the commercial/industrial areas of Warehouse Lane and Fairview Park Drive would be created. This loop would begin at the intersection of Vreeland Avenue and the eastbound off-ramp and proceed northerly along the former railroad right-of-way, crossing then running parallel to the proposed Millennium Pipeline route. The roadway would loop around the northerly most business on Fairview Park Drive and then proceed southerly along the rights-of-way for Fairview Park Drive and Hayes Street back to its point of origin on Vreeland Avenue.
- Alternative 7 – Widen and Reconstruct Route 9A and Provide Bypass with New Route 119 Intersection. There are three sub-alternatives to Alternative 7. Under all three sub-alternatives, the bypass would proceed northerly crossing over the Saw Mill River Parkway and under the Route I-287 viaduct while paralleling the Saw Mill River. It would then follow the rights-of-way of Vreeland Avenue, Hayes Street, and Fairview Park Drive (through the Landmark at Eastview site), and the former Putnam Division of the New York Central Railroad, to an intersection on Route 9A opposite Dana Road. An off-ramp from eastbound Route I-287 to the bypass would be included.

Under the first sub-alternative, Alternative 7A, the bypass would begin with a new intersection on Route 119 opposite Undercliff Avenue. Alternative 7B would include a bypass intersection with Route 119 opposite the Nob Hill entrance drive, and would include an eastbound Route 119 exit ramp and fly over to connect to the northbound direction of the bypass, thereby eliminating the left-turn lane on Route 119. Alternative 7C would include construction of a new southbound Saw Mill River Parkway on and off ramp. Alternative 7 would result in the largest divergence of traffic from existing Route 9A.

Additional projects and proposals were identified within the study area, but they were not included in the two categories discussed above since the majority of these projects and proposals do not have established action dates. Instead, they are activities proposed in comprehensive plans or other documents and are in need of funding, further development, or decisions. Some of these projects and proposals have the potential to affect the existing land uses. These additional project and proposals are presented in Table 5.2-3 and Figure 5.2-7.

The Kensico-City Tunnel (KCT) project is being proposed to develop an alternative means of conveying City water to the distribution system and to bypass Hillview Reservoir. It could be used to convey Catskill and Delaware water to the City from the Eastview Site, allowing planned maintenance shutdowns of the existing conveyances. It could also be used as a permanent means of conveying Croton water to the City if the proposed Croton project is built at Eastview.

The KCT project has undergone a feasibility study, and procurement is underway for its preliminary design. At this point, construction is planned to start in 2009, and it could extend to fifteen or more years after that. It is likely that the Eastview Site could be a staging area for this project. Further details for this proposed project are currently not available.

Zoning.

Water Treatment Plant Site. In the Future Without the Project, there are no zoning changes anticipated for the Eastview Site. The NYCDEP Police Precinct would be in compliance with the Town of Mount Pleasant's zoning requirements for the OB-2 district, although it must obtain Town Board approval for the access and service road connections before a building permit is issued. It is premature to determine whether the possible KCT and the possible Administration Building would be in compliance with the applicable Town codes, as these two projects are still in the planning stages and their location and design have not been determined.

Study Area. In the Future Without the Project, there are no zoning changes anticipated for the study area within the Town of Mount Pleasant.

As mentioned in the existing conditions, the Town of Greenburgh has recently adopted its Comprehensive Plan. In the Future Without the Project, to implement the Comprehensive Plan, several zoning changes would be made, some of which would occur in the study area, including the Landmark at Eastview property (owned by Keren Development), which contains three parcels of land between Saw Mill River Road and the Saw Mill River Parkway, all of which

would be rezoned to the proposed Conservation District and the proposed Planned Campus Development District (the eastern portion of the Landmark at Eastview property is currently zoned as multifamily residential, while the western portion of this property is currently zoned as office business). This would result in additional standards being placed on these parcels, allowing for the preservation of more open space than would be preserved under the current zoning designations.

Public Policy.

Westchester County Land Use Plans. Westchester County's *Patterns for Westchester* document recommends future land uses and densities for the study area. The Eastview Site is designated as "Other Publicly Owned Lands," which would not change in the Future Without the Project, as this parcel is owned by the NYCDEP and would continue to be in the future regardless of whether or not the proposed plant is built on this site. Residential land use in most of the study area is slated for "Medium Density Suburban" use, with recommended land use densities ranging from two to 13 dwelling units per acre. Some "High Density Urban" land use, recommending six to 26 dwelling units per acre, is mapped in Elmsford and along I-287, just outside of the study area. This map of projected future land uses and densities would help guide growth in and around the site in the Future Without the Project.

Town of Mount Pleasant. In the Future Without the Project, there are no anticipated changes to the Town of Mount Pleasant's *Comprehensive Master Plan*. Furthermore, there are no anticipated changes to the zoning of the Eastview Site.

Town of Greenburgh. In the Future Without the Project, there are no anticipated changes to the Town of Greenburgh's *Comprehensive Plan*. Furthermore, there are no anticipated changes to the zoning of the City-owned parcel to the south of the Eastview Site within the Town of Greenburgh.

5.2.2.2.2. With Cat/Del UV Facility at Eastview Site

In addition to the projects identified above, the NYCDEP Cat/Del UV Facility could be developed on the Eastview Site, depending on the outcome of the site selection process for that project.

If the Eastview Site were chosen for the Cat/Del UV Facility, the Eastview Site and a portion of the City-owned parcel within the Town of Greenburgh would be developed with an aboveground main UV Facility, as well as underground structures and conduits. Construction of the Cat/Del UV Facility would alter approximately 58 acres of the 83-acre Eastview Site.⁵ Much of the 58 acres would be cleared at the beginning of the project to allow for stockpile and laydown areas and for the excavation for the main UV facility building and water conduits. Approximately 9 acres on City-owned property within the Town of Greenburgh would be cleared to allow for the

⁵ The project site for the Cat/Del UV Facility includes the 83-acre north portion of the Eastview Site and the 66-acre south portion of City-owned property within the Town of Greenburgh immediately south of the north parcel. The project site for the Croton project only includes the 83-acre northern portion of the Eastview Site, within the Town of Mount Pleasant.

installation of water conduits that would connect the Cat/Del UV Facility to the Catskill Aqueduct.

Heavy equipment such as construction trucks, cranes, and other materials would be located on the site during construction of the Cat/Del UV Facility. During the peak period of construction employment for the Cat/Del UV Facility (2008), employment would approach 480 construction workers who would be present on-site on any given weekday. As discussed in Section 5.9, Traffic and Transportation, in the future under this scenario, during peak periods of construction, construction workers for the Cat/Del UV Facility would park off-site. Excavation would be required for the main UV Facility building and subsurface raw water and treated water conduits. A total of approximately 800,000 cubic yards (cy) of soil and rock would be excavated from the site, of which 290,000 cy could be trucked off-site for disposal to the Catskill and Delaware Aerators at the Kensico Reservoir. During the peak period of construction, a maximum of 192 construction truck trips for the Cat/Del UV Facility would be generated on a daily basis.

