

Glen Cove *Smart Growth* Comprehensive Plan *with Sustainability Elements*



Draft Generic Environmental Impact Statement



March 2024

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

**CITY OF GLEN COVE
SMART GROWTH COMPREHENSIVE PLAN WITH SUSTAINABILITY ELEMENTS**

City of Glen Cove
Nassau County, New York

SEQRA Classification: Type 1 Action

Lead Agency: Glen Cove City Council
City of Glen Cove
9 Glen Street
Glen Cove, NY 11542

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City of Glen Cove
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Glen Cove, NY 11542
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Date the DGEIS was accepted by the Lead Agency: **DATE**

Closing date of the Comment Period: **Date**

Website where DGEIS can be viewed: <https://www.glencovecomprehensiveplan.com>

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City of Glen Cove City Council

Pamela D. Panzenbeck, Mayor
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Michael Ktistakis, Councilman
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Funding Partners

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1. Executive Summary

1.1 Introduction

The City of Glen Cove proposes to adopt the 2024 Smart Growth Comprehensive Plan with Sustainability Elements (“Comprehensive Plan” or “Plan”). The adoption of the Comprehensive Plan constitutes the Proposed Action. The Comprehensive Plan is incorporated herein by reference.¹

The potential significant impacts resulting from the adoption of the Proposed Action are analyzed in this Draft Generic Environmental Impact Statement (DGEIS). The DGEIS has been prepared in accordance with the New York State Environmental Quality Review Act (SEQR) and its implementing regulations (6 NYCRR Part 617). The Glen Cove City Council (City Council) is the lead agency for this environmental review.

Under SEQR, a “Generic” EIS, or GEIS, is prepared when a proposed action represents a comprehensive program having wide application and defining the range of future projects in the affected area. A GEIS, according to the New York State Department of Environmental Conservation (NYSDEC) SEQR handbook, is “a type of EIS that is more general than a site-specific EIS, and typically used to consider broad-based actions or related groups of actions that agencies are likely to approve, fund, or directly undertake...A Generic EIS differs from a site or project specific EIS by being more general or conceptual in nature...”.

The DGEIS scoping document (see Appendix A), adopted by the City Council on March 26, 2024, determined the elements to be evaluated in this DGEIS. Prior steps in this environmental review process included the preparation of a full Environmental Assessment Form (EAF), which identified the potentially significant adverse impacts associated with the Proposed Action.

The steps in preparing and finalizing the GEIS include:

- Scoping – a process to elicit comments from involved and interested agencies and the public on the content and scope of the GEIS; (scoping was held from January 24 – February 26, 2024)
- DGEIS – a draft document accepted by the City Council and released for public and agency review and comment.
- Public review – 30 day written comment period.
- Final GEIS (FGEIS) – acceptance and publication by the City Council as Lead Agency, which incorporates relevant comments and responses, if any, made during public review of the DGEIS.
- Findings Statement – adopted and passed by the City Council as Lead Agency no sooner than 10 days, no more than 30 days after publication of the FGEIS. The Findings Statement must: 1) consider the relevant environmental impacts, facts and conclusions presented in the GEIS; 2) provide a rationale for the agency’s decisions; 3) certify that SEQR’s requirements have been met; and 4) certify that consistent with social, economic, and other essential considerations, from among the reasonable alternatives available, the action is one that avoids or minimizes

¹ The Draft 2024 Smart Growth Comprehensive Plan with Sustainability Elements can be found here: www.glencovecomprehensiveplan.com/plan-documents

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adverse environmental impacts to the maximum extent practicable, and that the adverse environmental impacts will be avoided or minimized to the maximum extent practicable.

1.2 Proposed Action

The Proposed Action is the adoption of the Comprehensive Plan Update by the City Council. The Comprehensive Plan is an areawide action as no site-specific elements are proposed. Due to this generic nature, future development plans are subject to site-specific review under SEQR (see Section 6.0 Subsequent Future Actions).

The Comprehensive Plan is a document that reflects today's existing conditions and trends and establishes the direction for the City's policies through the next 10 years. It serves as a guide to future municipal decisions regarding land use, zoning, housing, economic development, community facilities, transportation, infrastructure, utilities, natural resources, and sustainability. The Comprehensive Plan sets objectives and strategies to support downtown, conserve neighborhoods, and preserve the City's historic and natural resources.

The DGEIS analyzes the potential for significant adverse environmental impacts to occur from the Comprehensive Plan. In particular, impacts associated with changes in traffic patterns and amount and groundwater volume, are the two areas of concern (as identified in the EAF Part II form herein included in Appendix B). Other areas of less concern identified are:

- Land
- Historic and Archeological Resources
- Critical Environmental Areas
- Human Health
- Flooding

Comprehensive Plan

The Comprehensive Plan includes recommendations in the following seven chapters:

- Land Use and Zoning
- Transportation
- Downtown and Economic Development
- Natural Resources and Climate Change
- Infrastructure and Utilities
- Community Facilities
- Future Land Use Plan and Implementation

Each chapter analyzes relevant existing conditions, identifies issues and opportunities, and provides objectives and strategies to guide the City's future policies and informed decision-making. The last chapter (Future Land Use Plan and Implementation) provides a future land use plan and strategies for implementation.

1.3 Alternatives

As required by SEQR, the alternative proposed to the Proposed Action in this DGEIS is the No Action Alternative (see Section 5.0 Analysis of Alternatives). Under the No Action Alternative, existing policies set forth in the 2009 Master Plan would continue to guide land development in the City of Glen Cove. This alternative would not further the City's goals as well as the current proposed Plan, especially for the area of sustainability. While existing regulations may be functional, the Proposed Action intends to generate positive impacts through supporting sustainable growth and economic development in the downtown area while preserving the quality of Glen Cove's neighborhood character and protecting the City's natural resources.

1.4 Significant Impacts and Mitigation Measures

Potential impacts of the Proposed Action are described and analyzed in this DGEIS. The summary of potential impacts is presented in each subsection of Section 3.0 of the DGEIS.

The adoption of the Proposed Action is not expected to result in any significant adverse environmental impacts. Rather, it is anticipated that the adoption of the Comprehensive Plan would improve the City by providing a more sustainable future.

1.5 Involved Agencies

Lead Agency

Under SEQR, the lead agency is responsible for coordinating the SEQR review process, as well as discretionary decision making regarding the Proposed Action. The lead agency is the agency with principal authority to fund, approve, or directly undertake the Proposed Action. There can also be other involved agencies, but in this case only the City Council can adopt the Plan. As lead agency, the City Council is responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the FGEIS, and preparing SEQR findings.

City Council (lead agency)
City of Glen Cove
9 Glen Street
Glen Cove, NY 11542

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Involved Agencies

Involved agency means an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an “involved agency” notwithstanding that it has not received an application for funding or approval at the time the SEQR process is commenced.

Planning Board

City of Glen Cove
9 Glen Street
Glen Cove NY 11542
Attn: Andrew Kaufman, Chair

Nassau County Planning Department

1194 Prospect Ave
Westbury, NY 11590
Attn: William Nemo, Deputy Commissioner

New York State Department of State

One Commerce Plaza, 99 Washington Ave
Albany, NY 12231
Attn: Robert Rodriguez, Secretary of State

New York State Department of Environmental Conservation

625 Broadway
Albany, NY 12233
Attn: Basil Seggos

1.6 Required Reviews and Approvals

The Proposed Action will require the following approvals and reviews:

GLEN COVE CITY COUNCIL

Adoption of 2024 Comprehensive Plan.

2. Description of the Proposed Action

The Proposed Action being examined in this DGEIS is the adoption of the 2024 Smart Growth Comprehensive Plan with Sustainability Elements.

The 2024 Plan expands and builds upon the currently adopted 2009 Master Plan. The Plan is a document that reflects today's existing conditions and trends and sets the direction for the next decade of City policies. It serves as a guide for future municipal decisions regarding land use, zoning, housing, economic development, community facilities, transportation, infrastructure, natural resources, and sustainability. The Comprehensive Plan sets goals and strategies to enhance downtown, conserve neighborhoods, and preserve the City's historic and natural resources. It will help direct zoning and capital spending decisions and strengthen the City's ability to attract funding for projects that bolster its vision.

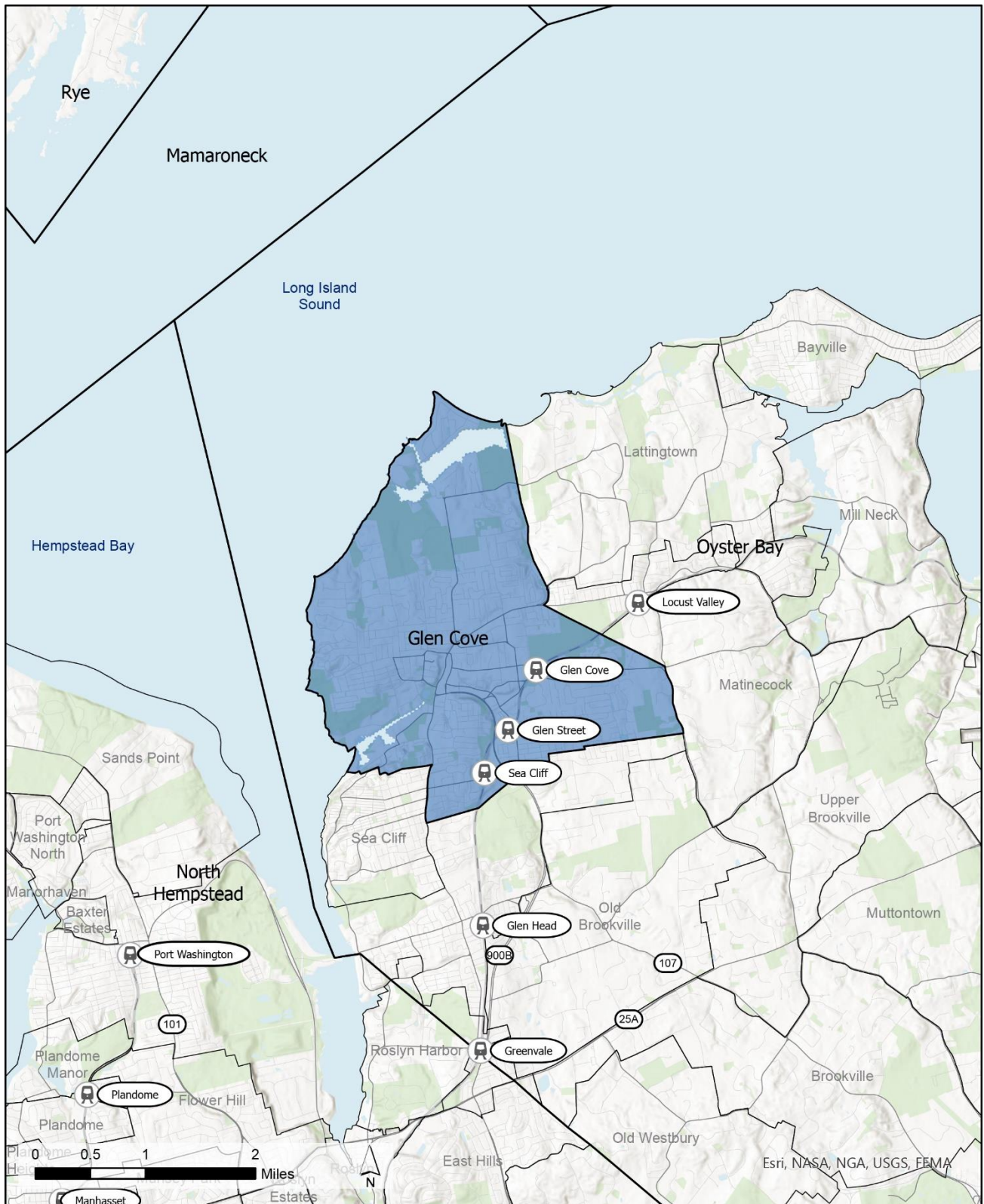
2.1 Project Location and Environmental Setting

The Comprehensive Plan covers the entire geographic area of the City of Glen Cove. Glen Cove is located on the North Shore of Long Island, in Nassau County, New York (Figure 1). Glen Cove borders several villages and hamlets in the Town of Oyster Bay, including the Village of Lattingtown to the northeast, the Village of Matinecock to the southeast, the hamlet of Locust Valley to the east, and Glen Head hamlet and the Village of Sea Cliff to the south. The waterfronts of Hempstead Harbor and Long Island Sound make up the City's western and northern borders, respectively.

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Figure 1: Regional Context



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Glen Cove is well connected to Nassau County and the New York Metropolitan Region due to its close proximity to Route 25A (Northern Blvd.) and Interstate 495 (I-495), which are both situated south of the City. Glen Cove Road (Route 107) is the key north-south arterial road that connects the City to these regional east-west roadways. Other local County roads (Glen Cove Avenue and Shore Road) also provide connection to these key roadways.

The Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) operates three train stations in Glen Cove, and various buses (County, municipal, and MTA) provide additional public transportation connecting the City to destinations in Nassau County, New York City, and the greater region.

According to U.S. Decennial Census data, Glen Cove’s population grew from 26,964 in 2010 to 28,365 in 2020 (see Table 1). During this period, the City experienced a 5.2% increase in population, a slightly higher percent change in population than Nassau County, which grew by 4.2%.

Table 1: Population Change Over Time (2010-2020)

	2010 Population	2020 Population	Percent Change 2010-2020
Glen Cove	26,964	28,365	5.2%
Nassau County	1,339,532	1,395,774	4.2%

Source: U.S. Decennial Census (2010, 2020)

2.2 Project History

In the spring of 2023, the Comprehensive Planning Committee (CPC) and Core Working Group (CWG) were established to help guide the Plan. The 52-member CPC represented a cross-section of the community, ranging from municipal representatives to City staff, to local organizers and community leaders. The CWG was a sub-section of the CPC that reviewed and provided guidance on draft chapters. The CPC met twice and the CWG met bi-monthly during the Comprehensive Plan drafting period (May 2023 – January 2024). The CWG was made up entirely of Glen Cove residents. The CPC was comprised of members who either live and/or work in Glen Cove.

In terms of the SEQR process, the City Council adopted a Positive Declaration on January 23, 2024 based on a Full Environmental Assessment Form (EAF) Parts 1 and 2. The EAF Part 2 identified that the Proposed Action may result in moderate to large impacts in the following categories:

- Impact on Transportation
 - Implementation of the proposed action may change both the present pattern and amount of traffic.
- Impact on Groundwater
 - The Comprehensive Plan supports some contained development downtown and on remaining underperforming sites at the north side of the Glen Cove Creek Waterfront, and recommends the exploration of a Transit Oriented Development Overlay Zone at

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the Sea Cliff and Glen Street LIRR stations. This potential development could lead to increased water usage, consequently increasing groundwater demand in Glen Cove.

In addition to the two moderate to large impacts, five additional small impacts were identified:

1. Land
2. Flooding
3. Historic and Archaeological Resources
4. Critical Environmental Areas
5. Human Health

While SEQR does not require small impacts to be analyzed, the scope of the DGEIS indicated that these would be identified and evaluated qualitatively. The scope also indicated that the items listed below need not be included in the DGEIS. However, section 3.9 of the DGEIS summarizes how adoption of the Plan has either no impact or a beneficial impact in each of these areas.

- Geological Features
- Surface Water
- Air Quality
- Plants and Animals
- Agricultural Resources
- Aesthetic Resources
- Open Space and Recreation
- Energy
- Noise, Odor, Light
- Consistency with Community Plans
- Consistency with Community Character

As part of the SEQR process, a written comment period was held on the Draft Scope between January 24 and February 26, 2024.

On March 26, 2024, the City Council adopted a Final Scope for this DGEIS (included herein as Appendix A). The adopted Final Scope provides the structure of this DGEIS and recognizes the need to assess potential adverse impacts related to traffic and groundwater usage in detail and the areas of land, flooding, historic and archaeological resources, critical environmental areas, and human health qualitatively (see Section 3.2: Transportation and Section 3.3 Groundwater).

2.3 Public Needs and Benefits

The current planning tools and the adopted 2009 Master Plan do not enable the City to fully leverage its assets and foster sustainable elements, especially in key areas such as the waterfront as well as surface and groundwater issues. A Comprehensive Plan Update is needed to address issues of economic development, zoning, housing, and transportation. The Comprehensive Plan seeks to create a balance between the potential for future modest development in limited planned locations and to preserve existing neighborhoods and environmentally sensitive areas.

2.4 Public Involvement for the Comprehensive Plan

In collaboration with the CWG, the City developed a Community Participation Plan at the outset of the Comprehensive Plan drafting period. This plan outlined a series of outreach tools, activities, and events designed to engage residents and stakeholders throughout each stage of the planning process. All public engagement materials were available in English. Flyers, robocalls, and the printed presentation at the second public workshop were available in English and Spanish.

Two public workshops and a meeting with the Inter Agency Council of Glen Cove (IAC) at the Glen Cove Senior Center, which was open to the public, gave the City the opportunity to meet and hear directly from members of the public. Public workshops helped to identify issues and opportunities, test initial concepts, and present action items for feedback before finalizing the Plan. In addition to the feedback gathered during the workshops, over 15 stakeholder focus groups were held with local subject-matter experts and community and local organization representatives. These interviews provided more detailed information and context on key issues and opportunities in Glen Cove.

A public survey was developed as another avenue for residents and stakeholders to share their opinions on various topics addressed in the plan. The survey was available online and hard copies were available at key community locations. The survey ran for six weeks and received over 600 responses, including a group response from the Glen Cove Economic Opportunity Commission (EOC).

Throughout the process, a dedicated Comprehensive Plan website (www.glencovecomprehensiveplan.com) served as the main hub for all things related to the Comprehensive Plan. Events, the survey, draft chapters, and background materials were all made available for the public on the website. In addition to the Comprehensive Plan website, the survey and relevant events were promoted via e-blasts, press releases, newspaper notices, and social media posts.

Additionally, several meetings were held with City staff, City Council, and the Planning Board. The final public workshop, held January 30, 2023, also served as the CWG's public hearing on the draft chapters of the Comprehensive Plan.

2.5 Outline of the Comprehensive Plan

The Plan provides a series of objectives and strategies that seek to streamline pathways for economic and job growth, while addressing community needs and environmental sustainability.

Moreover, it provides policy guidance for decisions related to future land use, infrastructure, and services.

The Comprehensive Plan was developed following a structure of nine chapters: History and Regional Context, Demographics, Land Use and Zoning, Transportation, Downtown and Economic Development, Natural Resources and Climate Change, Infrastructure and Utilities, Community Facilities, and Future Land Use Plan and Implementation. The implementation matrix in the final plan chapter, Future Land Use Plan and Implementation, details objectives and strategies to support these overarching goals.

2.6 Involved Agencies

Lead Agency

Under SEQR, the lead agency is responsible for coordinating the SEQR review process, as well as discretionary decision making regarding the Proposed Action. The lead agency is the agency with

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principal authority to fund, approve, or directly undertake the Proposed Action. There can also be other involved agencies, but in this case only the City Council can adopt the Plan. As lead agency, the City Council is responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the FGEIS, and preparing SEQR findings.

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An involved agency means an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an “involved agency.” The following agencies were considered involved agencies:

Planning Board
City of Glen Cove
9 Glen Street
Glen Cove NY 11542
Attn: Andrew Kaufman, Chair

Nassau County Planning Department
1194 Prospect Ave
Westbury, NY 11590
Attn: William Nemo, Deputy Commissioner

New York State Department of State
One Commerce Plaza, 99 Washington Ave
Albany, NY 12231
Attn: Robert Rodriguez, Secretary of State

New York State Department of Environmental Conservation
625 Broadway
Albany, NY 12233
Attn: Basil Seggos

All of the involved agencies agreed to the City Council as Lead Agency.

2.7 Required Reviews and Approvals

The Proposed Action will require the following approvals and reviews:

GLEN COVE CITY COUNCIL

Adoption of 2024 Comprehensive Plan.

3. Environmental Setting, Impacts and Mitigation

3.1 Land Use and Zoning

3.1.1. Existing Conditions

3.1.1.1. Land Use

The City’s land totals about 3,900 acres. Figure 2 illustrates the distribution of land uses in Glen Cove. More than half of this land is residential (61%). The second largest category by land area is parks and open space (14.7%). Public or institutional uses, such as City Hall, schools, and the hospital, cover 9.4% of the parceled land. Table 2 provides a full inventory of land uses in Glen Cove.

Table 2: Land Use Area

Land Use	Acres	Percent Parceled Land
Single-Family Residential	1,869.2	47.9%
Two- and Three-Family Residential	217.9	5.6%
Multi-Family Residential	295.0	7.6%
Mixed-Use	22.8	0.6%
Commercial	201.8	5.2%
Industrial	39.8	1.0%
Transportation and Utilities	19.6	0.5%
Public or Institutional	367.0	9.4%
Parks and Open Space	573.9	14.7%
Private Recreation and Entertainment	151.1	3.9%
Parking Lots, Garages, and Paved Areas	32.5	0.8%
Vacant	50.6	1.3%
Water	22.7	0.6%
Unknown*	40.6	1.0%
Total	3,904.6	100.0%

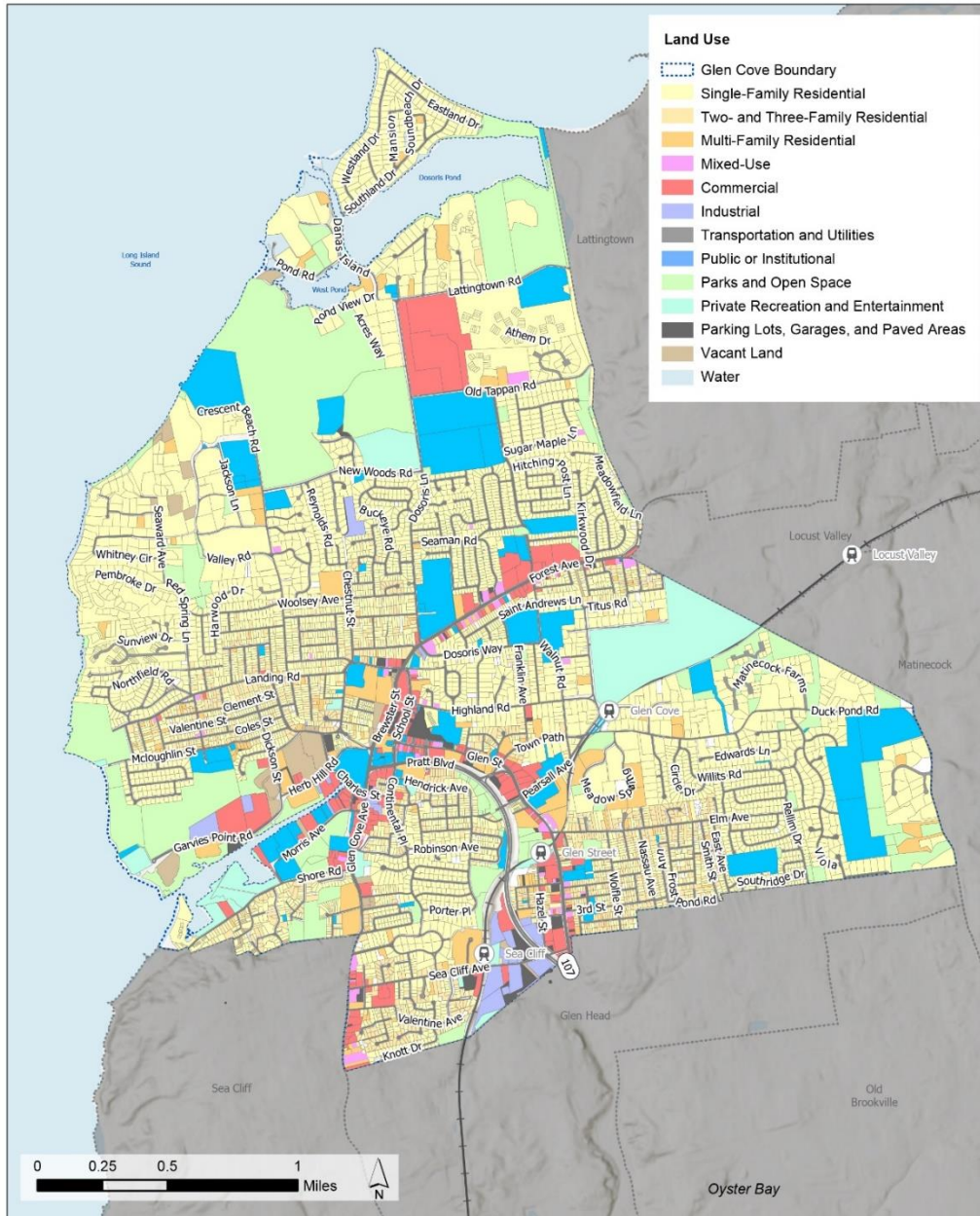
** Many uncategorized parcels are within residential neighborhoods and may be vacant, privately owned open spaces, or undersized lots.*

Source: City of Glen Cove, with updates by BFJ Planning and the Glen Cove CDA

Downtown Glen Cove has a mix of commercial, public, institutional, multi-family, mixed-use properties, and parking garages. Other areas with non-residential uses are concentrated along the Forest Avenue and Glen Cove Avenue corridors. Broadly speaking, residential neighborhoods surround the three commercial areas, while parks and open space are concentrated along the perimeter of the City.

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Figure 2: Existing Land Use



Existing Land Use

Sources: City of Glen Cove, NYS GIS, BFJ Planning.

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In terms of residential uses, single-family homes are the predominant category in the City, representing 77.7% of the total residential land area in Glen Cove. Two- and three-family residential make up 9% of the residential land in Glen Cove. Higher density residential uses represent approximately 13% of the total residential use area.

Table 3: Residential Uses by Type and Acres/Percent of Parceled Land

Residential Use Categories	Acres	Percent Parceled Land
Single-Family Residential	1,869.2	77.7%
Two- and Three-Family Residential	217.9	9%
Multi-Family Residential	295.0	12.3%
Mixed-Use	22.8	1%
Total	2404.9	100%

Source: City of Glen Cove, with updates by BFJ Planning and the Glen Cove CDA

For a more detailed overview of existing conditions, refer to the Draft 2024 Comprehensive Plan.²

3.1.1.2. Zoning

The City of Glen Cove Zoning Code has 26 different zoning classifications. There are 12 residential districts, four business districts, three industrial districts, three marine waterfront districts, and four special overlay districts/overlay zones (see Figure 3). The residential districts include five single-family residential districts (R-1A, R-1, R-2, R-3, and R-3A), a two-family residential district (R-4 and R-4B), multiple dwelling unit residence districts (R-5, R-5A, R-5B, and R-6), and a Senior Center Housing District (R-SC). The four business districts (B-1, B-2, B-3, B-4) allow for a wide range of uses, such as entertainment, retail, offices, pharmacies, and motor vehicle repair. I-1 and I-2 are light industrial districts, while the I-3 district has additional principal uses such as contractor equipment storage and power plants. The Marine Waterfront districts (MW-1, MW-2, MW-3) are found along the Glen Cove Creek waterfront; they aim to encourage a variety of water-dependent and enhanced uses, provide public access, and attract residents and visitors to the waterfront. The redevelopment overlay zones (RIO-CGA and RIO-ON) are intended to encourage redevelopment of vacant or deteriorated properties and the CBD-O aims to provide a concentration of commercial uses in downtown Glen Cove. The floating zone (PWD) is intended to permit and encourage water-dependent and water-enhanced uses within the Glen Cove Creek corridor.

² The Draft 2024 Comprehensive Plan can be found here: <https://www.glencovecomprehensiveplan.com/>

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Table 4: Zoning Districts

District	District Name	Area	Percent of City
Residential Districts			
R-1A	Two-Acre Residence District	22,705,998	11.85%
R-1	One-Acre Residence District	53,204,138	27.76%
R-2	Half-Acre Residence District	27,947,889	14.58%
R-3	Quarter-Acre Residence District	17,883,486	9.33%
R-3A	Six-Thousand-Five-Hundred-Square-Foot Single-Family Residence District	20,388,950	10.64%
R-4	Seven-Thousand-Five-Hundred-Square-Foot One- and Two-Family Residence District	19,644,966	10.25%
R-4B	Seven-Thousand-Five-Hundred-Square-Foot One- and Two-Family Residence District	4,652,983	2.43%
R-5	Garden Apartment - Townhouse District	1,944,095	1.01%
R-5A	Garden Apartment - Office District	340,658	0.18%
R-5B	Garden Apartment - Townhouse/Condominium District	-	-
R-6	Apartment - Office District	1,221,946	0.64%
R-SC	Senior Citizens Housing District	84,891	0.04%
Business Districts			
B-1	Central Commercial District	3,878,455	2.02%
B-2	Peripheral Commercial District	4,420,910	2.31%
B-3	Shopping Center District	1,426,692	0.74%
B-4	Limited Commercial District	369,184	0.19%
Industrial Districts			
I-1	Light Industrial District	259,820	0.14%
I-2	Light Industrial District	3,408,989	1.78%
I-3	Industrial District	1,030,093	0.54%

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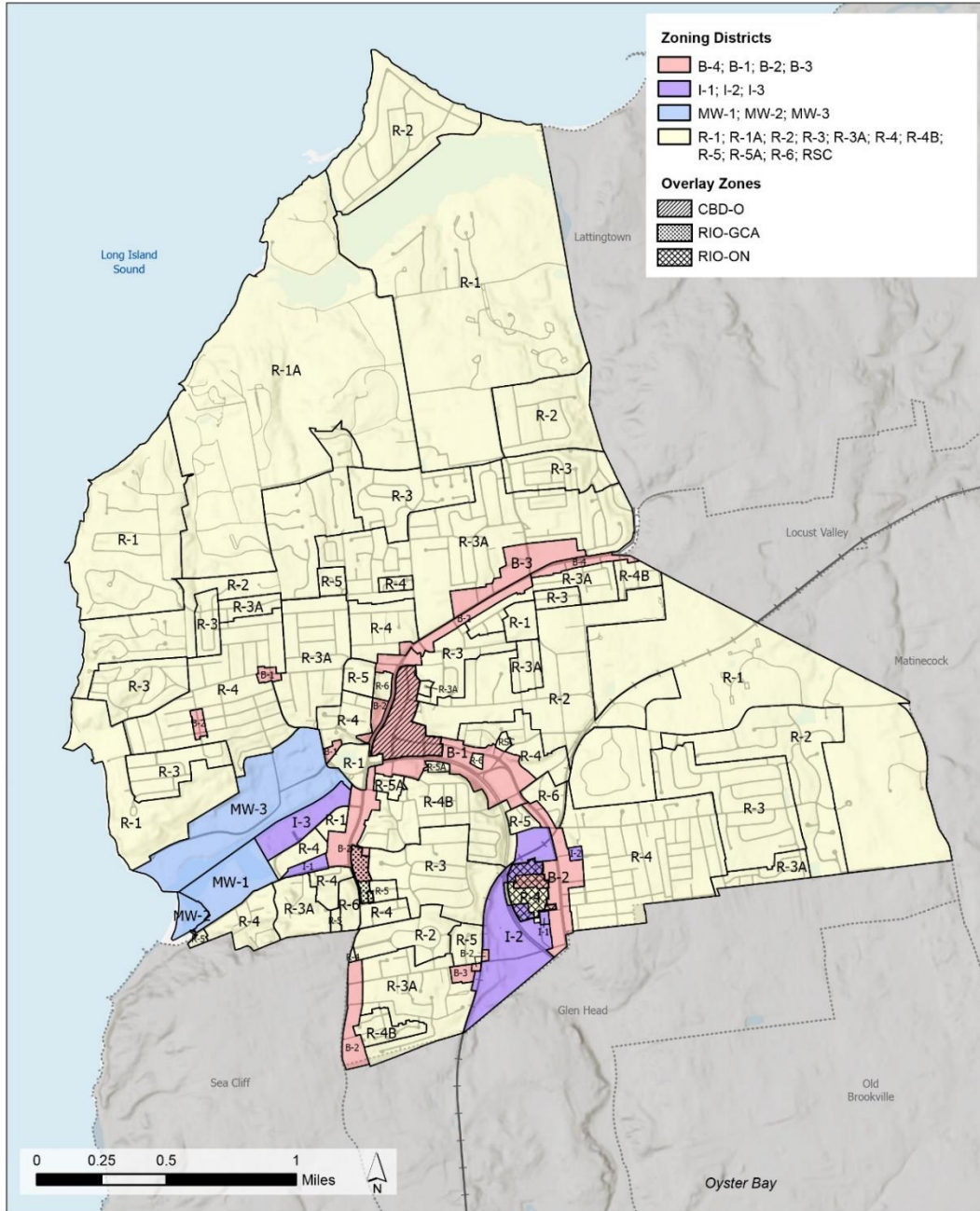
Marine Waterfront Districts			
MW-1	Marine Waterfront-1 District	1,587,806	0.83%
MW-2	Marine Waterfront-2 District	386,663	0.20%
MW-3	Marine Waterfront-3 District	4,851,387	2.53%
Special Overlay Districts / Overlay Zones			
PWD	Planned Waterfront District	-	
RIO-GCA	Redevelopment Incentive Overlay – Glen Cove Avenue	311,506	
RIO-ON	Redevelopment Incentive Overlay – Orchard Neighborhood	830,977	
CBD-O	Central Business District Overlay	1,370,324	

**table reflects all zoned parcels in Glen Cove*

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Figure 3: Existing Zoning



Existing Zoning

Sources: City of Glen Cove, NYS GIS, BFJ Planning.

3.1.2 Potential Impacts

The Future Land Use Plan included in the Comprehensive Plan provides a blueprint for the City's future and serves as a basis for Glen Cove's planning, zoning, and development decisions for the next ten-plus years (Figure 4). This section provides a description of the recommended changes in land use, scale, and density included in the Comprehensive Plan.