Access to the Cat/Del UV Facility would be via Walker Road. The aboveground structures constructed as part of the Cat/Del UV Facility would include a portion of the main UV Facility, an electrical generator building, a vehicle inspection facility, and superstructures above the north and south forebays. Small access structures would be constructed above the proposed new Catskill Connection Chambers (CCC). The rectangular main UV Facility would be 410 ft. long, 200 ft. wide, and with a height ranging from 30 ft. (on the east end of the building) to 50 ft. (on the west end). The footprint area would be approximately 82,000 sq. ft. It would house a number of functions, including the disinfection units, administrative offices, lamp storage, a process laboratory, security and maintenance, and the HVAC system. The north forebay structure, with a length of 210 ft., a width of 147 ft., a footprint of approximately 30,870 sq. ft., and a height of 20 ft., would be located approximately 80 ft. northeast of the main UV Facility, while the south forebay structure, with a length of 80 ft., a width of 93 ft., a footprint of approximately 7,440 sq. ft., and a height of 20 ft., would be located approximately 150 ft. to the southeast. The electrical generator building would be located to the south of the forebay structures and would be 100 ft. long, 110 ft. wide and 25 ft. tall, with a footprint area of approximately 11,000 sq. ft. In addition, NYCDEP would construct a pumping station adjacent to Route 100C, in order to provide the Town of Mount Pleasant with UV disinfected water.

On the City-owned south parcel within the Town of Greenburgh, the development would include a new subsurface treated water conduit, which would link to a new treated water CCC. Two routes are being considered for the proposed treated water conduit: Alternative Route A would follow a path with a low elevation and would curve around to the south of the treated water CCC, where it would then run north and connect to the treated water CCC. Alternative Route B would be a more direct route, and would run beneath a ridgeline. A new raw water conduit connecting the south parcel to the Delaware Shaft No. 19 would be established north of the existing CCC, if it is chosen as the means of conveying Catskill water to the Cat/Del UV Facility. This raw water conduit would roughly follow the eastern edge of the south parcel until it reaches the new treated water CCC. Small, above-ground structures would be present above these new CCCs. The new CCC that would be associated with the potential raw water pressurization conduit would be approximately 150 feet north of the existing CCC, and the new CCC associated with the treated water conduit would be approximately 60 feet south of the

existing CCC. In addition to these structures, a bypass water line would be installed between Delaware Shaft No. 19 on the north parcel, and an area on the eastern edge of the south parcel, to the south of the proposed treated water CCC. Trees would not be replanted over the raw or treated water conduits.

In addition to the buildings that would be constructed on the Eastview Site, there would also be service roads, parking areas, utilities, and a stormwater management system. The primary component of the stormwater management system would be a detention basin located to the west of the electrical generator building. The main access to the Cat/Del UV Facility would be from Walker Road, which is located to the west of the north parcel. All vehicular traffic would enter the site via a secure entry road and would be required to pass through a security screening area, located several hundred feet west of the Cat/Del UV facility, adjacent to the Walker Road entrance. Separate screening areas would be provided for cars and trucks. Interior road access would be provided around all buildings and structures located adjacent to the Cat/Del UV facility. All of the internal roadways would be 24 ft. (2 lanes) wide, and would convey both truck and employee traffic. Additionally, a gated emergency access road to Route 100C would be provided in the vicinity of the existing driveway for Delaware Shaft No. 19. Employee and visitor parking facilities (which would include 54 parking spaces) would be located to the south of the main Cat/Del UV Facility. A shipping/receiving area would be located at the southern end of the facility.

Upon completion, the Cat/Del UV facility would occupy approximately nine acres of the Eastview Site. Most of the development would occur on the Eastview Site, with a smaller amount of development required on the City-owned south parcel. Existing uses on the site, Hammond House and Shaft No. 19 of the Delaware Aqueduct, would remain. Approximately 70 percent of the Eastview Site would be disturbed during construction, including the removal of most of the trees lining Hammond House Road; approximately 15 percent of the City-owned south parcel would be disturbed. However, approximately 55 percent of the trees on the Eastview Site and 85 percent of the trees on the City-owned south parcel would be preserved. The undisturbed areas would include sensitive environmental features of the site such as the forested wetlands in the northeast section of the Eastview Site, Mine Brook, and most of the wooded areas on the City-owned south parcel.

The Cat/Del UV Facility, which is the closest proposed structure to the historic Hammond House, a residence located on the southern edge of the north parcel, would be located approximately 600 ft. from the Hammond House. Part of the main Cat/Del UV Facility would be visible from the Hammond House property, but the Cat/Del UV Facility would be similar in scale and appearance to the existing institutional and office uses adjacent to the Eastview Site.

5.2.3. Potential Impacts

Two scenarios from which to assess the proposed Croton project's potential impacts have been considered. Both include the possibility of the NYCDEP Police Precinct, Administration Building, and KCT projects, but only one includes the Cat/Del UV Facility.

5.2.3.1. Potential Project Impacts

The anticipated year of operation for the proposed water treatment plant is 2010. Therefore, potential project impacts have been assessed by comparing the Future With the Project conditions to the Future Without the Project conditions for the year 2010 both with and without the Cat/Del UV Facility.

5.2.3.1.1. Without Cat/Del UV Facility at Eastview Site

Land Use. The potential land use impacts of the proposed project were examined on the basis of direct land use changes from development on the Eastview Site, as well as indirect changes related to the compatibility of the proposed project with land uses in the surrounding area, and the potential influence of the proposed project on land use and development trends.

Water Treatment Plant Site. With the implementation of the proposed project, the existing largely undeveloped Eastview Site would be developed with aboveground water treatment buildings, as well as underground structures and conduits. Most of the proposed development would be constructed on the northwestern portion of the Eastview Site, where a field is presently located. As described in more detail in Section 5.1, Project Description, the aboveground structures would include the main treatment building and a vehicle inspection facility.

The rectangular treatment building would be the largest structure on-site at 970 ft wide, 270 ft deep, and 65 ft tall above grade with a footprint area of approximately 262,000 sq. ft. It would house a number of functions, including the raw water pumping station (RWPS), the treatment process, administrative and maintenance offices, a process laboratory, an electrical substation, and a residuals handling facility. Farther south at the entrance to the water treatment plant site along Walker Road would be a vehicle inspection facility consisting of two guard booths and two vehicle screening buildings. A 10-foot vehicle interdiction wall would be built along the north side of the vehicle inspection facility, and would follow portions of the western and northern perimeters of the site.