Land use patterns are not expected to significantly change in the City as a result of the adoption of the Comprehensive Plan. It should be noted that a comprehensive plan is not zoning, but it provides the policy foundation for future zoning changes. According to New York State case law, a zoning code should be based on a "well-reasoned plan." The proposed zoning policy recommendations in this plan could result in future amendments to the City Zoning Code, should the City Council decide to implement them.

Description of Zoning Policy Recommendations

- **Downtown**
The downtown area is highlighted in the Future Land Use Plan to reinforce the importance of pursuing policies of mixed-use and flexible zoning and land use regulations to attract new businesses and residents and to improve the area's offerings, connectivity, and aesthetics. The Comprehensive Plan supports infill development that is contextual with existing character, without increasing density, in downtown Glen Cove.
- **Brewster Street**
The B-1 Central Commercial District extended directly west of downtown Glen Cove / Central Business District (CBD) on the west side of Brewster Street, a narrow stretch of land that contains a few commercial activities in a mostly auto-oriented setting. The Plan recommended a rezoning of the area to B-2 Peripheral Commercial District, which could open more opportunities for businesses that are currently not allowed to operate in B-1. The area described was rezoned B-2 by the City Council in February 2024 after specific SEQR review.
- **Transit-Oriented Development Areas**
The Plan recommends the exploration of Transit-Oriented Development (TOD) Overlay zones near two LIRR stations in Glen Cove. The Plan suggests that allowable uses under the TOD overlay or floating zone should be mixed-use, including residential and commercial options. These TOD zones have not been mapped and would be subject to their own SEQR review.
- **Forest Avenue**
The Plan recommends the City amend the B-4 Limited Commercial District along Forest Avenue to allow for residential as a principal permitted use. This area already contains a variety of uses, including residential, therefore the character of this corridor would not be changed and it would open up opportunities for investment in properties that otherwise may remain vacant or underutilized.
- **Waterfront**
The Plan recommends amending the MW-3 District and reviewing uses allowed by special use permit by the Planning Board in the MW-3 District to promote investment and redevelopment of remaining underperforming sites on the north side of the Glen Cove Creek waterfront. Exploring zoning changes for this district (MW-3) would benefit those underperforming parcels, as the uses allowed by existing zoning are limited. Existing PUD requirements could also be

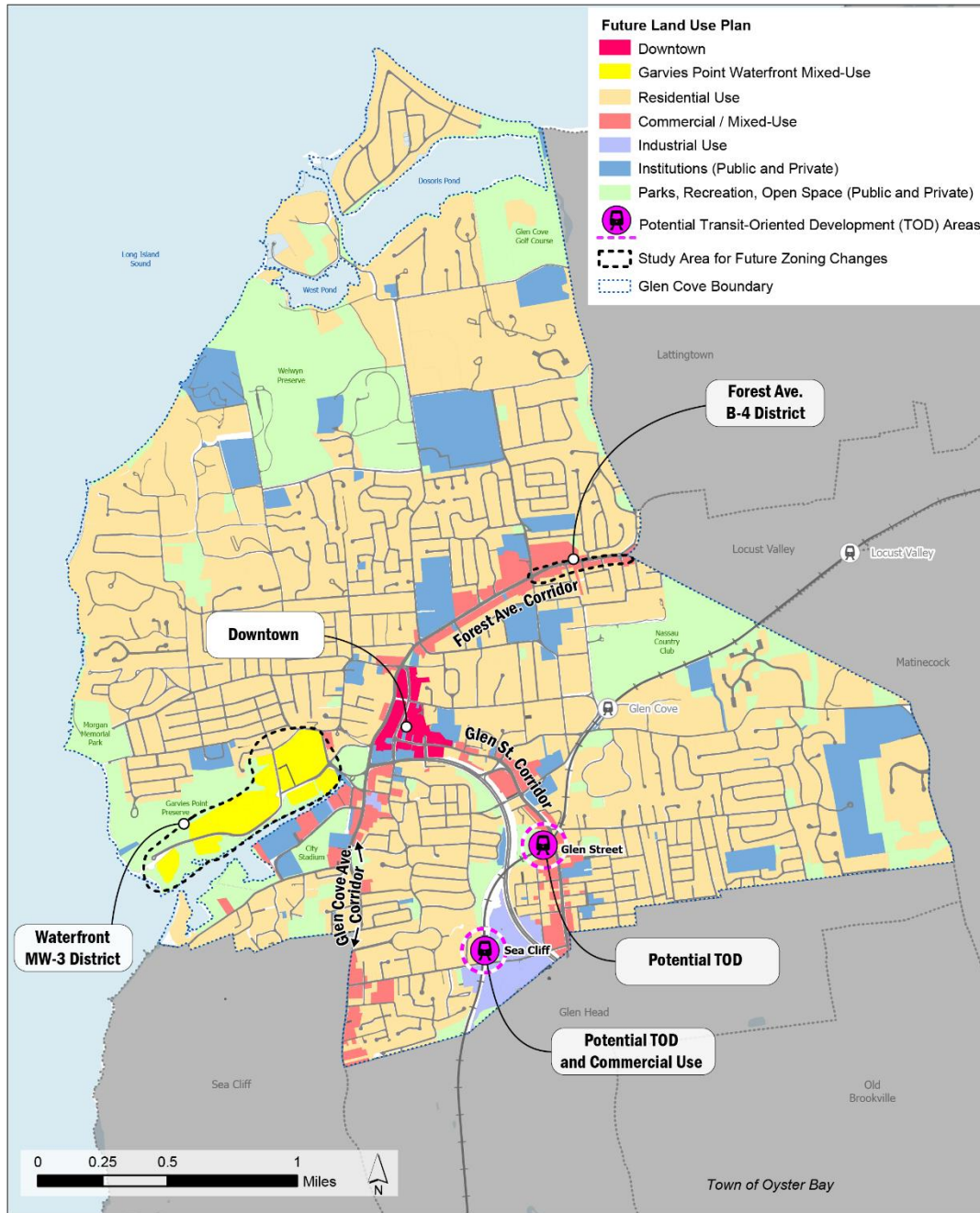
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adjusted to reflect the reality of this area; for example, modestly reducing the required minimum area for a PUD development could unlock possibilities for redevelopment. As written, PUD requirements hinder investment and completion of the vision for the north side of Glen Cove Creek, where the whole area should be environmentally remediated, and uses should complement each other in a harmonious and sustainable context.

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Figure 4: Future Land Use Plan



Future Land Use Plan

Sources: City of Glen Cove, NYS GIS, BFJ Planning.

3.1.3 Mitigation Measures

The policy recommendations for downtown, TOD areas, Forest Avenue, and the waterfront will require the development of specific zoning changes if they are to be implemented. If such future action is taken by the City Council, a site-specific environmental assessment would be required, and the impacts of the specific zoning legislation at that time would need to be analyzed. No specific zoning text is included in this Plan. As a result of the above, no mitigation measures are required.

Any future action requires compliance with SEQR. For example, further potential mitigation measures would be required if the TOD zones were implemented. These potential measures could include a traffic study to ensure that adequate vehicular and pedestrian access to the train stations is maintained and adequate parking is provided.

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3.2 Transportation

3.2.1 Existing Conditions

A summary of the existing transportation conditions in Glen Cove is given below. For a more detailed overview of existing conditions, refer to Chapter 4: Transportation and Mobility of the Draft Comprehensive Plan.

Roadway Network

In terms of New York State Department of Transportation (NYSDOT) functional classification, Glen Cove has roads classified in three different categories (in addition to minor collectors and local roads), as shown in Figure 5:

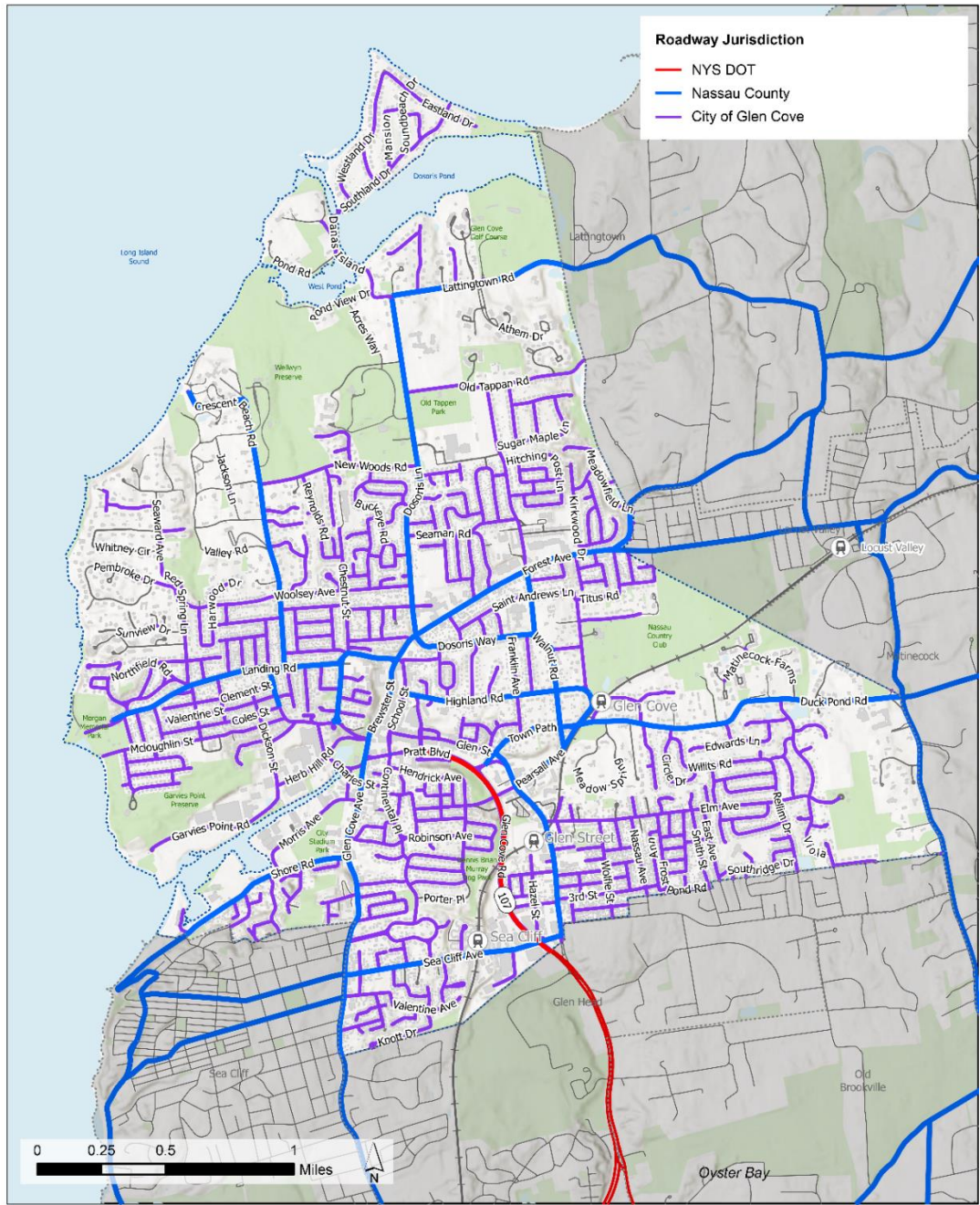
- Principal Arterial – *Glen Cove Road (Route 107)/Pratt Boulevard*
- Minor Arterial – *Glen Cove Avenue, Cedar Swamp Road/Glen Street, School Street/Bridge Street, Shore Road, Sea Cliff Avenue, Forest Avenue, Dosoris Lane, Lattingtown Road*
- Major Collector – *Herb Hill Road, Highland Road, Town Path/Duck Pond Road, Walnut Road, Pearsall Avenue, Charles Street, Landing Road*

Significant to Glen Cove's regional connectivity and access, Glen Cove Road (Route 107) / Pratt Boulevard serves as the principal north-south connection between the southern portion of the City and downtown to Route 25A / Northern Boulevard and to I-495. The portion of Route 107 south of Sea Cliff Avenue is referred to as Glen Cove Road, and the portion to the north is referred to as Pratt Boulevard. In the southern extent of the City, Glen Cove Avenue forms the border with the Village of Sea Cliff. This commercial corridor provides another critical north-south linkage for the City to Route 25A / Northern Boulevard and to I-495.

Although the City has maintenance jurisdiction over most roads in Glen Cove (i.e., neighborhood residential streets), Nassau County has jurisdiction over key streets, such as Glen Cove Avenue and Forest Avenue (see Figure 6). NYSDOT has jurisdiction over Glen Cove Road and Pratt Boulevard until Pulaski Street. The City has jurisdiction on Pratt Boulevard west of Pulaski Street.

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Figure 6: Roadway Maintenance Jurisdiction



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Annual Average Daily Traffic Volumes (AADT)

AADT is the total volume of vehicle traffic of a roadway segment for a year divided by 365. Figure 5 shows AADT volumes that are available for roadways within Glen Cove.

AADT generally corresponds with roadway classification. The Principal Arterial roadway (Glen Cove Rd. / Pratt Blvd.) has the highest traffic volumes in Glen Cove and Minor Arterial roads such as Brewster St., Glen St., and Glen Cove Ave. follow as other roadways with the most traffic volumes. Table 5 summarizes the AADT volume estimates of the top ten highest trafficked roadways in the City. In addition to Glen Cove Rd. / Pratt Blvd., all roads listed in Table 5 are either Minor Arterials or Major Collectors.

Table 5: Glen Cove Streets with the Highest Average Annual Daily Traffic (AADT)

	Street	Traffic Volume
1	Glen Cove Rd. / Pratt Blvd.	25,128
2	Brewster St.	22,338
3	Glen St.	20,799
4	Glen Cove Ave.	18,617
5	Forest Ave.	16,676
6	Walnut Rd.	11,956
7	Pearsall Ave	9,771
8	Cottage Row	8,535
9	Charles St.	8,352
10	Duck Pond Rd.	8,133

Source: NYSDOT, 2019; Actual and estimate data.

Note: AADT listed represents the highest recorded AADT on a portion of each road.

Vehicular Crashes

An inventory of motor vehicle crash records was obtained from NYSDOT, with Nassau County assistance, for the most recent available five-year period (January 2019-March 2023). During this period, there were approximately 1,920 crashes, 76% of which occurred at intersections. Table 6 lists the top eleven intersections with the highest crash incidents during the analysis period. Forest Avenue and Walnut Road was the intersection with the greatest number of crashes between 2018 and early 2023. For a more detailed description of crashes, including maps, refer to Chapter 4: Transportation and Mobility of the Draft Comprehensive Plan.

Table 6: Glen Cove Intersections with Highest Crash Incidents (2018-2023)

Intersection	Injuries	Total
Forest Ave. - Walnut Rd.	25	55
Brewster St. / School St. – Cottage Row	31	49
Glen Cove Ave. - Sea Cliff Ave.	20	47
Herb Hill Rd. - Brewster St.	12	46
Pearsall Ave. / Hendrick Ave. - Glen St.	15	37
Sea Cliff Ave. - Cedar Swamp Rd.	18	36
Glen St. - Town Path	20	35

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Pratt Blvd. - Town Path	15	33
Brewster St. - Dosoris Ln. / Dosoris Way	28	30
Glen St. / Cedar Swamp Rd. - Elm Ave.	10	28
Glen Cove Ave. - Shore Rd.	14	22

Note: (1) Data are based on crashes that were specifically reported as having occurred at an intersection; These data exclude crashes that occurred in the vicinity of an intersection.

(2) This table displays intersections that had at least 22 crash incidents during this reporting period.

(3) Injury totals include all passengers from each incident

Source: NYSDOT, 01/01/2018 - 03/31/2023

Public Transportation

The LIRR Oyster Bay Branch has three stations that serve residents and commuters in Glen Cove. From south to north, the first is Sea Cliff Station, which serves neighborhoods in the City’s southern end. The second station, Glen Street, is about a three-quarter mile walk from downtown. The third station, Glen Cove, is northeast of downtown and primarily surrounded by single-family residential neighborhoods. The Oyster Bay Branch splits from the Main Line at the Mineola station and runs north and east to Oyster Bay. On weekdays, these stations have service twice per hour during peak hours and generally less than once per hour off-peak. Service on the weekends is typically once every two hours. Except for one daily train in either direction on weekdays, the Oyster Bay Branch does not provide direct service to Manhattan; riders must transfer at either Jamaica or Mineola (Ronkonkoma Branch).

Nassau Inter-County Express (NICE) is the local bus system serving Nassau County. Glen Cove has public bus services via two NICE routes: the N21 and the N27. Both routes generally run from 5 a.m. to 10 p.m., with service frequency twice per hour during weekday peak hours and otherwise once per hour throughout the remainder of the day. Both lines run on Saturday, with service once per hour.

The City of Glen Cove Loop Bus is a local Department of Public Works (DPW)-managed bus service that operates on a schedule and fixed route every weekday, connecting downtown Glen Cove with nearby neighborhoods and destinations in the areas surrounding downtown. The fare is \$2.00 per ride (\$1.00 for senior citizens and students). During the summer of 2023, the City expanded the Loop Bus service from 7 a.m. to 7 p.m. (instead of 9 a.m. to 3 p.m.). The summer schedule includes stops at additional locations, including the Glen Street train station, the YMCA, the municipal golf course, and Pryibil Beach. The base fare to Pryibil Beach is \$3.00. This extended schedule is meant to be specifically for the summer months and is expected to return in the summer of 2024. Operation of the Loop Bus route is funded by a Statewide Mass Transportation Operating Assistance (STOA) grant from NYSDOT.

Originally conceived as a major investment to enhance local commuting options to and from New York City, the Glen Cove Ferry was intended to launch in spring 2020 but was postponed due to the Coronavirus pandemic. Since then, the decline in the number of local commuters to Manhattan has further stalled the launch of this service. The City is closely monitoring the number of commuters to Manhattan with the intention of launching the ferry service when the demand for prospective commuter service is warranted to ensure that the operating cost is sustainable.

Pedestrian and Bicycling Conditions: The City is pursuing a roadway improvement study (traffic and streetscape) to enhance conditions on Glen Street, extending from Town Path to Village Square. The study will result in a design that provides safer access for all users. In addition, the sidewalks on lower Glen Street (south of Pulaski Street to Sons of Italy) are also scheduled to be rehabilitated.

3.2.2 Potential Impacts

The Comprehensive Plan supports contextual infill development downtown, redevelopment of remaining underperforming sites at the north side of the Glen Cove Creek Waterfront, and recommends the exploration of a TOD Overlay Zone near the Sea Cliff and Glen Street LIRR stations. This potential development could lead to a slight increase in residential and commercial uses, adding to activity downtown and along Minor Arterial and Major Collector roadways.

To support the environment of downtown and key corridors, the Comprehensive Plan outlines recommendations to continue to enhance the safety and efficiency of the City's roadways. Suggested recommendations include:

- Pursue upgrades that enhance the pedestrian experience and safety throughout the City, with a priority at key downtown intersections and near community facilities.
- Target intersection upgrades to improve traffic and pedestrian safety at locations that have the highest crash rates.
- Target corridor-wide improvements on the City's most trafficked roadways with the greatest concentration of crashes.

3.2.3. Mitigation Measures

Three types of potential mitigation measures are described below. Each can help address potential impacts on roadways and the pedestrian network.

Pedestrian Improvements

Pedestrian facilities can be improved to support increased activity downtown and along corridors. These mitigations aim to better designate safe and efficient pedestrian walkways at roadway locations where increased activity is expected. Targeted mitigation measures include:

- **Enhance pedestrian facilities to safely and efficiently link users from downtown to the waterfront, with a focus on the Brewster Street – Herb Hill Road intersection.** This includes the following mitigation components:
 - Install and maintain high visibility crosswalks (i.e., reflective paint) at the Brewster Street – Herb Hill Road intersection and ensure that adequate lighting is in place to promote the visibility of pedestrians. Surface treatments should clearly differentiate the crosswalk area.
 - The existing pedestrian connection between downtown and Brewster Street through the Village Square development should be promoted. Locations for wayfinding and additional surface treatments along this walkway should be explored, spanning from Village Square to the Brewster Street – Herb Hill Road intersection, to help guide pedestrians with greater navigational clarity and a clearer demarcation of the public walkway through Village Square. This connection, along

with improved facilities at the Brewster Street – Herb Hill Road intersection, will connect downtown to Pratt Park and the recently developed greenway along Garvies Point Road and Waterfront Esplanade.

- **Improve pedestrian crosswalk conditions along Glen Street/Cedar Swamp Road to facilitate more convenient access to the Glen Street station.**

A new high-visibility crosswalk and pedestrian crossing signal should be installed on Glen Street/Cedar Swamp Road to provide a convenient and safe crossing location to and from the station. Candidate locations include the Elm Avenue-Glen Street intersection or immediately south of the train tracks on Cedar Swamp Road where there is an existing traffic light. With the potential for future TOD at the Glen Street station, it is important to provide for pedestrian facilities that promote safe and efficient circulation. Currently, pedestrians walking to and from this station must walk nearly a quarter mile (to Hendrick Avenue / Pearsall Avenue) in order to cross the street at a designated crosswalk. A new crosswalk at this location would also serve pedestrians walking to/from Elm Avenue and further south on Cedar Swamp Road.

- **Improve sidewalk gaps at key locations, targeting better connections to/from community facilities.** For example, existing gaps along portions of Walnut Road and Dosoris Lane should continue to be considered for sidewalk extensions.

Intersections Improvements

Crash analysis demonstrates that intersections with the highest crash incidents include Forest Ave. - Walnut Rd.; Brewster St. / School St. – Cottage Row; Glen Cove Ave. - Sea Cliff Ave; Herb Hill Rd. - Brewster St. (see Table6). These intersections, along with others, should continue to be monitored for potential traffic safety improvements. For example, the City installed a traffic camera at the Dosoris Way/Dosoris Lane – Forest Avenue intersection recently and it appears to have helped reduce crash rates there. Measures that promote pedestrian safety, such as traffic cameras and Complete Streets interventions, should be considered for all high crash locations.

Public Garage Improvements

Facility investments should be considered to ensure that the City's off-street public parking supply remains a viable asset. Both the Brewster Street Garage and Pulaski Street Garage in downtown should be repaired. Further study should determine the most beneficial approach for improving the Pulaski Street Garage, for example:

- Repair the structure, maintaining the existing footprint and City maintenance/management of the facility.
- Repair and partially redevelop the structure by reducing its footprint (removal of the easternmost portion that covers Pulaski Street). This could involve “daylighting” Pulaski Street, so this roadway becomes unincorporated from the garage and transitions to a more scenic roadway. This scenario would also allow more daylight into the refurbished garage, making for a more attractive and pleasant parking experience.
- Redevelop all or part of the Pulaski Street Garage into a mixed-use project with a public-private partnership that might add additional amenities to enliven the area.

3.3 Groundwater

3.3.1 Existing Conditions

A summary of the existing groundwater conditions in Glen Cove is given below. For a more detailed overview of existing conditions, refer to Chapter 7: Infrastructure and Utilities of the Draft Comprehensive Plan.

Water Infrastructure

The City of Glen Cove is located over the Long Island aquifer system that occurs beneath the entirety of the island and is within a sole source aquifer (SSA), which means that all drinking water on Long Island is sourced from groundwater. Three major aquifers make up the designated SSA and are listed from top to bottom: The Upper Glacial aquifer, the Magothy aquifer, and the Lloyd aquifer. The Upper Glacial aquifer has been impacted by organic and nitrate pollution. The Magothy aquifer is utilized for most of the water needs in Nassau County and is less impacted by pollution. At the deepest part of the system lies the Lloyd aquifer, which is the least impacted but difficult to access due to the presence of a clay lens (the Raritan Clay layer) above it. There is currently a moratorium imposed by a 1987 New York State Law on the installation of new Lloyd Aquifer wells unless certain extreme hardship criteria are met. The clay also limits and slows the amount of recharge in this system. Since most of Long Island is depending on the underlying sole-source aquifer system, water quality and supply are major concerns which need to be addressed on local and regional levels.

According to the United States Geological Survey (USGS), groundwater sustainability can be defined as the “development and use of groundwater in a manner that can be maintained for an indefinite time without causing unacceptable environmental or socioeconomic consequences.” USGS also emphasizes that an informed management of the aquifer system can help ensure a regionally sustainable groundwater resource.³ The ongoing groundwater study by USGS and NYSDEC will help evaluate the current status of the Long Island aquifer and anticipate future demand and the most appropriate strategies to address water conservation.

Capacity

Today, the City has sufficient water capacity to serve the current built environment.⁴ However, it is important to monitor and maintain well water quality to ensure a sustainable, long-term supply of safe and abundant water for future generations.⁵ Considerations related to new development in the City should be anticipated in an effort to proactively address potential water supply concerns.

In the last few decades, the City has adopted Water Conservation Ordinances to restrict non-potable water use during periods of peak demand, such as summer months and fire emergencies. These ordinances include restrictions on water sprinkling and car washing and requirements to install water-saving plumbing fittings and fixtures on all new construction.⁶

³ <https://www.usgs.gov/centers/new-york-water-science-center/science/groundwater-sustainability-long-island-new-york>

⁴ City of Glen Cove Water Department, 2022 Drinking Water Quality Report, May 2023.

⁵ City of Glen Cove Water Department, 2022 Drinking Water Quality Report, May 2023.

⁶ City of Glen Cove Water Department, 2022 Drinking Water Quality Report, May 2023.

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As per the City's Annual Water Supply Reports of 2020-2022, for a population of approximately 28,000, the water pumpage recordings were the following:⁷

- 1.314 billion gallons in 2020.
- 1.429 billion gallons in 2021.
- 1.429 billion gallons in 2022.

Quality

The Water Department is owned and operated by the City of Glen Cove. The water is drawn from five wells tapping into the aquifers Lloyd, Magothy, and Glacial under Long Island (see Figure 7 for the location of the wells and water system). The active wells have a combined pumping capacity of 10.06 million gallons per day (MGD). The wells within Glen Cove have faced quality issues in the past; high levels of Freon-22 and volatile organic compounds (VOCs) led to the temporary closure of at least four wells. The drinking water may contain various contaminants including microbes, inorganic material, pesticides, herbicides, organic material, and radiological substances due to the water absorbing minerals and harmful substances by the movement of water over land and underground. Capital improvements have been continuously made to ensure the quality is maintained. The water is regularly treated before it enters the distribution systems. The City's current drinking water is considered of "good to excellent quality" according to the 2023 City of Glen Cove Water Quality Report.⁸

As required by the Nassau County Department of Health Services and the United States Environmental Protection Agency, the City tests the water at the source and within the distribution system for various parameters including bacteria and certain chemicals. As mandated, the City tests each well site quarterly for organic compounds. Tests are increased in frequency based on environmental concern or detected substance traces. When a well needs remediation, the City uses Granular Activated Carbon systems to filter the water. As mentioned above, the Water Department ensures that the water is treated prior to entering the distribution network. Chlorine is added to the water to kill bacteria, and sodium hydroxide is added to elevate the water's PH and reduce corrosion.

Water from the Kelly Street well and two wells at Duck Pond Road are treated by air stripping to eliminate VOCs. Another well at Duck Pond Road uses granulated carbon. Although water is treated at each well, current treatment is not prepared to treat emergent contaminants such as perfluoroalkyl substances (PFASs). The City is exploring a future PFAS treatment project at the Nancy Court Well.

Glen Cove currently has two elevated steel storage tanks and one ground storage tank. The total capacity of all tanks is 4.25 million gallons (MG); however, the effective capacity is currently 2.75 MG due to the installation of a packed tower aeration system at the Duck Pond Road station. The City has three booster pump stations that draw water from the Duck Pond ground water storage tank into the system. The booster plant has two 2.88 MGD booster pumps and one 3.47 MGD booster pump.

⁷ City of Glen Cove Water Department, 2020, 2021 and 2022 Drinking Water Quality Reports.

⁸ City of Glen Cove Water Department, 2022 Drinking Water Quality Report, May 2023.

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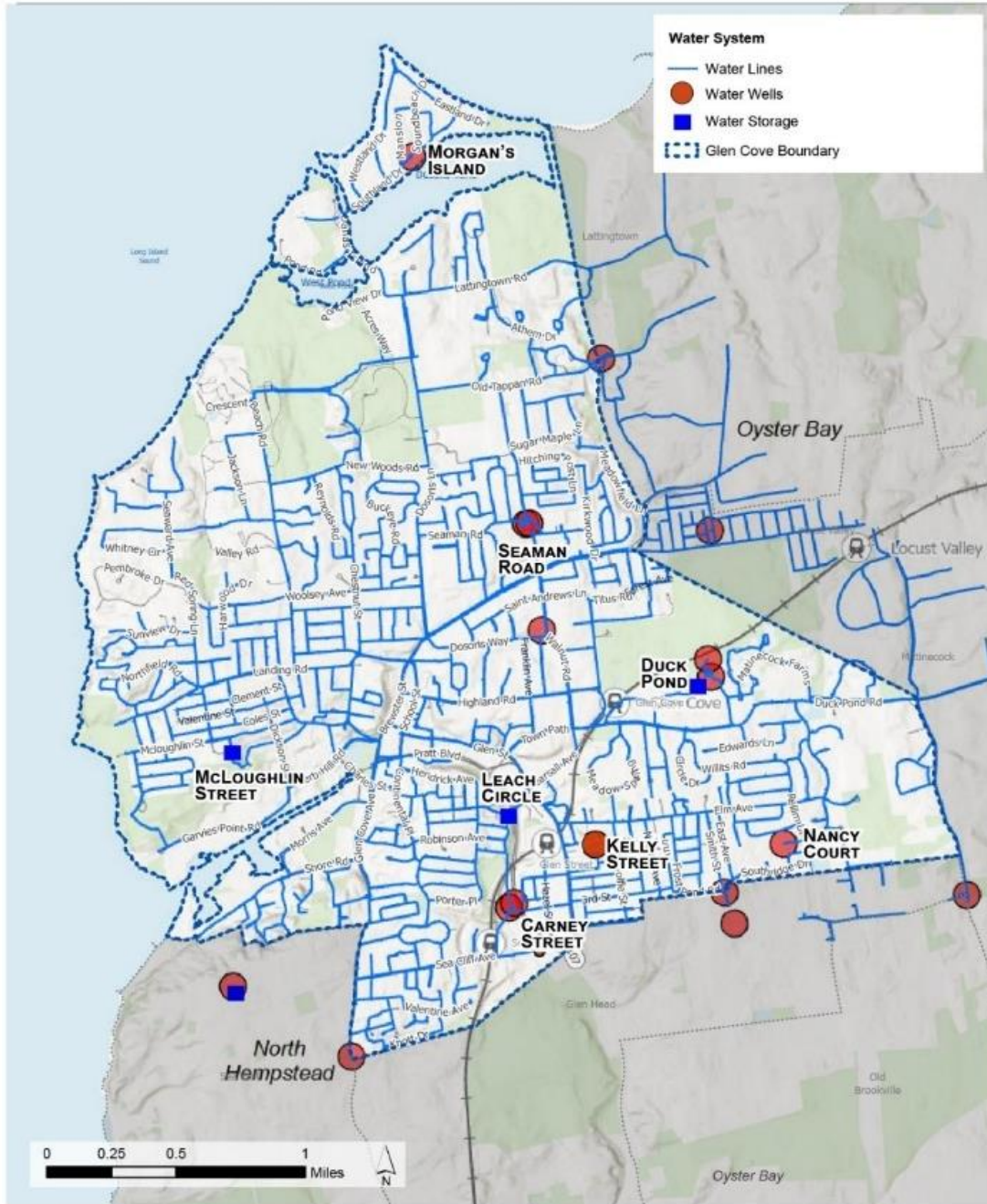
The existing water distribution system has approximately 103 miles of water mains with sizes varying from 3 to 20 inches. The City of Glen Cove serves approximately 28,000 residents through roughly 8,000 metered service connections.⁹ The City maintains three interconnections with Jericho Water District, Liberty New York Water-Sea Cliff (now The Water Authority of North Shore), and Locust Valley Water District.

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⁹ 2021 Water Withdrawal Annual Report
https://extapps.dec.ny.gov/data/IF/WWR/WWR1000013/Report.WW.GlenCoveCityWD.2022-05-02.Conservation_yr2021.pdf

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Figure 7: Glen Cove Water System



Glen Cove Water System

Sources: Esri, NASA, NGA, USGS, FEMA, City of Glen Cove, NYS GIS, BFJ Planning.

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Table 7: Summary of Well Capacities

WELL NO. / ID	LOCATION	AUTHORIZED CAPACITY (GPM)	ACTUAL CAPACITY (GPM)
Morgan	Morgan's Island	550	Abandoned
Seaman Rd. 1S	Seaman Road	700	Abandoned
Seaman Rd. 2S(*)	Seaman Road	1,400	Out of Service
Nancy Court	Nancy Court	1,400	1,400
21	Carney Street	1,400	Abandoned
30	Duck Pond #30	1,400	1,400
31	Duck Pond #31	1,400	1,400
32 (**)	Duck Pond #32	1,400	1,380
Kelly	Kelly St.	1,400	1,400
TOTAL SYSTEM:		11,050	6,980

(*) This well is expected to be returned to service in 2024, following the drilling of a new well and rehabilitation at that location.