In addition to the buildings that would be constructed on the water treatment plant site, there would also be service roads, parking areas, utilities, and a stormwater management system. The primary component of the stormwater management system would be a detention basin located to the east of the vehicle inspection facility. The main entrance to the proposed plant would be located along Walker Road. All traffic would enter the water treatment plant site via a secured entry road and proceed east through the vehicle inspection facility. From this location, traffic would either be directed east along a service road to the Delaware Aqueduct Shaft No. 19 or north to the main treatment building. The service road would loop around these two buildings. All of the internal roads would be approximately 25 ft (2 lanes) wide, and would convey both truck and employee traffic. Chemical delivery trucks would be directed to the south side of the main treatment building, where three unloading areas would be located. Truck bays would also be located at the raw water pumping station, residuals handling facility, and administrative offices. A parking lot with approximately 64 spaces would be located immediately north of the main treatment building. A retaining wall would line the northern edge of this lot.

Some undeveloped portions of the Eastview Site and the proposed police precinct would stand between the proposed development and the historic Hammond House. The police precinct would be visible from the Hammond House; however, the trees and vegetation along the northern property boundary would provide limited visual screening of the facility. The closest proposed structure associated with the plant, a guard booth, would be located approximately 900 ft from the Hammond House. The structure would not likely be visible from the Hammond House property due to the existing trees along Hammond House Road. Part of the main treatment building would be visible from the Hammond House property, but as noted in Section 5.3, Visual Character, the proposed plant would be similar in scale and appearance to the existing County Laboratory. Furthermore, the proposed plant would have no direct effects on or immediately around the Hammond House property. Therefore, the proposed project would have no significant adverse land use impacts on this historic residence.

The proposed buildings would be set back from the western and northern property lines at least 100 ft. Within this setback area would be a service road, a parking lot, and a vehicle interdiction wall. The main treatment building would be located 200 ft away from the County Laboratory to the north, the closest existing structure to the proposed plant. The eastern setback, approximately 900 ft, would be provided between the proposed plant and the Westchester County Correctional Complex to the east. Within this setback area, the existing woodlands and wetlands along Mine Brook would be preserved. The largest setback, approximately 1,535 ft, would be from the southern property line to the proposed plant.

The entire Eastview Site would be heavily secured. The security features would confine the proposed plant's potential land use effects to the site, with the exception of project-generated traffic (e.g., employee vehicles, chemical delivery trucks, and solids removal trucks). These potential off-site effects are discussed below. Although the existing conditions at the water treatment plant site would be altered by the proposed project, the land use impacts would not be considered substantially adverse. Similarly, although the potential combined effects from the proposed plant project, the police precinct, and the KCT on the Eastview Site would substantially alter the existing site conditions, it is not anticipated that there would be substantial adverse land use impacts as a result of the proposed projects. The Eastview Site is zoned for development (residential development as well as public utilities and office buildings) and the surrounding land uses predominantly consist of institutional and commercial uses, municipal buildings, and office parks. As a result, the proposed development at the Eastview Site would generally remain in context with the intended (zoned) site usage and the uses within the general site area.

Study Area. Although the study area covers all properties within roughly one-mile from the Eastview Site, potential land use effects of the proposed project would be more likely to occur closer to the site, particularly along road corridors that would convey project-generated traffic. A maximum of 41 employees would be working at the proposed plant during the weekdays, with fewer employees during the off-shifts and weekend shifts.

As discussed in Section 5.9, Traffic and Transportation, operation of the proposed project could cause increases in traffic delays at several intersections on the roadways in the study area. While traffic levels would increase as a result of the proposed project, the additional traffic is not

anticipated to have any significant adverse impacts on land use. As compared to the existing office parks, commercial retail centers, and other types of development in the study area, the proposed project would generate relatively low levels of traffic. The primary roads that would experience increased levels of traffic as a result of the proposed project include Walker Road, Route 100C, Route 9A, and Knollwood Road.

Routes 100C and 9A are larger roads with greater capacity to accommodate project-generated traffic. These roadways serve a variety of adjacent land uses, predominantly commercial retail, offices, and institutional facilities such as the Westchester County Correctional Complex. The residential neighborhood along Taylor Road, which intersects with Route 100C, utilizes a traffic signal to access Route 100C. As discussed in Section 5.9, Traffic and Transportation, this signalized intersection is anticipated to operate at an acceptable level with the proposed project. Therefore, there would be no significant adverse land use impacts on the Taylor Road residences. Additionally, along Route 9A if the proposed Route 9A Bypass was constructed, planned improvements associated with the proposed project would effectively alleviate traffic problems in the vicinity of the Eastview Site and would enable Route 9A to better accommodate future traffic growth from projects like the proposed plant. Since Route 9A is a commercial and industrial corridor, regardless of whether the bypass is constructed, the proposed plant is unlikely to have any significant adverse impacts on land uses in the Route 9A corridor.

Although project-generated traffic may also use Route 9A (Knollwood Road) to access I-287, such activity is not anticipated to adversely affect the residential uses along this road because most residences do not have frontage on Route 9A (i.e., there are a limited number of curb cuts for driveways). Residences in this area are generally oriented towards smaller local roadways within the interior of the neighborhoods.

In the context of the surrounding land uses, the scale of the proposed development (roof height of 65 ft tall with a total building footprint of approximately 281,400 sq.ft.) would be compatible with existing structures in the vicinity of the site. On Grasslands Reservation, the Ruth Taylor Institute, for example, has a footprint of about 225,000 sq.ft. Located just east of the site is the Westchester County Correctional Facility, a 233,579-square foot, eight-story modern correctional facility. A 490-foot tall telecommunications tower, one of the tallest structures in Westchester County, is also located just east of the site next to the Correctional Complex. With the exception of the Correctional Complex, the eight-story Westchester Medical Center, and the telecommunications tower, structures in Grasslands Reservation are generally no more than two stories high and are comparable in size to the proposed plant. In general, with respect to the proposed plant, the Eastview Site would have a similar appearance to the Grasslands Reservation campus and many of the office parks in the study area, including low-scale utilitarian structures, surface parking lots, internal access roads, loading/delivery areas, landscaping, and areas preserved as open space. In particular, the high level of security required by the proposed project (e.g., vehicle interdiction wall, fencing, guard booths, etc.) would be similar to that of the Correctional Complex. Furthermore, the vehicle interdiction wall and some of the remaining vegetation may provide a limited visually buffer between the proposed plant and some of the surrounding properties. Therefore, the proposed project is anticipated to be consistent with the land uses found within the study area with respect to overall size, appearance, and layout.