(**) This well opened in 2017 as a result of the Water System Analysis and New Well Site Selection Report (2012)

Table 8: Summary of Existing Storage Facilities

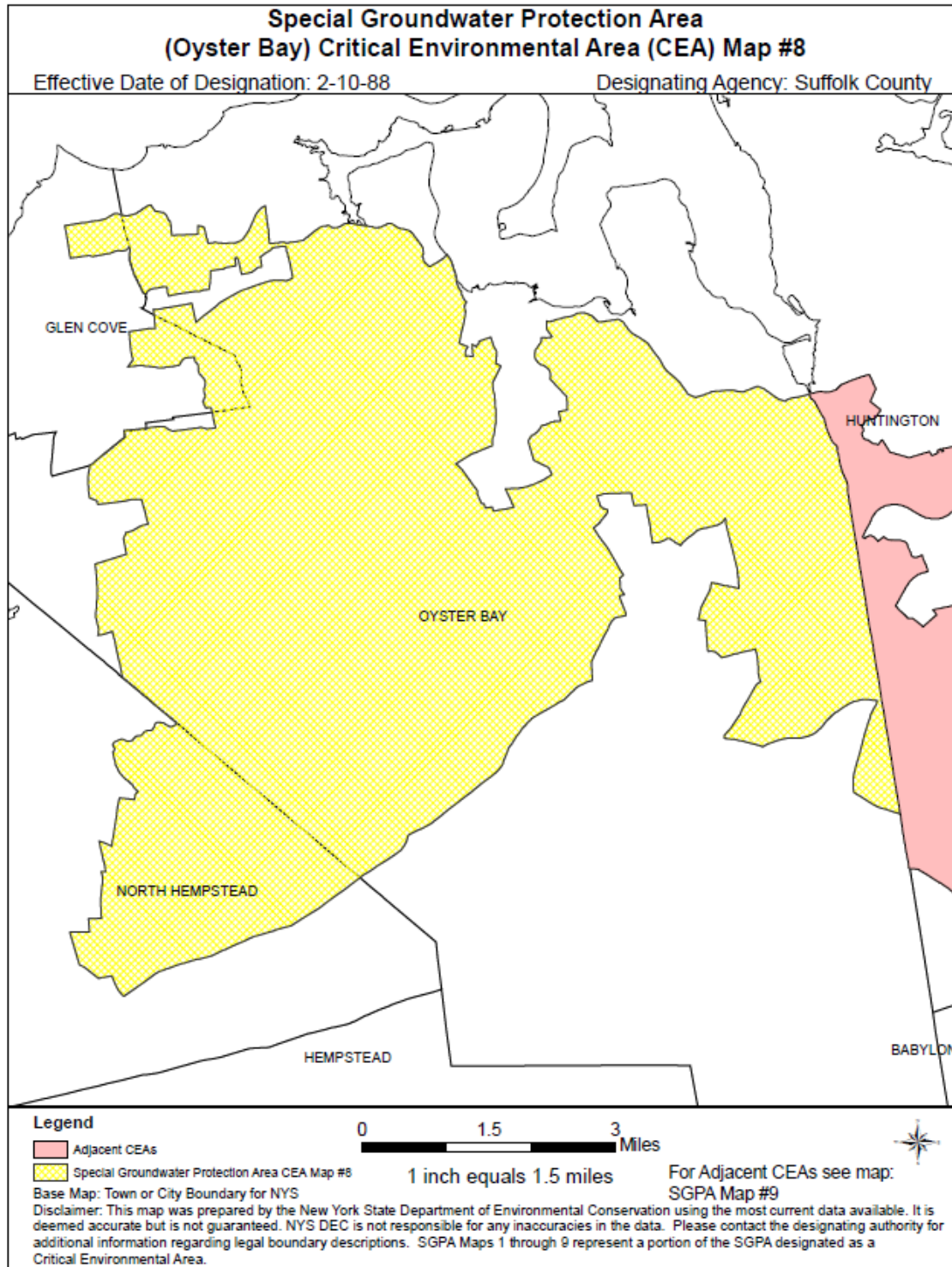
TANK NO.	LOCATION	STORAGE CAPACITY (MG)	EFFECTIVE CAPACITY (MG)
1	Duck Pond Road (ground)	3	1.50
2	McLoughlin Street (elevated)	1	1
3	Leech Circle (elevated)	0.25	0.25
TOTAL:		4.25	2.75

Special Groundwater Protection Area

A portion of the Oyster Bay Special Groundwater Protection Area extends into the City of Glen Cove's eastern boundary (Figure 8). Article 55 of the New York State Environmental Conservation Law designates special groundwater protection areas on Long Island under Sole Source Aquifer Protection. The Oyster Bay Special Groundwater Protection Area, which spans portions of the Town of North Hempstead and the Town of Oyster Bay and portions of the City (see Figure 8), was designated a Critical Environmental Area (CEA) by Nassau County on February 10, 1988. More information about CEAs is available in section 3.5.

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Figure 8: Special Groundwater Protection Area



Source: New York State Department of Environmental Conservation

3.3.2 Potential Impacts

The Comprehensive Plan supports completion of the Garvies Point Waterfront redevelopment, infill development downtown, and recommends the exploration of a TOD Overlay Zone at the Sea Cliff and Glen Street LIRR stations. This potential development could lead to increased water usage, consequently increasing groundwater demand in Glen Cove.

The Comprehensive Plan also outlines recommendations to preserve groundwater and suggests strategies to reduce groundwater consumption:

- Replace aged water equipment at City buildings and facilities with water-efficient products (e.g., WaterSense sink faucets and toilets).
- Consider updating Chapter 270, Article VI Water Conservation Measures to account for new and innovative water saving standards, as this chapter was created in 1987.
- Require automatic irrigation systems using smart controller technology at all new residential developments, including mixed-use buildings.
- Encourage residents to utilize rain barrels for rainwater harvesting by creating a rain barrel program. Explore funding opportunities to provide free rain barrels to residents. If funding is not available, provide educational resources on the City's website regarding rain barrel rebate programs for homeowners, such as the Long Island Garden Rewards program through the Long Island Regional Planning Council.

3.3.3 Mitigation Measures

Three potential mitigation measures are described below to address potential impacts on groundwater volume because of the Proposed Action.

Water Conservation Measures

Best practices for water conservation measures are identified by the U.S. Green Building Council's (USGBC) LEED rating system and the U.S. Environmental Protection Agency's (EPA) WaterSense program. Such conservation efforts could restrict the time or duration of water usage related to watering lawns during the summer. Additionally, the City could develop an educational component to promote water conservation measures with residents and businesses.

Water Main Upgrades

The City could establish a more formal capital program for selective upgrades of undersized water mains over a multi-year process. Some mains appear insufficient to ensure adequate flow, as they have exceeded their design life. As part of a capital improvement program, a model could be developed to prioritize pipe repairs or replacement based on factors like age, material, leak history, and criticality to the system.

Install an Additional Well or Enhance Existing Wells

If Glen Cove were to experience significant growth, the City may need to explore enhancing the flow from existing wells or exploring the possibility of a new well. This would help the City with capacity for future growth and fire service and create redundancy in the system should an emergency occur. The City should evaluate installing a permanent air stripper at Duck Pond Road and address emerging contaminants at Nancy Court and Duck Pond Road Well sites in the future.

Water Improvement Projects

A number of projects are either ongoing or under evaluation by the City and its Department of Public Works, as described in the “Ongoing Initiatives and Projects Under Consideration” section. The City should continue pursuing such initiatives that increase water capacity and improve water quality, also ensuring that increasingly strict State and federal water quality standards are met. Because infrastructure upgrades are costly, Glen Cove could explore a combination of funding options that may include grants and/or special bonds. Another funding opportunity that the City could consider is studying the feasibility of a water infrastructure fee. Direct impact fees are not legal in NY. However, certain fees may be utilized if they are directly related to an impact particularly if related to the SEQR process. Any fees that are developed should show both a rational nexus between the development impacts and the fee, and the fee need to be proportional to the impact.

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3.4 Historic and Archeological Resources

3.4.1 Existing Conditions

A summary of the existing historic and archaeological resources in Glen Cove is given below. For a more detailed summary of historic landmarks in Glen Cove, refer to Chapter 8: Community Facilities of the Draft Comprehensive Plan.

Landmarks and Historic Resources

Local Landmarks

There are 17 locally designated landmarks in Glen Cove (see Table 9 and Figure 9). Local landmarks designation protects historic resources by requiring a review process for construction, alteration, repair, removal, or demolition applications, and requiring the owners to maintain their properties to prevent deterioration. Criteria for landmarks, historic districts, and interior landmarks are outlined in Section 180-11 of the City Code.

State and National Landmarks

There are six listed State and National landmarks in Glen Cove.

The State and National Registers are the official list of buildings, structures, districts, and other resources that are significant to the history, architecture, archeology, engineering, and culture of the State and Nation. In addition to officially recognizing the property's significance, listing gives property owners access to State and Federal preservation tax credits, grant programs, and preservation easements. A listing on the State or National Registers needs the support of the property owner.

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Table 9: Landmarks

Map ID	Landmark Name	Current Use	National Designation Year
1	Glen Cove Post Office	Post Office	1989
2	Justices Court Building	North Shore Historical Museum	1990
3	Old Glen Cove Post Office	Commercial/Office	2010
4	Sea Cliff LIRR Station	LIRR Station	1988
5	The Shell House*		1988
6	“Winfield Hall,” C.W. Woolworth Estate	Private Residence	1979
7	Corbin Wheeler House**		--
8	Dana's Island Highway	Road	--
9	East Island Guard House & Bridge	Guard House and Bridge	--
10	Exempt Firemen's Building	Fire Department	--
11	Hempstead Harbour Club	Harbor Club	--
12	J.H. Coles Homestead	Commercial	--
13	John Duryea House	Private Residence	--
14	“Killenworth,” George Dupont Pratt Estate	U.N. Mission House for the Russian Federation	--
15	Mary Chess Clock Tower	Private	--
16	Robert Coles House	Private Residence	--
17	“Welwyn,” Harold I. Pratt Estate	Nassau County Holocaust Memorial & Tolerance Center and Preserve	--
18	William Mudge House	Private Residence	--
19	Woolsey Cemetery	Cemetery	--

*Demolished **Burned down

Sources: City of Glen Cove LPC; CRIS, New York Office of Parks, Recreation and Historic Preservation (OPRHP)

Archaeological Resources

The Comprehensive Plan does not make site-specific recommendations affecting archaeology. Any site-specific construction would need specific analysis in an EAF to determine potential impacts.

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Figure 9: Landmarks

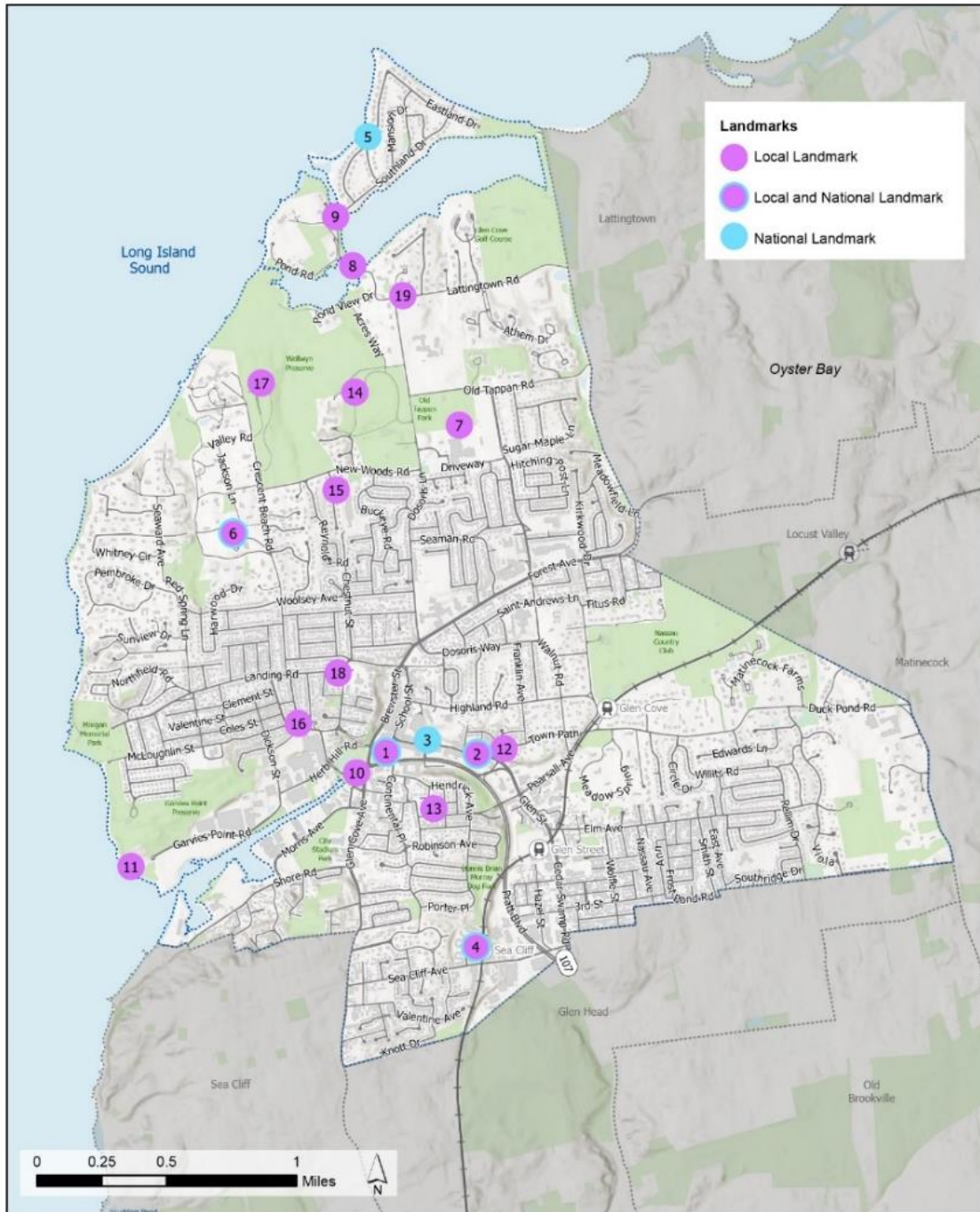


Figure 6. Landmarks

Sources: City of Glen Cove; NYS GIS; CRIS, New York Office of Parks, Recreation and Historic Preservation (OPRHP)

3.4.2 Potential Impacts

The Comprehensive Plan will have a positive impact on the preservation of historic and archaeological resources. A summary of recommendations is listed below:

- Maintain staffing and operation of the Landmarks Commission.
- Survey historic properties and develop a database and map.
- Designate additional landmarks
- Encourage adaptive reuse of historic buildings.
- Allocate the responsibility of architectural review to the Planning Board and ensure that architects are available to advise.

Furthermore, the Plan only discusses potential changes in existing urbanized areas. It is important to note that archeology is site-specific, and the Comprehensive Plan is areawide. Any future developer would be required to complete their own site-specific work as it relates to potential impacts on historic and archaeological resources.

3.4.3 Mitigation Measures

No mitigation measures are required.

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3.5 Critical Environmental Areas

3.5.1 Existing Conditions

Critical Environmental Areas (CEAs) are areas in the State which have been designated by a local or State agency to recognize a specific geographical area with one or more of the following characteristics:

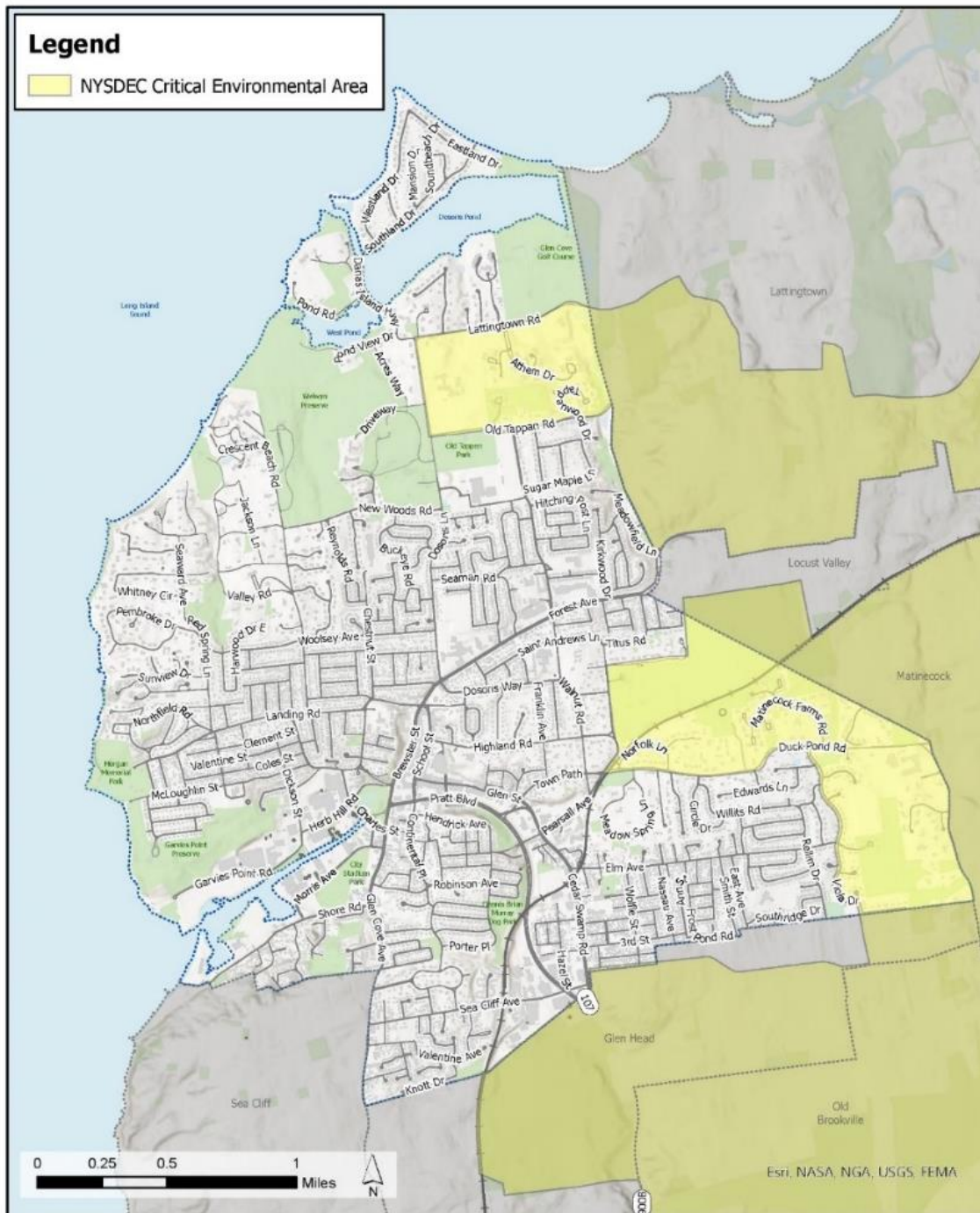
- A feature that is a benefit or threat to human health;
- An exceptional or unique natural setting;
- An exceptional or unique social, historic, archaeological, recreational, or educational value; and/or
- An inherent ecological, geological, or hydrological sensitivity to change that may be adversely affected by any physical disturbance.