As discussed above, the potential combined effects from the proposed plant project, the police precinct, and the KCT on the Eastview Site are not anticipated to result in substantial adverse land use impacts at the Eastview Site or within the areas proximate to the site. Although the proposed projects would substantially alter the existing site conditions, the Eastview Site is zoned for development (residential development as well as public utilities and office buildings) and the surrounding land uses predominantly consist of institutional and commercial uses, municipal buildings, and office parks. As a result, the proposed development at the Eastview Site would generally remain in context with the intended (zoned) site usage and the uses found within the site area.

Moreover, the proposed project would be consistent with other development projects that would be constructed in the study area by the 2010 operation year (see Future Without the Project above), many of which would occur in the adjacent Grasslands Reservation. In general, commercial, institutional, and light industrial land uses would be intensified in the western half of the study area, west of the Sprain Brook Parkway, where such land uses already exist. In particular, within the Route 9A corridor, additional laboratory development in the Landmark at Eastview Office Park and new warehouse space in the Cross Westchester Executive Park would strengthen the corridor's light industrial land use patterns. As an infrastructure facility, the proposed project would be compatible with such non-residential uses.

New buildings in Grasslands Reservation such as the 600,000 sq.ft. Biotech Center would strengthen the institutional character of Grasslands Reservation. Within the immediate vicinity of the water treatment plant site, the County's Fire Training Center and County Laboratory would be expanded by the time the proposed project is in operation. The Fire Training Center would be buffered from the water treatment plant site by Walker Road and intervening vegetation. The County Laboratory, located directly north of the site, is proposed to be expanded by 15,000 sq. ft. The proposed project would not interfere with the operation of this laboratory; it would be separated visually by a vehicle interdiction wall, and would comply with all setback requirements of the OB-2 zoning district within the 100-foot setback area of the proposed project. Employee parking would be located immediately north of the main treatment building. In addition, the County Laboratory is not a sensitive land use and therefore land use conflicts are not likely to occur as a result of the proposed project. Furthermore, the proposed project would not create any off-site disturbances such as noise, odors, or vibrations that would potentially affect the laboratory.

The closest residential facility to the water treatment plant site is the Woodfield Cottage Juvenile Detention Center, located approximately 750 ft north within Grasslands Reservation. This potentially sensitive land use would be separated from the proposed project by the existing Dana Road and the expanded County Laboratory. Therefore, the proposed project is unlikely to have any effects on this land use. Regarding potentially sensitive residential land uses to the southeast of the Eastview Site, along Taylor Road, the proposed project would be located relatively far away from this neighborhood (approximately one-half mile). Furthermore, the additional 66-acre City-owned property south of the site in the Town of Greenburgh would continue to buffer these residences.

Directly across Route 100C from the Eastview Site is the Treetops Child Care Center, located on Clearbrook Road within the Cross Westchester Executive Park. This childcare center, representing the closest potentially sensitive land use in the executive park, is located just beyond the southwestern corner of the site. The closest proposed development as part of this project on the site would be located a considerable distance away from the childcare center (approximately 900 ft). Furthermore, traffic from the proposed project would not utilize the interior roadways from which the childcare center is accessed (Clearbrook Road and Executive Boulevard). While the proposed project could cause an increase in traffic delays on the intersections of these roadways, this potential impact would be mitigated (see Section 5.9, Traffic and Transportation). Therefore, project-generated traffic would not be anticipated to have any significant adverse land use impacts on the childcare center.

Overall, the proposed project is not anticipated to have a significant adverse impact on land uses in the study area. The proposed plant would be consistent with the overall land use trends in the area, including the proposed development of vacant properties for commercial, institutional, and light industrial uses, and the anticipated infill development within properties that already contain some degree of development (e.g., Landmark at Eastview Office Park, Grasslands Reservation). Regardless of the proposed project, the study area would continue to experience growth, particularly within the commercial and industrial Route 9A corridor. The Route 9A bypass project would reinforce and support such growth trends. Meanwhile, the more residential character of the eastern half of the study area would be maintained due to natural land use barriers such as the Sprain Brook Parkway, which would effectively buffer the residential neighborhoods from activity on the water Eastview Site.

Zoning.

Water Treatment Plant Site. The proposed project is not a principal permitted land use within the OB-2 zoning district; however, the proposed project would be classified as a “watershed and water supply facility,” a permitted special use in the OB-2 district that is subject to additional standards. The proposed project would require a Special Use Permit from the Mount Pleasant Town Board. The proposed project would conform to the additional standards by locating the proposed plant so as not to adversely affect surrounding properties; installing fencing and other security measures; maintaining existing vegetation and providing landscaping to safeguard the public and screen the facilities from surrounding properties; and storing materials indoors. Furthermore, no water towers would be constructed as part of the proposed project so the additional special use standards for water towers would not apply. The proposed project would conform to all of the OB-2 bulk regulations concerning building size, coverage, and location. However, the height of the main treatment building would exceed the OB-2 district’s maximum building height requirement by 25 ft (see Table 5.2-4, below). Therefore, an “area variance” from the height requirement would need to be obtained from the Town Board. An area variance permits the use of land in a manner, which is not allowed by the dimensional or physical requirements of the applicable zoning regulations. In addition to the Special Use Permit and the Area Variance, the proposed project would need a Site Plan Approval, and a Wetland

Control Permit. The project would also be submitted for a referral review⁶ by the Town of Greenburgh and the Westchester County Planning Board.

In granting an area variance to the OB-2 height regulations, the Town Board would need to consider: (1) the benefit to the applicant if the variance is granted; and (2) the detriment to the health, safety, and general welfare of the neighborhood that would occur if the variance were to be granted.

The proposed 65-foot-tall above grade main treatment building has been designed to minimize the building's footprint, or amount of impervious surface area, in order to avoid potential impacts to natural resources on the water treatment plant site, particularly to the wetland system located immediately east of the proposed plant. As compared to a low building that covers more land area, the proposed plant would make more efficient use of the land by vertically stacking the treatment process components. This would create not only benefits to natural resources such as vegetation and wildlife, but would also reduce the amount of potential stormwater runoff from the development.

Furthermore, as described above, the proposed plant would be consistent with neighboring structures such as those found within Grasslands Reservation. In the Westchester County Correctional Complex, located immediately east of the Eastview Site, there is a 490-foot telecommunications tower and an eight-story detention building, both of which exceed the height of the proposed project. These existing structures also exceed the maximum building height (35 ft) of the R-40 zoning district in which they are located. In addition, adjacent land uses such as the County Laboratory, Fire Training Center, and Bee-Line Bus Facility are generally not sensitive to shadows that may be cast by a taller treatment building. See Section 5.14 Natural Resources for a discussion of potential shadow effects on vegetation.

Overall, the benefits of a building exceeding the OB-2 district's maximum height requirement would outweigh any potential adverse effects, and the health, safety, and welfare of the community would be maintained. Therefore, the proposed project would not have any significant adverse impacts on zoning.

The Town Board would also need to determine whether the four proposed off-street loading spaces are reasonable and appropriate, according to § 218-94(C) of the Zoning Ordinance.

In addition, the proposed project would require a waiver from the Planning Board because the proposed parking lot would be located in the required side yard. Parking would be provided along the northern edge of the main treatment building within the required side yard. According to §218-86 of the Town's Zoning Ordinance, "No part of the parking area shall exist in any required front, side or rear yards unless the Planning Board shall grant a waiver therefore upon a

⁶ A referral review is an addition review of the proposed project by other interested parties that would be affected by the project.

TABLE 5.2-4. ZONING COMPLIANCE OF THE PROPOSED PROJECT

DIMENSIONAL REQUIREMENTS	REQUIRED/ PERMITTED BY OB-2 DISTRICT	PROPOSED
Minimum Lot Area	20 acres	83 acres ⁶
Minimum Lot Width	400 ft	±1,800 ft
Minimum Yard Setbacks		
Front (Walker Road)	150 ft	150 ft (west)
Side	100 ft (200 ft total)	100 ft (north) 1,535 ft (south)
Rear	100 ft	730 ft (east)
Maximum Permitted Coverage on lot	10% 378,972 sq. ft.	Proposed Plant: 7.2% ¹ 262,000 sq. ft. ¹
Maximum Building Height ³	2 stories 40 ft	2 stories aboveground plus 1 sublevel 65 ft
Off-Street Parking Spaces ⁴	1 for every 2 employees and 1 for each company vehicle 350 sq. ft. per space	64
Off-Street Loading Spaces ⁵	None, except as required for all nonresidential uses as provided in Article VI	4

Notes:

1. See Potential Project Impacts With Cat/Del UV Facility at the Eastview Site, for site coverage implications associated with the Cat/Del UV Facility.
2. Approximate area determined based on current information.
3. Variance required from the Mount Pleasant Town Board (since a Special Permit is required for the proposed Croton project, the Town Board approves all variances instead of the Zoning Board of Appeals).
4. The location of the proposed parking lot would require a waiver from the Mount Pleasant Planning Board as it would be located in a side yard.
5. According to §218-94(C) of the Town of Mount Pleasant's Zoning Ordinance, "reasonable and appropriate off-street loading requirements for structures and land uses which do not fall within the categories listed above shall be determined in each case by the Board of Appeals." The proposed project—classified as a "watershed and water supply facility"—does not fall within the categories specifically listed in the off-street loading requirements.
6. A four-acre easement was recently provided to Westchester County for the extension of Walker Road along the western boundary of the site; this reduced the acreage from the 87 acres formerly reported.

finding that such use would not unduly interfere with traffic safety in the public street and safe access and egress to parking spaces, and that such use would not detract from the compatibility of the use with uses in or on abutting districts or properties, in which event the Planning Board shall grant a waiver for a parking area not in excess of 50 percent of the required yard depth." In addition, in §218-70(C)(2) of the Town's Zoning Ordinance, it is stated that "Parking areas shall be permanently improved and suitably screened with planting and shall be set back at least 50 ft from the property lines of the site." The proposed parking lot would be set back 50 ft from the

site's property line, satisfying the Town's zoning requirement. The proposed lot would not interfere with traffic safety, nor would it detract from the compatibility of the use with adjacent uses. All vehicles using the lot would access the proposed plant from Walker Road along the western side of the Eastview Site. Moreover, views of the parking lot from the adjacent property—the County Laboratory—would be minimized by the differences in grade and elevation. The lot would be located above the adjacent property separated visually by a retaining wall and a vehicle interdiction wall.

Lastly, the proposed project would need to obtain site plan approval from the Planning Board. Beyond the required Planning Board approval, there are no supplemental site plan requirements needed for the proposed use. The proposed project would also be referred to the Westchester County Planning Board for review for their discretionary approval (see Section 5.20, Permits and Approvals). The proposed project must be referred to the County Planning Board because the Applicant, NYCDEP, would be requesting: (1) a special use permit; (2) an area variance for a property that abuts State and County roads (Route 100C and Walker Road); and (3) site plan approval for a property that lies within 500 ft of: (a) a municipal border (Mount Pleasant/Greenburgh town line); (b) a right-of-way of an existing or proposed State or County road (Route 100C and Walker Road); and (c) a boundary of County-owned land on which a public building/institution is located (Grasslands Reservation). Referrals to the County Planning Board are assessed within the context of the County's land use policy planning document, *Patterns for Westchester*, and for Countywide concerns including impacts on State or County roads, parks, facilities and adjacent municipalities. As discussed below, under "Public Policy," the proposed project would be consistent with the County's land use policy. Moreover, since there would be no significant adverse land use or unmitigated traffic impacts from the proposed project, the proposed plant would not be anticipated to generate concerns with respect to nearby State or County roads, parks, facilities and adjacent municipalities.

Study Area. No zoning changes in the study area surrounding the Eastview Site would be required as a result of the proposed project. In addition, the proposed project would not be anticipated to influence zoning trends. Therefore, it is not anticipated that significant adverse impacts to zoning would occur in the study area as a result of the proposed project.

Despite the fact that the proposed project would not be anticipated to have significant adverse impacts on zoning, it would require special approvals and would not be as-of-right with the current zoning for the land. However, it would be consistent with the stated provisions in the Town Zoning Code and would not require a zoning change. Additionally, it would not change or affect the zoning of the surrounding sites because the surrounding uses are compatible with the proposed infrastructure use of the project site. The surrounding uses predominantly consist of institutional and commercial facilities such as the Westchester County Correctional Complex, the County Laboratory, and the Landmark at Eastview complex.

Public Policy.

Westchester County Land Use Plans. The proposed project specifically adheres to the goals discussed in *Patterns for Westchester*, which states that the character of the communities should be preserved and that degradation of the water supply should be prevented. As an

infrastructure facility, the proposed plant would be compatible with the light industrial, institutional, and commercial land use patterns found in the surrounding area, particularly west of the Sprain Brook Parkway, and would not interfere with other land uses in the study area. The proposed project would preserve the suburban character of the community by maintaining natural and landscaped buffers around the proposed development, and confining development to the northwestern portion of the Eastview Site, thus preserving the remainder of the property. Furthermore, the underlying goal of the proposed project—to protect the quality of the Croton Water Supply System—is consistent with the goal of *Patterns for Westchester* concerning the prevention of degradation of the County’s water supply. However, other NYCDEP projects planned for the Eastview Site may alter the character of the site. While development would occur on the southwestern portion of the site in association with the NYCDEP police precinct, siting for facilities associated with the KCT has not been determined.