The only CEA within the City of Glen Cove is a portion of the Oyster Bay Special Groundwater Protection Area that extends into the City's eastern boundary (Figure10). The Oyster Bay Special Groundwater Protection Area is discussed in section 3.3.1. No zoning changes or additional development are proposed in this area.

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City of Glen Cove
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Figure 10: Critical Environmental Areas



City of Glen Cove Comprehensive Plan
Critical Environmental Areas
 Sources: City of Glen Cove, NYS GIS, Esri, NASA, USGS, FEMA, NYSDEC

3.5.2 Potential Impacts

The Proposed Action will have no impact on the CEA. The primary land uses in the CEA are residential, parks/open space, and institutions, and the Comprehensive Plan supports maintaining the City's parks and open spaces, preserving residential neighborhoods, and supporting institutions.

3.5.3 Mitigation Measures

No mitigation measures are required.

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3.6 Human Health

3.6.1 Existing Conditions

Medical Services

Glen Cove Hospital, located at 101 St. Andrews Lane, is part of Northwell Health, a nonprofit health system (see Figure 11).¹⁰ The hospital's emergency department treats about 19,000 patients per year and has an eight-minute door to doctor time.¹¹

The City of Glen Cove Emergency Medical Services (EMS) provides 24/7 emergency medical transportation and on-site support at City events. The EMS Department is headquartered at 8 Glen Cove Avenue. The department consists of 25 paid members and 30 to 40 volunteer members. The EMS receives over 1,000 calls per year; the typical call duration is 45 minutes.

Public Safety

The Glen Cove Police Department is comprised of 57 officers, including a police chief, one civilian dispatcher, and two clerks. Development in Glen Cove has prompted the expansion of the Police Department; the department has increased from 48 officers to 57 officers over the last decade. The department is targeting a headcount of 60 police officers.

The core mission of the Police Department is to “protect and serve the diverse citizenry of the City of Glen Cove through the prompt, courteous, efficient, and effective delivery of police services.”¹² The department handles around 22,000 service calls annually. On average, 9.5 violent crimes were reported per year between 2012 and 2022.¹³ The department manages civilian crossing guards and the 20-member Glen Cove Auxiliary Police Force, which is charged with providing traffic safety for special events, patrolling parking garages, and providing security to public beaches. The police also interact closely with Glen Cove's homeless population, providing homeless individuals with transportation to the hospital and County shelters in freezing conditions.

The Harbor Patrol, Glen Cove's maritime law enforcement agency, supervises 14 miles of Glen Cove shoreline and 32 square miles of water. The Harbor Patrol's duties include enforcing boating laws and environmental laws and performing search and rescue missions.

The Glen Cove Volunteer Fire Department has been supporting the City of Glen Cove since 1837. It is unusual for a City to have an all-volunteer fire department; this demonstrates Glen Cove's civic commitment and involvement in the community. Located at 10 Glen Cove Avenue, the Fire Department has four divisions: Pacific Company, Hook and Ladder, Chemical, and Company Four. The Fire Department is comprised of 90 firefighters, including one chief and three assistant chiefs, and they respond to about 1,000 calls per year. The department also participates in a mutual aid program with other firehouses on Long Island's North Shore.

¹⁰ [About Us - Northwell Health Residents and Fellows](#)

¹¹ Source: Glen Cove Northwell Hospital, Emergency Department.

¹² [Police Department - City of Glen Cove \(glencoveny.gov\)](#)

¹³ Federal Bureau of Investigation Crime Data Explorer

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Figure 11: Community Facilities

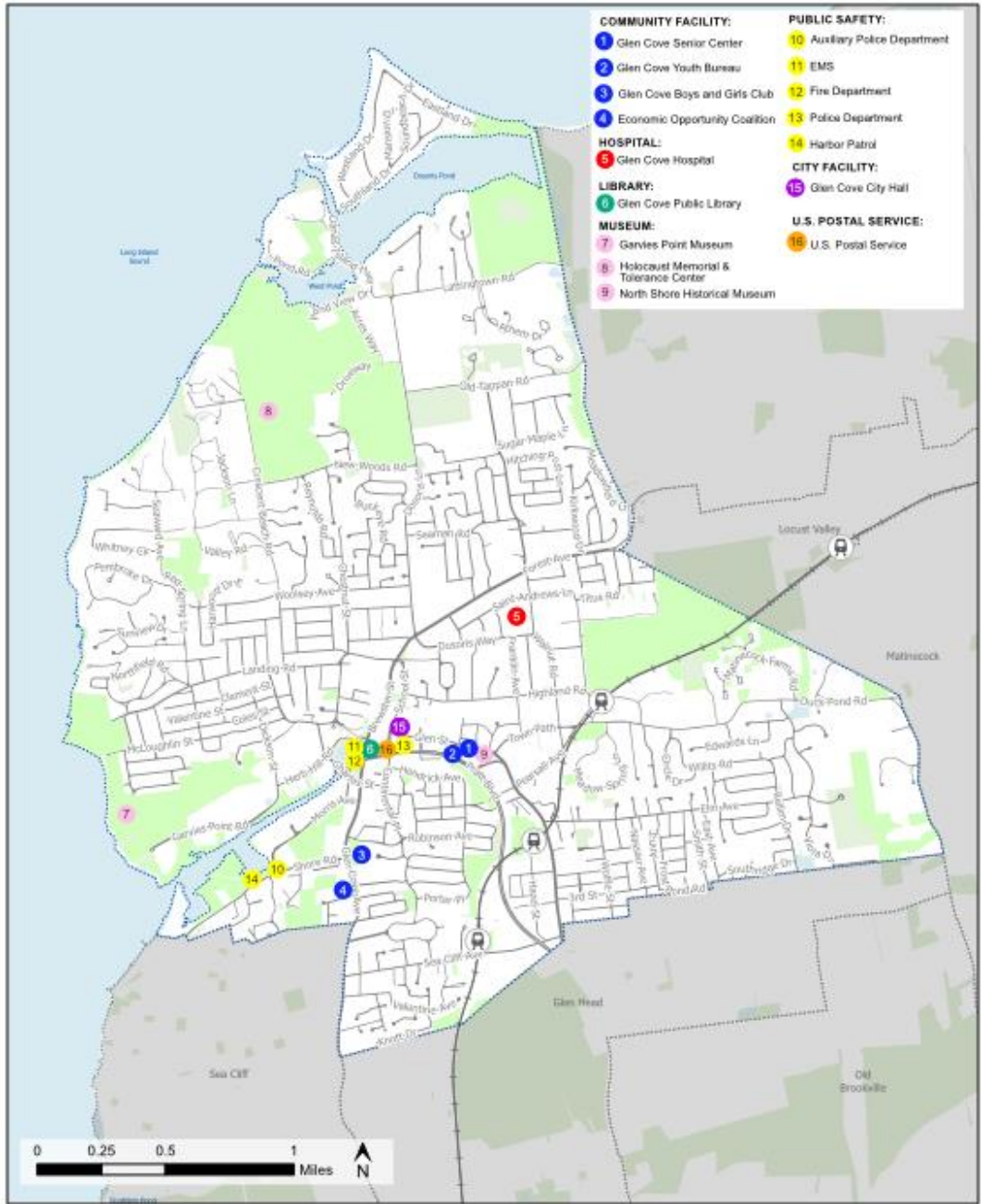


Figure 1: Community Facilities

Sources: City of Glen Cove, NYS GIS, Google, BFJ Planning.

3.6.2 Potential Impacts

The recommendations included in the Comprehensive Plan will have a positive impact on public health. The Plan recommends prioritizing ongoing investment in critical emergency services, which serves to enhance public health because EMS, Fire, and Police are essential to the well-being and safety of the City's residents. The Plan supports Glen Cove's recreational spaces, parks, and pedestrian infrastructure, creating opportunities for increased physical activity in Glen Cove. The Plan also recommends creating community gardens where residents can work together to grow vegetables and food, with associated social, psychological, and physical health gains.

3.6.3 Mitigation Measures

No mitigation measures are required.

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3.7 Flooding

3.7.1 Existing Conditions

Please see Chapter 6: Natural Resources, Climate Change, and Resilience of the Draft Comprehensive Plan for a full summary of existing flooding conditions.

Stormwater Management

Within Glen Cove, stormwater is discharged to nearby surface waters or captured by the ground. The portion of the precipitation that gets absorbed into the ground, and eventually recharges groundwater reserves, is collected through recharge basins. The City is experiencing challenges with some recharge basins that are situated on private roads, specifically due to a lack of maintenance that causes those areas to flood during intense rain events. Figure 12 depicts the stormwater infrastructure system in Glen Cove.

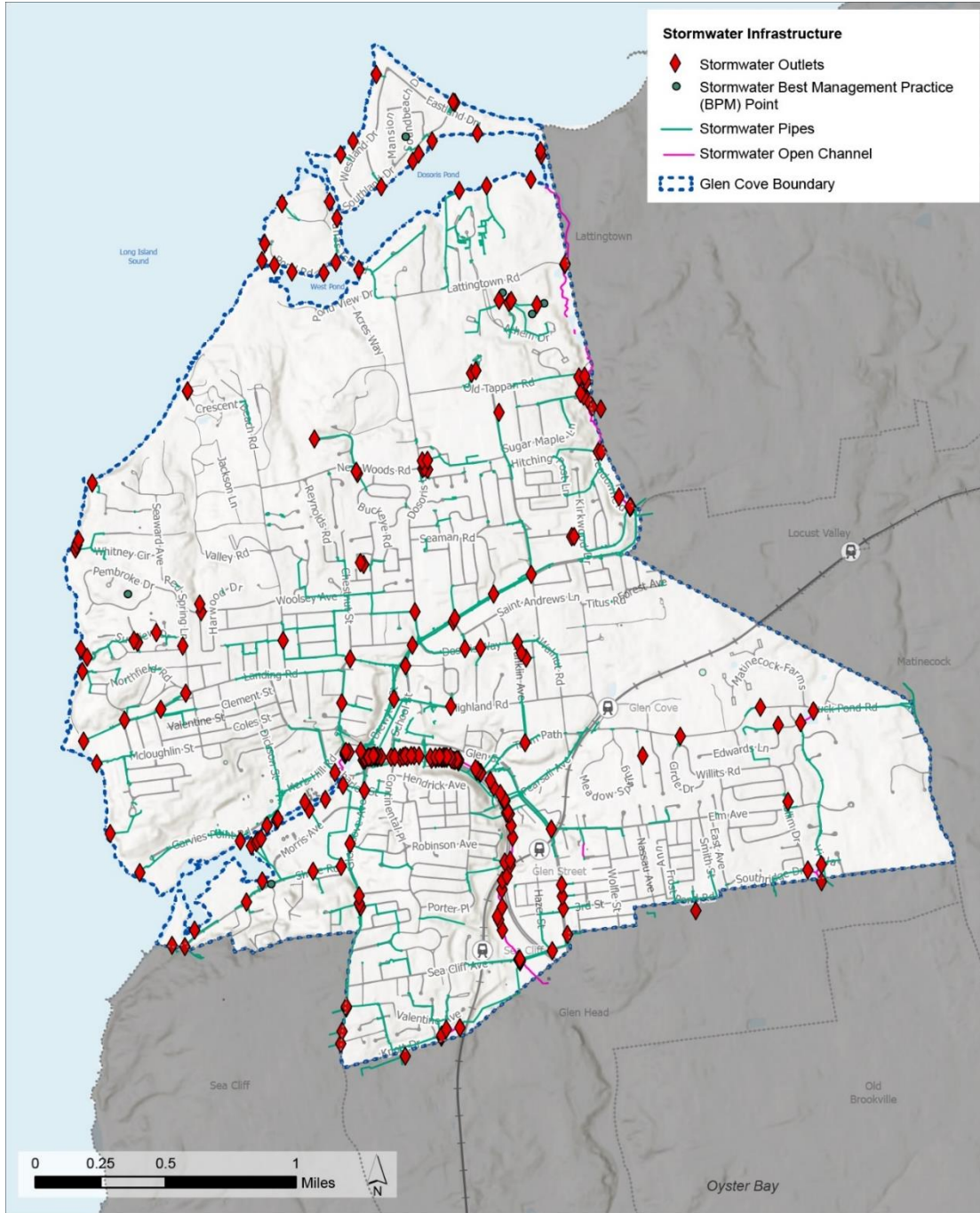
Stormwater runoff, if not captured by storage systems, has the potential to collect and transport pollutants from developed areas (e.g., roads, parking lots, homes, etc.) to nearby surface waters. It is one of the major causes of water pollution and therefore it is critical to limit the amount of runoff that can potentially carry pollutants and sediments into the harbor and the watershed. This type of pollution is called non-point source pollution, as it cannot be traced back to a single discrete source.

The City of Glen Cove adopted Stormwater Management legislation in 2007 (Chapter 237 of the City Code) to establish minimum stormwater management requirements appropriate to reduce stormwater runoff and mitigate water contamination. Among the stormwater management regulations, the Code currently refers to New York State minimum requirements for on-site stormwater capture, which is not easily determined due to extensive criteria and typically results in only 2" of stormwater containment.¹⁴

¹⁴ From discussions with City of Glen Cove DPW Director.

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Figure 12: Glen Cove Stormwater System



Glen Cove Stormwater System

Sources: Esri, NASA, NGA, USGS, FEMA, City of Glen Cove, NYS GIS, BFJ Planning.