In the County’s map of projected future land uses and densities, the site is designated as “Other Publicly Owned Lands.” The proposed project would be consistent with this designation, as the site would remain publicly owned and would be developed for a public purpose. The recommended land use densities in the study area are likely to be achieved in the future, regardless of the proposed project. This area of Westchester County has experienced a considerable amount of growth in recent years, and future development is likely to occur at a similar pace.

Town of Mount Pleasant. The proposed project would comply with the Town of Mount Pleasant *Comprehensive Master Plan* by increasing the Town’s non-residential tax base. The proposed project would improve the tax structure of the Town by substantially increasing the property tax revenues generated by the Eastview Site (see Section 5.7, Socioeconomic Analysis, for a detailed analysis of property taxes).

The proposed project would also comply with the Comprehensive Plan by maintaining buffers around the development to preserve the suburban character of the Town. Furthermore, the proposed project has been designed to minimize space requirements, thus preserving the existing vegetation and wildlife and avoiding significant adverse impacts on natural resources such as the site’s wetlands. In addition, this type of infrastructure development would lie within Mount Pleasant’s OB-2 zoning district. As noted above the Town’s *Comprehensive Master Plan* recommends that light industrial development take place in such zoning districts. The proposed infrastructure use is comparable to light industrial development as it would not generate a substantial amount of traffic, employment, or other activity. Therefore, it would be consistent with the Town’s land use recommendations. Other NYCDEP projects planned for the Eastview Site would reduce buffers around the site and would add development. However, as with the proposed water treatment plant, these other projects would be comparable to light industrial development and would not be anticipated to generate a substantial amount of traffic, employment, noise, air quality impacts, or other activity with the potential to affect the surrounding land uses. It is anticipated that these cumulative uses would remain in general agreement with land use recommendations developed by the Town.

Town of Greenburgh. The proposed development on the Eastview Site in Mount Pleasant would not be anticipated to interfere with land use policies in the Town of Greenburgh.

All of the structures associated with the proposed project would be constructed on the northern portion of the City's property, solely within the Town of Mount Pleasant. The 66-acre southern portion of the City's property, would maintain its current undeveloped, densely wooded character.

As noted above, potential land use effects would be confined to the water treatment plant site with the exception of additional traffic generated by the project. The site is located off Route 100C which provides good access to the site. Some of this traffic would utilize roads that traverse Greenburgh, namely Route 9A and Knollwood Road. In the Town's *Comprehensive Plan*, several traffic problems were identified in the Route 9A corridor. However, as discussed in Section 5.9, Traffic and Transportation, the proposed project would not generate any unmitigated significant adverse impacts on traffic and transportation, including along Route 9A. Furthermore, the land uses within the Route 9A corridor are accustomed to large volumes and the proposed project would add modest increases to no build traffic volumes. The corridor is predominantly commercial and industrial. In addition, the Route 9A Bypass project is anticipated to be completed before the build year of the proposed project. If built, the Bypass would alleviate existing traffic problems on Route 9A and increase its capacity for traffic growth from new development such as the proposed plant. With respect to Knollwood Road, although there are some potentially sensitive residential land uses along this roadway, project-generated traffic in this area would not be anticipated to have significant adverse land use impacts. Most residences in this area do not have frontage on Knollwood Road (i.e., there are a limited number of curb cuts for driveways) and they are generally oriented towards smaller local roadways within the interior of the neighborhoods.

5.2.3.1.2. With Cat/Del UV Facility at Eastview Site

Land Use.

Eastview Site. As noted above, the Cat/Del UV Facility (an additional NYCDEP project) could be located on the Eastview Site in the Future Without the Project, if it obtains its necessary approvals. If this occurs, most of the Eastview Site would have been transformed from natural and undeveloped to a light industrial water supply complex with the Cat/Del UV Facility occupying the southeast corner of the site and the proposed Croton project occupying the northwest portion of the site. Both facilities would include above grade buildings and underground structures and conduits.

The addition of proposed Croton project to the Eastview Site would not result in adverse land use impacts as a result of the proposed Croton project. Large portions of the site would have already been cleared and developed to accommodate the Cat/Del UV Facility as well as the other projects planned for the site. The site would have already partially transitioned towards being fully developed as a water supply complex. In addition, the Eastview Site is zoned for development (residential development as well as public utilities and office buildings) and the surrounding land uses predominantly consist of institutional and commercial uses, municipal buildings, and office parks. Therefore, the proposed Croton project at the Eastview Site would generally remain in context with the intended (zoned) site usage and the uses within the general site area. Furthermore, all the facilities planned to be built on the Eastview Site would be

NYCDEP projects related to water supply use, and therefore would not have conflicting land uses from the proposed Croton project.

Study Area. The addition of the proposed Croton project to the already developed Eastview Site and heavily developed Grasslands Reservation would not result in substantial changes to the land use of the area surrounding the site. The addition of the proposed Croton project would be in character and be a similar land use to the other facilities on the site as well as in the surrounding area. The proposed light-industrial use of the Eastview Site would be consistent with the institutional uses in the area including the Westchester County Correctional Complex, the Fire Training Center, and the Westchester County Laboratory. Therefore, no significant adverse land use impact to the study area is anticipated during operation of the proposed Croton project.

As discussed above and in Section 5.9, Traffic and Transportation, The introduction of the proposed Croton project in addition to the Cat/Del UV Facility during operation of both facilities could cause increases in traffic delays at several intersections on the roadways in the study area. While traffic levels would increase as a result of the proposed Croton project in operation on the Eastview Site, the additional traffic is not anticipated to have any significant adverse impacts on land use.

Zoning.

Eastview Site. As noted above, the Cat/Del UV Facility may be located on the Eastview Site in the Future Without the Project, if it obtains its necessary approvals. The addition of the proposed Croton project to the Eastview Site would not require a zoning change to the site. The site is currently zoned OB-2, which permits water supply uses by special permit. However, the addition of the proposed Croton project to the Eastview Site would result in lot coverage above the 10 percent limit permitted by the Mount Pleasant Town Code. With the proposed Croton project, the Cat/Del UV Facility, and the Police Precinct located on the Eastview Site, an estimated 448,487 sq. ft. of the 83-acre Eastview Site (about 12 percent) would be developed. As a result, a coverage variance from the Town Board would be required to allow the proposed Croton project to be located on the site.