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Shoreline Protection

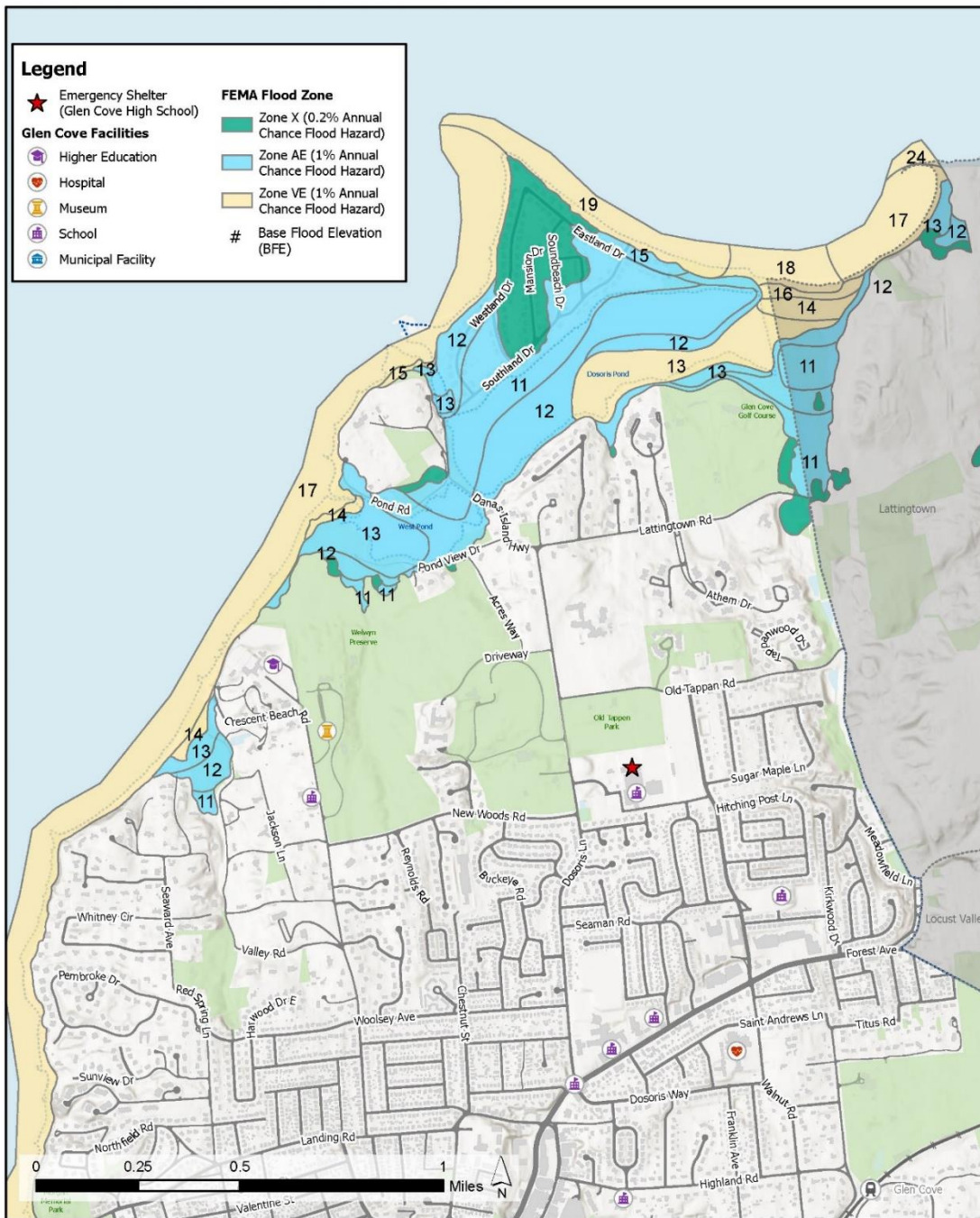
The City's shoreline is mostly protected by bulkheads and seawalls. Along Glen Cove Creek, the shoreline is composed of a vertical sheet pile bulkhead to prevent the sliding of the land into the creek and protect the area from coastal flooding, as discussed in the City's 2023 Western Gateway Climate Vulnerability Assessment and Adaptation Strategies. In some areas along the Creek, the sheet piles are adjacent to vegetation, and in other areas the sheet piles are adjacent to bare land, generally asphalt or soil. Most of the shoreline south of the Glen Cove Yacht Club is hardened with bulkheads, which are currently in need of repair or replacement (see additional discussion in Chapter 7 of the Draft Comprehensive Plan). The City is pursuing grant funding to undertake these efforts. Tidal gates are present under the East Island Bridge, which were recently repaired, as they had been failing for over a decade. Additional repairs to the gates are being evaluated. Other shoreline infrastructure throughout the City includes jetties, groins, and piers. Dosoris Pond and West Pond, as well as the City's beaches, also act as shoreline protection.

Floodplains

As shown in Figures 13 and 14, the City's coastline is in the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area labeled Zone VE, which refers to areas that are within the 100-year floodplain and are subject to additional hazards associated with storm waves. Base Flood Elevations (BFE) in the northern portion of the City range from 24 feet to 17 feet along the shoreline (within Zone VE), with elevations decreasing further inland. There are no community facilities in the floodplains in the northern portion of the City (see Figure 13). BFEs in the southern portion of the City range from 17 feet to 14 feet within Zone VE and between 14 feet and 11 feet within Zone AE along Glen Cove Creek (see Figure 14). South of Glen Cove Creek, community facilities within the 100-year floodplain include the Police Department and Harbor Patrol, with a required BFE of 10 feet.

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Figure 13: FEMA Floodplains (North)

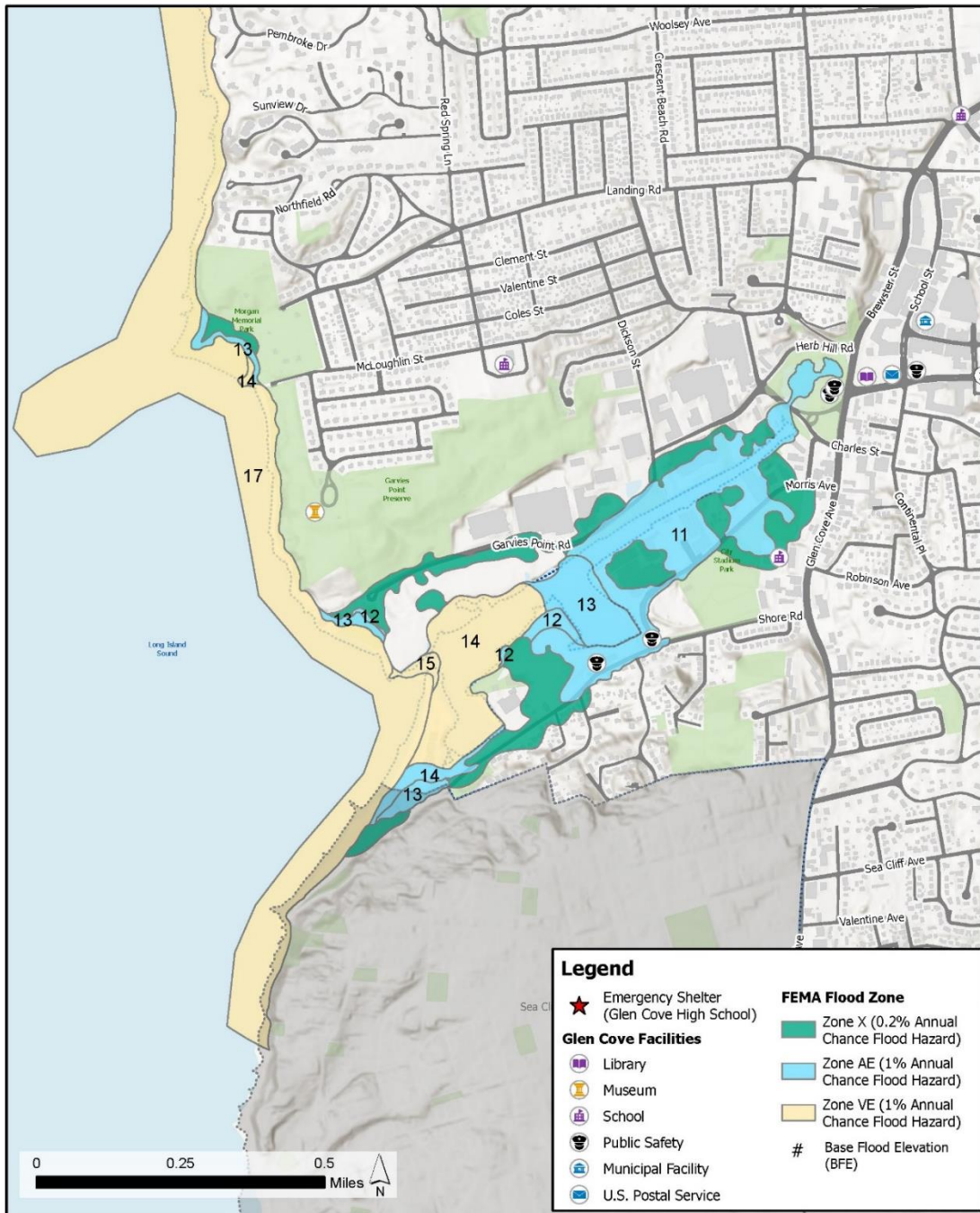


City of Glen Cove Comprehensive Plan
FEMA Floodplains (North)

Sources: City of Glen Cove, NYS GIS, Esri, NASA, USGS, FEMA

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Figure 14: FEMA Floodplains (South)



City of Glen Cove Comprehensive Plan
FEMA Floodplains (South)

Sources: City of Glen Cove, NYS GIS, Esri, NASA, USGS, FEMA

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Sea Level Rise

Sea level rise is an issue of concern for all of Long Island. As sea levels continue to rise, coastlines will become increasingly vulnerable to impacts associated with flooding, shoreline erosion, and hazards from storms. In communities along coastlines such as Glen Cove, rising seas threaten critical infrastructure such as roadways, sewage treatment plants, and power transmission infrastructure. From an ecological perspective, sea level rise creates stress on habitats and coastal ecosystems that also provide recreational opportunities and protection from storms. Sea level rise will cause changes to groundwater systems including contamination of drinking water (i.e., saltwater intrusion) and septic system failures due to rise in the water table. In response to climate change and sea level rise, New York State Energy Research and Development Authority (NYSERDA) prepared sea level rise projections known as ClimAID in 2011 and supplemental projections in 2014 for New York’s coastlines and estuaries. The NYSDEC sea level rise projections for the Long Island Region are provided below.

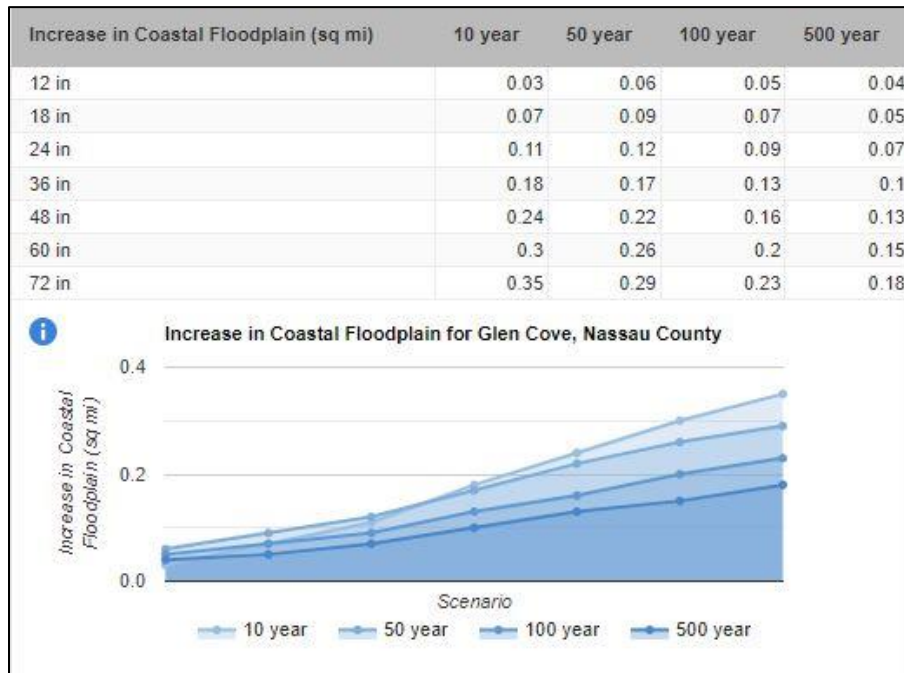
Table 10: NYSDEC Sea Level Rise Projections for 2020s and 2050s (Long Island)

Time Interval	Low Projection (10th Percentile)	Low-Medium Projection (25th Percentile)	Medium Projection (50th Percentile)	High-Medium Projection (75th Percentile)	High Projection (90th Percentile)
2020s	2 inches	4 inches	6 inches	8 inches	10 inches
2050s	8 inches	11 inches	16 inches	21 inches	30 inches

Sea level rise results in higher high tides as well as higher extreme water levels during Nor’easters, tropical storms, and hurricanes, such that future coastal flooding will become more frequent. Since much of New York’s coastline is highly developed and populated, understanding the range of projected increases improves the ability of local and State officials to assess vulnerability and informs resiliency planning. Glen Cove, like many coastal communities, will experience an increase in flood risks, especially

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along developed areas such as Glen Cove Creek. The chart below depicts the various scenarios in Glen Cove for each recurrence interval.



Storm Surge

Storm surges from hurricane events cause significant flooding in low-lying coastal regions. In 2012, Superstorm Sandy caused major damage throughout Long Island from heavy rains, intense winds, and coastal flooding. Glen Cove experienced powerful winds and intense rain that caused flooding and downed trees throughout the City’s parks and beaches, with Pryibil Beach being hit particularly hard with erosion and sand displacement. Over 90 trees were lost along the waterfront.¹⁵

Understanding the City’s climate exposure and storm surge vulnerability from future hurricanes increases resilience throughout the community and helps the City prepare for future storms. The Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model is a computerized numerical model developed by the National Weather Service (NWS) to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by considering atmospheric pressure, size, forward speed, and track data. These parameters are used to create a model of the wind field which drives the storm surge. A SLOSH map was prepared to determine the areas of the City that are susceptible to storm surges from various hurricane category levels (see Figure 15). In a Category 1 hurricane, winds range from 74 to 95 mph, which is increased to between 96 mph and 110 mph or 111 mph to 129 mph for Category 2 and 3 hurricanes, respectively. As shown on Figure 15, the shoreline of the City, the majority of East Island, the Glen Cove Golf Course, Crescent Beach, as well as properties along Glen Cove Creek, West Pond, and Dosoris Pond, would be impacted by both a Category 1 and Category 2 hurricane storm

¹⁵ Bush, Leah. Glen Cove Looks Back at Hurricane Sandy. Patch. October 29, 2013. Available online at: <https://patch.com/new-york/glencove/glencove-looks-back-at-hurricane-sandy>

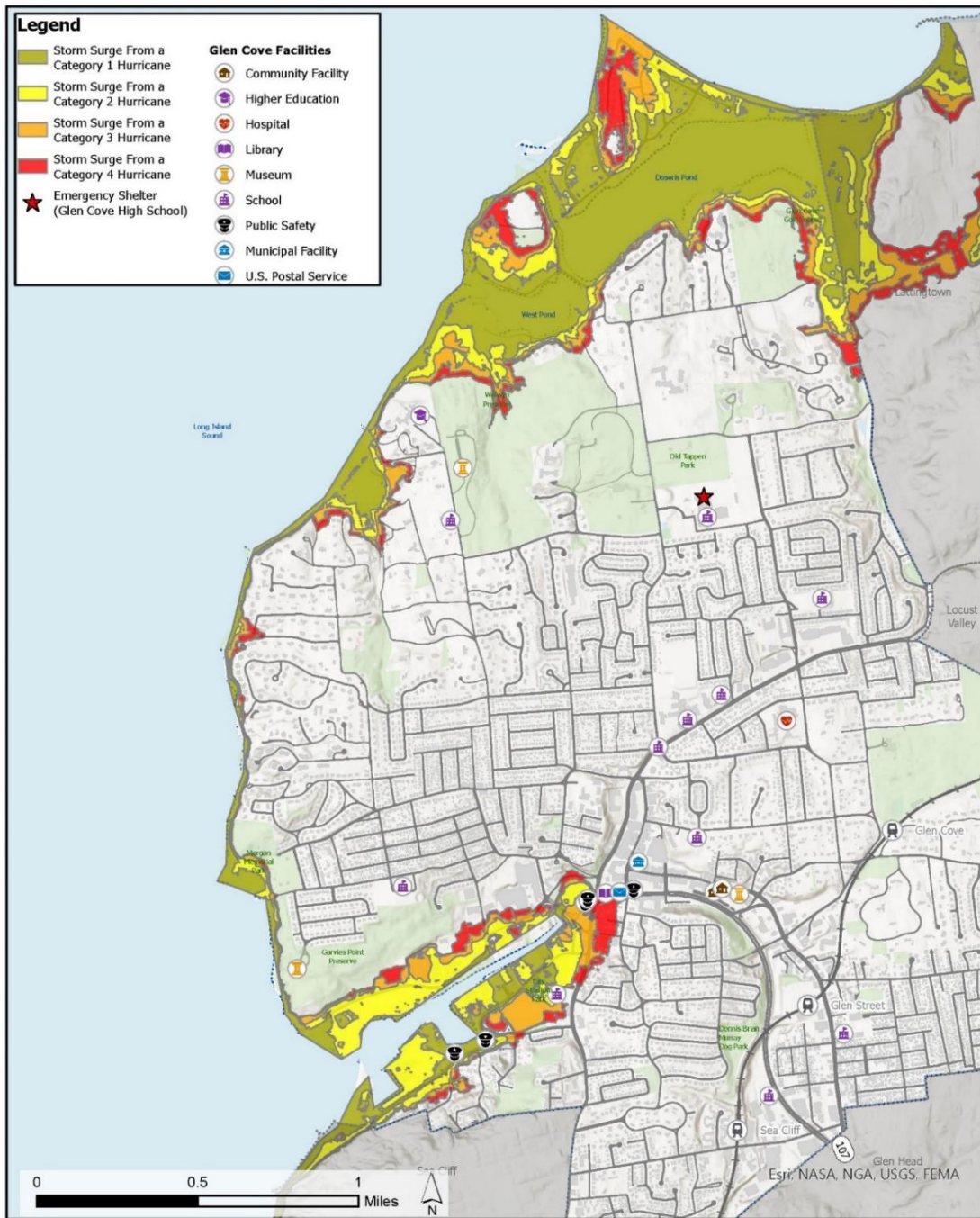
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surge. The entire coastline and several areas inland would be susceptible to impacts of both a Category 3 and Category 4 hurricane. The Comprehensive Plan does not recommend zoning changes or increased development in these areas.

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Figure 15: Sea, Lake, and Overland Surge from Hurricanes (SLOSH)



City of Glen Cove Comprehensive Plan
Sea, Lake and Overland Surge from Hurricanes (SLOSH) Map

Sources: City of Glen Cove, NYS GIS, Esri, NASA, USGS, FEMA

Sources: NOAA and NWS

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Coastal Risk Areas

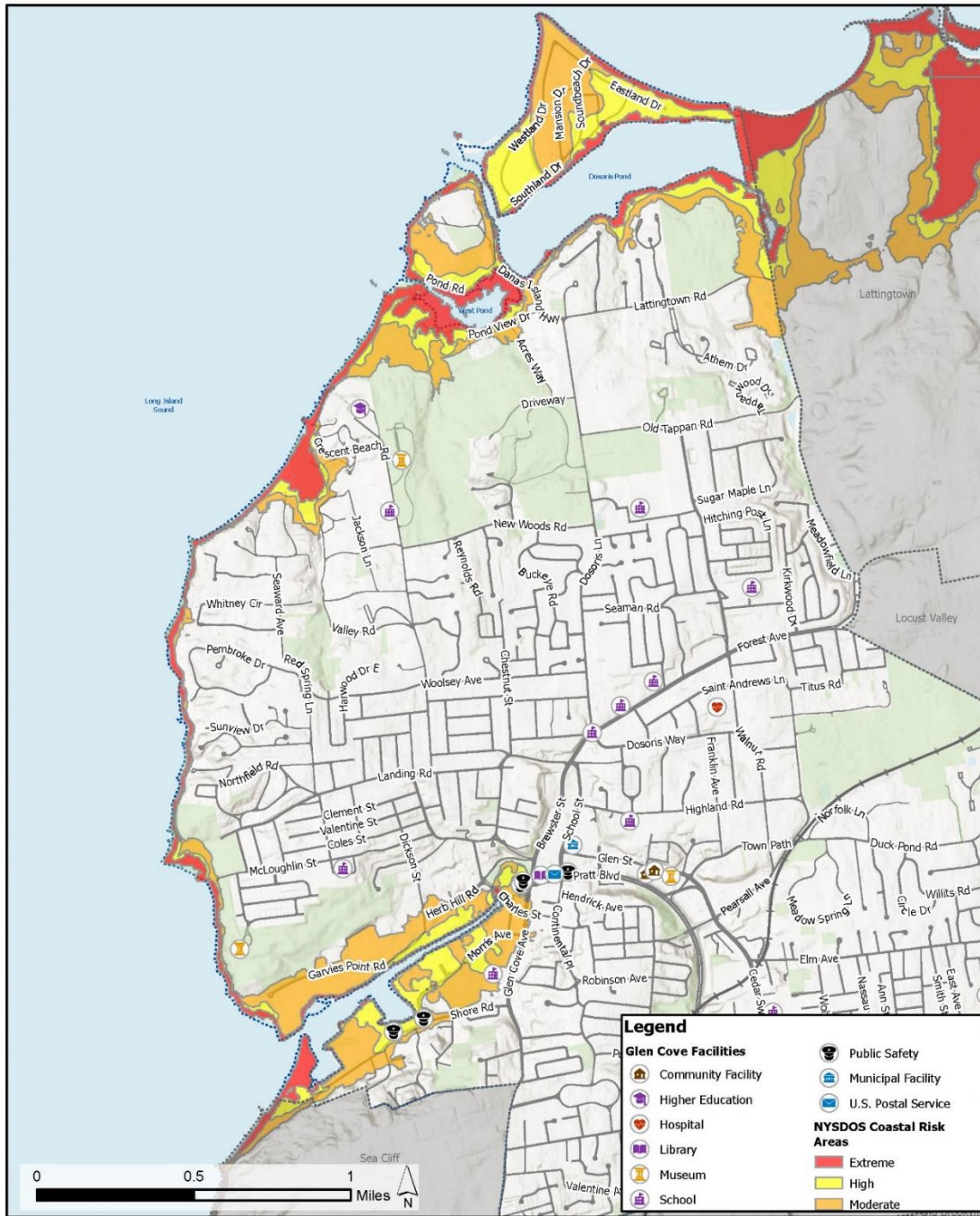
Sea level rise, changes in water levels, and more frequent intense storms associated with climate change increase the vulnerability of communities already at risk from flooding and storm surge. New York State Department of State (NYSDOS) prepared a coastal risk assessment to understand the physical risks throughout the State, identify important community assets, and work towards identifying and prioritizing risk reduction measures. Although a full risk assessment has not been conducted as part of this Comprehensive Plan, it is important to understand what areas in the City are in the extreme, moderate, and high risk areas. An explanation of each risk area and the associated criteria are as follows:

- **Extreme Risk Areas:** These are areas at risk of frequent inundation, vulnerable to erosion in the next 40 years, or likely to be inundated in the future due to sea level rise.
 - FEMA V Zone
 - Areas subject to Shallow Coastal Flooding per National Oceanic and Atmospheric Administration (NOAA) NWS's advisory threshold
 - Areas prone to erosion, natural protective feature areas susceptible to erosion
 - Areas encompassed by adding three feet to the Mean Higher High Water (MHHW) shoreline and extended this elevation inland over the digital elevation model (DEM) to point of intersection with ground surface.
- **High Risk Areas:** These are areas that fall outside of the Extreme Risk Areas and are currently at infrequent risk of inundation or are at risk in the future from sea level rise.
 - Areas bounded by the 1% annual flood risk zone (FEMA V and A zones)
 - Areas encompassed by adding three feet to NOAA NWS coastal flooding advisory threshold and extending this elevation inland over the DEM to point of intersection with ground surface.
- **Moderate Risk Areas:** These are areas that fall outside of the Extreme and High Risk Areas but are currently at moderate risk of inundation from infrequent events or are at risk in the future from sea level rise.
 - Areas bounded by the 0.2% annual risk (500 year) flood zone, where available.
 - Areas encompassed by adding three feet to the BFE for the current 1% annual risk flood event and extending this elevation inland over the DEM to point of intersection with ground surface.

Figure 3.7-5 displays the three risk areas in relation to the City. All three City beaches would be inundated in the next 40 years, as these areas lie within the Extreme Risk Area. Additionally, all properties along the coastline, Dosoris Pond and West Pond, and the Sea Isle Landing Condominium Complex are in the Extreme Risk Area. Most properties along Glen Cove Creek are only located in the High and Moderate Risk Areas due to existing bulkheads. A coastal risk assessment could be undertaken using the NYSDOS asset inventory and risk assessment tool to help the City evaluate the risks and prioritize risk reduction measures for the various assets in the three risk areas. The Comprehensive Plan does not recommend increased development or zoning changes in these areas.

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Smart Growth Comprehensive Plan with Sustainability Elements DGEIS

Figure 16: NYS DOS Coastal Risk Areas



City of Glen Cove Comprehensive Plan
NYS DOS Coastal Risk Areas

Sources: City of Glen Cove, NYS GIS, Esri, NASA, USGS, FEMA, NOAA, NYS DOS

3.7.2 Potential Impacts

The Comprehensive Plan outlines recommendations and future considerations to enhance stormwater management practices and sea level rise protections to mitigate flooding risk in Glen Cove.

Stormwater Management:

- Develop an updated list of recharge basin locations to ensure regular maintenance.
- Consider adopting the County's on-site drainage requirements for stormwater runoff. Aligning the City's requirements for stormwater on-site recapture with Nassau County's (8 inches; or, 5 inches if the soils and slopes are acceptable to control the runoff) would make it easier for property owners to understand the more standardized requirements and improve runoff mitigation results.
- Continue to monitor and regularly maintain stormwater infrastructure and work with Nassau County to address flood-prone areas on County roads, including improved drainage solutions.
- Consider updating the Zoning Code to include specific standards for green infrastructure stormwater techniques.
- Require that new development or major reconstruction projects utilize green bioretention techniques such as rain gardens and bioswales to treat and recharge stormwater runoff on-site in addition to traditional storage devices (e.g., drywells).
- Consider implementing Low-Impact Development (LID) principles designed to minimize runoff for any new development in the City.
- Require any new or redeveloped parking lots in the City to incorporate permeable pavement and porous design techniques to reduce stormwater runoff volume.
- Install rain gardens and bioswales along City-owned roadways to mitigate flooding and drainage issues.
- Reduce impervious surfaces.

Sea Level Rise:

- Explore innovative best development practices in the 100-year floodplain to account for sea level rise, such as requiring new development along the waterfront to be Waterfront Edge Design Guidelines (WEDG)-verified. WEDG is a national rating system and set of guidelines intended to create resilient, ecological, and accessible waterfronts.
- Assess infrastructure and critical facilities in the City that are vulnerable to flooding from extreme weather events and sea level rise and identify adaptation strategies, including potential relocation to higher ground.
- Floodproof existing buildings where needed.

3.7.3 Mitigation Measures

As a result of the recommendations listed above, no further mitigation is required.

3.8 Land

3.8.1 Existing Conditions

Topography and Slopes

Topography is a measure of the grade elevations found throughout an area and typically portrayed with contour lines. Topographic elevations are measured in relation to above mean sea level (amsl). The highest topographic elevation points are along the City's southern boundary and in the eastern portion of the City north of Forest Avenue and east of Dosoris Lane (between 170 feet amsl and 184 feet amsl), while the lowest topographic elevation points (between 0 feet amsl and 10 feet amsl) are along the shoreline adjacent to Glen Cove Creek, Dosoris Pond, West Pond, Hempstead Harbor, and the Long Island Sound. Most steep slopes are concentrated along Hempstead Harbor (associated with bluffs) as well as in areas south of Glen Cove Creek, proximate to Welwyn Preserve County Park, the Strathmore Glen residential neighborhood southeast of Glen Cove High School, and in the Garvies Point Preserve. Similar to neighboring communities on the North Shore of Long Island, Glen Cove is characterized by hilly topography and rocky beaches, which reflects Long Island's geological formation from glacial movement and coastal erosion.

3.8.2 Potential Impacts

The adoption of the Plan will not have significant adverse impacts on land. The Proposed Action is areawide, not site-specific, and the Plan only discusses potential changes in existing urbanized areas. Any future developer would be required to complete their own site-specific work as it relates to potential impact on land. The City will continue to adhere to its existing Steep Slopes Ordinance, § 280-52.¹⁶

3.8.3 Mitigation Measures

No mitigation measures are required.

¹⁶ <https://ecode360.com/12089580>

3.9 No Impact or Beneficial Impact

The following subjects are listed in the EAF Part 2 as “no impacts.” However, they are listed below for the sake of completeness of this DGEIS in response to comments from the City Council. In all these cases the Plan has either no impact or a beneficial impact.

- **Geological Features**
The Plan recognizes Glen Cove’s unique landforms, recommending implementation of shoreline protection, restoration, and enhancement measures to protect waterfront areas from erosion, increase habitat value, increase aesthetic value, and promote public interest and use of the parks.
- **Surface Water**
The Plan includes recommendations and considerations for improving surface water resources like wetlands. For example, the Plan recommends the City explore methods to prevent wetland loss at Dosoris Pond and suggests the establishment of a Freshwater Wetlands Chapter of the City Code to protect and conserve wetlands and wetland buffers. Stormwater management recommendations help mitigate pollutant runoff from contaminating surface water (see 3.7.2).
- **Air Quality**
Plan recommendations will not impact air quality immediately but should have beneficial impacts in the long-term. If implemented, recommendations to increase energy efficiency and reduce greenhouse gas emissions will have a positive impact on air quality.
- **Plants and Animals**
The Comprehensive Plan will have a beneficial impact on plants and animals, as it includes recommendations to maintain or enhance existing protections of natural habitats, open spaces, and wetlands.
- **Agricultural Resources**
The Plan does not impact agricultural resources in Glen Cove. Recommendations related to any potential development are concentrated in existing urbanized areas, and there are no agricultural land uses in Glen Cove.
- **Aesthetic Resources**
The Plan does not directly impact aesthetic resources in Glen Cove. The Plan encourages the upkeep and use of older buildings with historic character and the adaptive reuse of estates and other prominent historic buildings. The Plan supports ongoing investment and upgrades of parks and open spaces, which may lead to an increase in residents’ enjoyment and appreciation of aesthetic resources.
- **Open Space and Recreation**
The Comprehensive Plan has a beneficial impact on Open Space and Recreation because it recommends upgrades and investment in Glen Cove’s parks, open spaces, and recreational facilities.
- **Energy**
The Plan does not impact energy usage in the short-term. The Plan includes suggestions for improving Glen Cove’s energy efficiency and resiliency (e.g., pursuing future grant opportunities for infrastructure improvements and energy conservation measures, educating homeowners

and business owners on energy efficiency and renewable energy incentives, and considering measures to increase the sustainability of City buildings and facilities). In the long-term, these recommendations will have a beneficial impact.

- **Noise, Odor, Light**

The Plan does not directly impact noise or odor. The Plan includes recommendations that would have a beneficial impact on lighting (e.g., enhanced pedestrian-level lighting at key downtown intersections and near community facilities, improved lighting for pedestrian connections between downtown Glen Cove and Pratt Park/Herb Hill Road, upgrades to lighting at Pascucci Soccer Fields, and installation of solar lighting on bus shelters).

- **Consistency with Community Plans**

The recommendations included in the Comprehensive Plan are consistent with existing community plans. For a full summary of relevant local and regional plans, refer to Chapter 1: Introduction, History, and Regional Context of the Comprehensive Plan.

- **Consistency with Community Character**

The Comprehensive Plan preserves community character. The Plan recommends the preservation of existing residential neighborhoods, open spaces, historic buildings, and landscapes. It promotes contextual design in areas of redevelopment or infill development, such as downtown.

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4. Other Environmental Impacts

4.1 Unavoidable Environmental Impacts

No unavoidable adverse environmental impacts are anticipated from adoption of the Comprehensive Plan, which has been prepared to guide future development in accordance with sound land use and environmental management practices. Future specific proposed actions will be subsequently reviewed under SEQR to evaluate possible impacts and will be subject to local, State, and federal environmental protection laws and regulations.

4.2 Irreversible and Irrecoverable Commitment of Resources

No significant irreversible or irretrievable commitment of resources is anticipated as a result of the Proposed Action. Impacts that are associated with the Proposed Action are either beneficial or similar to impacts that would occur under the 2009 Master Plan.

4.3 Growth Inducing, Cumulative, and Secondary Impacts

The policies of the proposed Comprehensive Plan are sensitive to growth with respect to its effect on natural and manmade resources and the provision of public services and infrastructure needs. The Plan supports existing zoning, recommending that the City preserve existing residential neighborhoods and control the scale and density of new development to avoid overdevelopment. To this end, the Plan recommends that the only potential increase in density development, although modest, occur as infill development in previously developed areas, or through Transit-Oriented Development near two of the three existing train stations in Glen Cove. By applying these Smart Growth principles, the City can provide needed housing options while avoiding sprawl and minimizing development impacts.

As described in the DGEIS, the impacts on transportation and groundwater are not anticipated to place any undue burden on the City's provision of public services except that the implementation of suggested mitigation may impact the capital budget.

4.4 Effect on the Use and Conservation of Energy

There will be no significant impact on energy use and conservation as a result of adoption of the Proposed Action. In the long-term, the implementation of the Comprehensive Plan should have a beneficial impact on the use and conservation of energy.

5. Analysis of Alternatives

Section 617.9 of the State Environmental Quality Review regulations require that a “no action” alternative be discussed. In this case a “no action” alternative would mean that the proposed Comprehensive Plan would not be adopted, and any future development would continue under the 2009 Master Plan. This section provides a description of this alternative.

5.1 No Action Alternative versus the Proposed Action

The No Action alternative would lead to a continuation of existing land use patterns. No significant adverse environmental impacts would result from this alternative. However, this alternative would not adequately further the City’s goals. Without the adoption and implementation of the Proposed Action, many of the public benefits identified would not be realized. The goals and recommendations expressed in the Comprehensive Plan respond to the identified needs of the City. The No Action alternative might hinder the City from achieving some of the expressed goals, such as increasing the City’s resiliency to severe weather events.

The 2009 Plan did not incorporate many Smart Growth principles, some of which were not developed at that time. For example, sea level rise, while an emerging issues, was not discussed in detail. In like manner, climate smart growth was not a major goal of the 2009 Master Plan.

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6. Subsequent Future Actions

This document is a generic assessment of environmental impacts likely to result from the adoption of the Comprehensive Plan. The SEQR regulations, part 617.10(c), state that “Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site-specific impacts, that were not adequately addressed or analyzed in the Generic EIS.” All future development projects, any site-specific actions or any future proposed zoning amendments would be subject to individual approval processes, including site plan review and site-specific review under SEQR as outlined in the SEQR regulations. Unless an action is exempt from SEQR it will be required to have a specific environmental assessment form (EAF) evaluate its impacts.

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