Since the issuance of such a variance is not anticipated to be detrimental to public health and safety, given the relatively large size of the lot and the amount of area that would be returned to its natural state once the NYCDEP projects are in operation, it is not anticipated that there would be a significant adverse impact on neighboring properties if this variance were granted. Furthermore, the proposed developments would comply with other aspects of the applicable zoning regulations, such as being situated far enough from surrounding properties to avoid any nuisances, and installing fencing or landscaping around the structures to safeguard the public and to screen the facilities from the surrounding properties. Overall, it is anticipated that the projects would not result in a potential significant impact on zoning patterns in the area. The variance requested would only be slightly above the maximum coverage requirement (12 percent versus 10 percent) and the surrounding uses would not be imposed upon as a result of the projected lot coverage. As noted above, there would be a considerable separation between the proposed development and most of the neighboring uses, except perhaps for the County Laboratory, which

would not be sensitive to the land use change near it. Lastly, the site is appropriately zoned and the proposed uses are anticipated by the Town of Mount Pleasant Zoning Code as water supply uses are a special use within the OB-2 district. See Table 5.2-1, above, for the provisions of this special use.

Study Area. As noted above, the Cat/Del UV Facility (an additional NYCDEP project) may be located on the Eastview Site in the Future Without the Project, if it obtains its necessary approvals. The addition of the proposed Croton project would not result in zoning changes to the area surrounding the site. The current zoning within the study area already permits the development of water supply uses; therefore, no changes would be needed to permit the proposed use.

Public Policy. As noted above, the NYCDEP Cat/Del UV Facility may be located on the Eastview Site in the Future Without the Project, if it obtains its necessary approvals. The addition of the proposed Croton project to the site would not alter the proposed use of the site and the proposed Croton project itself would be consistent with all relevant public policies. Therefore, the proposed Croton project would be consistent with the public policies described above.

5.2.3.2. Potential Construction Impacts

The anticipated year of peak construction for the proposed project is 2008. Therefore, potential construction impacts have been assessed by comparing the Future With the Project conditions to the Future Without the Project conditions for the year 2008 with and without the Cat/Del UV Facility

5.2.3.2.1. Without Cat/Del UV Facility at Eastview Site

Land Use.

Water Treatment Plant Site. Construction of the proposed plant would substantially change land use on approximately 30 acres of the 83-acre site. Most of the disturbance to the land would occur on the northwestern corner of the site, where the buildings would be erected and the raw water pumping station and tunnel would be installed over 100 ft below ground. Additional disturbance would occur in the central and eastern parts of the site, along the path of the proposed treated water tunnel and service road, and to the existing Delaware Aqueduct Shaft No. 19. Using cut-and-cover methods, the treated water tunnel would be constructed through Mine Brook and adjacent wetland and forested areas. The disturbance to Mine Brook and its associated wetlands during construction and filling of the isolated wetland would be considered a significant adverse impact. Compensation for this impact would be provided through wetland mitigation and restoration. In addition, a tree reforestation plan would provide compensation for the removed trees (see Section 9.1, Mitigation of Potential Environmental Impacts). After construction, the vegetation and stream above the subsurface tunnel would be reestablished.

Heavy equipment such as a tunnel boring machine, construction trucks, cranes, and other materials would be located on the site during construction, and during the peak years of activity,

a substantial amount of parking would be needed. During the peak period of construction employment (June 2008), a maximum of 652 construction workers would be present on-site on any given weekday. All of the parking would be provided in a designated area within the 30-acre construction area, which would be fenced in. A substantial amount of excavation would be required for the main treatment process building, the raw water pumping station, and subsurface raw water and treated water tunnels. The final grade of the water treatment plant site (330 to 350 ft above mean sea level) would be about the same as the existing grade (298- 364 ft above mean sea level). A total of 577,000 cubic yards (cy) of soil and rock would be excavated from the site, of which 545,000 cy would be trucked off-site for disposal. During the peak period of construction truck trips, a maximum of 192 construction truck trips would be generated on a daily basis.

Initial construction activities on the site would entail establishing the stormwater management system (including a stormwater detention basin), clearing some vegetation, installing roads, and installing fencing around the perimeter of the 30-acre construction area. Construction vehicles would be able to access the site from either Walker Road or Route 100C via the existing driveway leading to the Delaware Aqueduct Shaft No. 19. After the construction period, the Walker Road entrance would serve as the main entrance to the plant, whereas the Route 100C entrance (connecting to the existing driveway) would provide secondary, emergency access.

The potential for direct effects on land uses such as the on-site Hammond House and County buildings adjacent to the site would be minimized by construction fencing and the location of construction activity. Since the construction activity would be generally confined to the northwestern corner of the site, a buffer of vegetation (approximately 600 ft) would remain undisturbed between the construction area and the historic Hammond House; a private residence. The County Laboratory, the closest existing structure directly north of the water treatment plant site, might experience disturbances such as noise, vibrations, and air pollution (e.g., dust), but these impacts would be temporary or attenuated as discussed in other sections of this document. Therefore, construction of the proposed plant would not be anticipated to have a significant adverse land use impact on this adjacent building or on other buildings such as the County's Satellite Bus Facility on the west side of Walker Road. A one-year overlap period of construction is anticipated between the proposed plant and the proposed KCT project. As additional construction information for other projects becomes available, potential combined land use construction impacts at the Eastview Site would be assessed.

Study Area. Land use effects of the plant's construction would be more noticeable off-site in terms of the traffic that would be generated by construction worker vehicles and trucks. The maximum number of vehicle trips would occur in 2008, when employment on the site would peak at 652 workers. This would generally involve passenger vehicle trips as opposed to heavy truck trips.

Traffic generated by the proposed construction would be anticipated to use Walker Road, Dana Road, and /Route 100C in the immediate vicinity of the Eastview Site, and would either proceed west to Saw Mill River Road (Route 9A) or east to Knollwood Road (Route 100A) in order to access I-287. In the vicinity of the site, Walker and Dana Roads would not convey project-generated truck traffic; only passenger vehicles would be permitted to use these local roads.

Trucks would only use Route 100C. These roads are lined by non-residential land uses that are generally not sensitive to increased traffic levels (e.g., New York State Armory, a New York State Department of Transportation facility, the County's Fire Training Center, and the County Satellite Bus Facility).

Construction truck traffic would utilize designated truck routes including three state routes: Saw Mill River Road (Route 9A), Route 100C, and Knollwood Road. Route 100C in the vicinity of the Eastview Site is lined by commercial office parks and undeveloped land to the south. The residential neighborhood along Taylor Road, which intersects with Route 100C, utilizes a traffic signal to access Route 100C but no residences front on Route 100C. As discussed in Section 5.9, Traffic and Transportation, the proposed construction could increase delays at this particular intersection and at several other intersections along Route 100C. However, these impacts would be mitigated in an effort to maintain the safety and efficiency of traffic flows. There would be no significant adverse land use impacts on the Taylor Road neighborhood as result of construction traffic, although the effects of construction traffic would be a potential nuisance and source of local concern. Just to the southwest of the site, within the Cross-Westchester Executive Park, is the Treetops Child Care Center. Construction-period traffic from the proposed plant would not utilize the interior roadways from which this childcare center is accessed (Clearbrook Road and Executive Boulevard). Although additional traffic on Route 100C could be a potential concern for this childcare facility, the proposed project would not have any potential significant adverse traffic impacts on either Clearbrook Road or Executive Boulevard, and all traffic impacts on Route 100C would be fully mitigated.

Farther away from the Eastview Site, Route 9A is a largely commercial and industrial corridor flanked by office parks, retail shopping centers, and warehousing facilities. The project's construction traffic would not be anticipated to have any adverse effects on such non-residential land uses. Construction vehicles would also use Route 100A to access I-287. Several residential neighborhoods are located beside Route 100A. However, the homes along Route 100A generally do not have frontage on the roadway and instead have access from smaller interior roadways. As such, the sensitive land uses in and around Route 100A are not likely to experience adverse impacts due to the project's construction traffic. Furthermore, Route 9A and Route 100A are both State roads, which are designed to carry high volumes of traffic, including construction vehicles.

Zoning. Construction of the proposed plant would require a number of local land use approvals. These approvals would be acquired prior to the start of construction of the proposed plant in 2005. See Potential Project Impacts, above, for a detailed assessment of the proposed plant compliance with the site's OB-2 zoning regulations.

Public Policy. There are no public policies concerning construction activities that apply to the Eastview Site. See Potential Project Impacts, above, which assesses whether operation of the proposed project would be in compliance with relevant public policies.

5.2.3.2.2. With Cat/Del UV Facility at Eastview Site

Land Use. As noted above, the Cat/Del UV Facility may be located at the Eastview Site in the Future Without the Project. The addition of the proposed Croton project to the site would substantially change the land use on 58 acres of the Eastview Site. In addition to the 28 acres being utilized by the Cat/Del UV Facility, primarily on the east side of Mine Brook, the proposed Croton project would need to utilize 30 acres in the northwest portion of the site.

The addition of the Cat/Del UV Facility to the site would result in the need for some construction workers to park off-site at one or more existing parking lots in the surrounding area. See Section 5.9, Traffic and Transportation, for a description of these off-site parking lots. Under this scenario, the workers would be transported to and from the Eastview Site via a shuttle system. No land use impacts would be anticipated to occur from this arrangement since the parking lots have extra capacity, as indicated by the property owners who are willing to share their spaces.

The addition of the proposed Croton project to the Eastview Site would result in the displacement of staging for the Cat/Del UV Facility from the northwest portion of the site. As a result, the Cat/Del UV Facility would have less space on site for staging. The space for staging during construction for the Cat/Del UV Facility west of Mine Brook would be reduced from 58 acres to seven acres as a result of the introduction of the proposed Croton project to the site.

The addition of the proposed Croton project construction to the concurrent Cat/Del UV Facility construction would complicate the construction activity on-site and would result in truck trip generation greater than the addition of the individual projects alone as a result of site constraints and reduced staging area for the Cat/Del UV Facility. See further discussion below under Study Area.

Study Area. As noted above, the NYCDEP Cat/Del UV Facility may be located on the Eastview Site in the Future Without the Project, if it obtains its necessary approvals. The addition of the proposed Croton project's construction would potentially result in more substantial viewshed changes from the surrounding area of the site as a result of a large portion of the site being cleared and fenced off to accommodate the construction of both the Cat/Del UV Facility and the proposed Croton project. However, the users who would be affected would be drivers passing by the site on 100C and other local roads and workers within Grasslands Reservation, none of whom are sensitive to the appearance of the Eastview Site. The construction of the proposed Croton project, in addition to the Cat/Del UV Facility, would not substantially affect the land uses in the area. The closest uses to the site, including the Westchester County Correctional Complex, the Westchester County Laboratory, and the Fire Training Center are all institutional uses and would not be adversely affected by the construction of the proposed Croton project.

In addition, the introduction of the proposed Croton project to the site would result in construction truck trips greater than the sum of the truck trips generated if the Cat/Del UV Facility or the proposed Croton project were under construction alone because of the reduction of

staging area available for the Cat/Del UV Facility with both projects under construction (see Section 5.14, Natural Resources, for further discussion concerning site layout coordination). Due to this reduction of staging area, a substantial amount of excavated material associated with Cat/Del UV Facility construction activities would have to be sold and trucked off site, resulting in an additional approximately 40,000 truck trips, which could lead to a number of traffic impacts within the study area. These impacts would last from November 2007 to March 2009. However, it is not anticipated that these additional traffic impacts would result in adverse land use impacts because they would be temporary and would end upon the completion of construction.

The construction of the proposed Croton project with the Cat/Del UV Facility also being constructed at the Eastview Site would result in increased traffic along area roadways such as Walker Road, Dana Road, and Route 100C, and in some cases the traffic increases would result in significant adverse traffic impacts. Due to constraints involving road geometry, mitigation of these construction-period traffic impacts may not be feasible. However, even if these impacts are not mitigated, they would not result in significant land use impacts because the additional traffic would not drive by sensitive uses, as these roads run through predominantly commercial, institutional, and light industrial areas.

During construction of the Cat/Del UV Facility, the County Laboratory, the Juvenile Detention Center, and the Hammond House could experience increases in noise levels due to the combined effect of both mobile and stationary noise. However, the incremental change between the noise level increases associated with the Cat/Del UV Facility and the increases that could be experienced during the construction of the proposed Croton project would not be significant. Furthermore, these effects would be short-term in nature, and would end upon completion of construction. Therefore, potential noise level increases under this scenario would not result in an adverse impact on land use.

Zoning. As noted above, the Cat/Del UV Facility (an additional NYCDEP project) may be located on the Eastview Site in the Future Without the Project, if it obtains all its necessary approvals. The addition of the proposed Croton project to the site would trigger the necessity of obtaining a site coverage variance in order to permit the building of the proposed Croton project on the site. These approvals would be acquired prior to the start of construction of the proposed Croton project and Cat/Del UV Facility in 2005. See Potential Project Impacts above, for a detailed assessment of the proposed Croton project's compliance with applicable zoning regulations.

Public Policy. There are no public policies concerning construction activities that apply to the Eastview Site. See Section Potential Project Impacts above, which assesses whether construction of the proposed Croton project would be in compliance with relevant public policies.