Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments

Village of Great Neck

PREPARED FOR

Village of Great Neck
61 Baker Hill Road
Great Neck, New York 11023
516.482.0019

PREPARED BY

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
100 Motor Parkway, Suite 135
Hauppauge, NY 11788
631.787.3400

January 2019

Intentionally left blank for double-sided copying

Table of Contents

List of Appendices

List of Tables

List of Figures

Intentionally left blank for double-sided copying

1

Executive Summary

This document is the Draft Generic Environmental Impact Statement (DGEIS) prepared in accordance with the Positive Declaration adopted by the Board of Trustees of the Village of Great Neck (the "Village Board of Trustees" or the "Board of Trustees") for the proposed action contemplated herein.

The proposed action consists of the adoption by the Board of Trustees of: (a) the Middle Neck Road and East Shore Road Corridor Study (the "*Corridor Study*"); and (b) amendments to Article XXXII and associated provisions in Chapter 575 of the Village Code pertaining to the Middle Neck Road Multifamily Incentive Overlay (MNR-MIO) District, to create a Corridor Incentive Overlay (CIO) District on both Middle Neck Road and East Shore Road; and (c) zoning changes for certain parcels within the *Corridor Study* area. To ensure comprehensive environmental review in accordance with the State Environmental Quality Review Act ("SEQRA") and its implementing regulations at 6 NYCRR Part 617, the potential impacts associated with implementation of the proposed action are evaluated in this DGEIS.

In accordance with 6 NYCRR §617.10(c) of the SEQRA regulations, this DGEIS sets forth conditions and/or criteria for future actions, including requisite SEQRA compliance. Specifically, 6 NYCRR §617.10(c) states, in pertinent part:

> *"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…"*

Accordingly, this DGEIS evaluates the specific impacts associated with the adoption of the *Corridor Study* and proposed zoning amendments for the Middle Neck Road and East Shore Road Corridors, as well as impacts that may result from such action,

as analyzed in a Theoretical Full Build-Out Plan, and establishes conditions and criteria for future SEQRA review, particularly with regard to land development in the two corridor areas subsequent to adoption of the proposed zoning amendments.

This *Executive Summary* is designed solely to provide an overview of the proposed action, potential significant adverse impacts identified (if any), mitigation measures proposed, and alternatives considered, in addition to the aforementioned conditions and criteria for future action under SEQRA. Review of the *Executive Summary* is not a substitute for a full evaluation of the proposed action presented in Sections 2 through 10 of this DGEIS.

Introduction and Description of the Proposed Action

The Village of Great Neck has completed a *Corridor Study* for the Middle Neck Road (MNR) and East Shore Road (ESR) Corridors, which both run north-south through the Village of Great Neck (the "Village"), within the Town of North Hempstead. Each corridor has a set of unique and distinct characteristics. The MNR corridor is the primary business district in the Village, which contains clusters of vacant and underutilized properties. The ESR Corridor is a secondary commercial corridor that runs along Manhasset Bay, which is considerably underutilized and contains uses that are neither water-dependent nor water-enhanced.

The *Corridor Study* identifies potential amendments to Chapter 575 of the Code of the Village of Great Neck (the "Zoning Code") that would foster revitalization and economic sustainability by encouraging a range of diverse and appropriate residential and commercial development at viable sites and create community benefits through an incentive zoning procedure along the MNR and ESR Corridors. In order to meaningfully assess the potential impacts that may be associated with the proposed zoning amendments, this DGEIS examines a reasonable maximum build-out scenario (or "Theoretical Potential Build-Out Scenario"), over a ten-year period (i.e., 2028 Build-Year), for "Properties of Interest" (POIs) within the two corridors which have been identified as being suitable for revitalization.

Key components of the proposed Zoning Code amendments, as described and analyzed more fully in Section 3.4.2 of this DGEIS, are summarized as follows:

- Re-naming the Middle Neck Road Multifamily Incentive Overlay (MNR-MIO) District the Corridor Incentive Overlay (CIO) District and expanding the boundaries of the CIO District southward to cover the area along Middle Neck Road to include the western portion of MNR POI 7 as well as MNR POIs 8 and 9, northward along the west side of Middle Neck Road up to the northern boundary of MNR POI 11, and to include the Mixed-Use and Waterfront Development Districts along the ESR Corridor (excluding ESR POI 6)
- Changing the zoning of the western portion of MNR POI 7 from Residence AA to Residence E
- Changing the zoning of ESR POI 7 to Mixed-Use

- Allowing within the CIO District "any commercial, Affordable Workforce Housing,[1] or Assisted Living purpose when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance"
- Defining as amenities which are presumptively beneficial to the Corridor neighborhoods and/or the Village as a whole: "Affordable Workforce Housing;" "Assisted Living;" "ground-floor commercial development;" "Public Amenities, such as uses or structures which provide and/or improve public access to the Corridor Incentive Overlay District;" and "any other similar opportunity which the Board of Trustees determines to be beneficial to the Corridor neighborhood(s) and/or the Village as a whole."
- Removing from the Zoning Code (§ 575-287.A) the restriction against the Board of Trustees authorizing a prohibited use within the underlying district as an incentive
- Adding "Assisted Living," as defined in 10 NYCRR Part 1001, as a permitted use in Mixed-Use Districts
- Limiting the maximum building height granted as an incentive to five stories or 52 feet
- Adding provisions for required building setbacks[2] based on height, in the CIO District, as follows:
    - "Base Height" is the maximum permitted height of the Front Wall of a building before any required Building Setback.
    - "Building Setback" is the portion of a building that is horizontally set back above the Base Height before the total height of the building is achieved.
    - "Front Wall" is any wall facing a public street.
    - The maximum Base Height of a structure identified as a community benefit shall not exceed thirty (30) feet. The minimum Building Setback shall be no less than five (5) feet for buildings with one Building Setback and shall be no less than three (3) feet for building setbacks above the first Building Setback.
- Providing for the relaxation of parking requirements for properties adjacent to Middle Neck Road, to be determined on a case-by-case basis and favored by the Board when infrastructure-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, investment in shuttle bus service, or car sharing service), assisted living, ground floor commercial, or any such similar improvement is proposed as a community amenity. The parking relaxations would not be granted for properties adjacent to East Shore Road without

[1] Affordable Workforce Housing, as defined in the "Long Island Workforce Housing Act."

[2] The analyses performed in this DGEIS did not account for the building setback provision noted herein. There is a potential that the density of certain community benefit uses would be lowered due to such building setback provision. Therefore, the impacts identified in the DGEIS could only be less than those previously indicated, due to the proposed setback restriction. Thus, the conclusions regarding the potential impacts associated with the proposed action remain valid.

showing a substantial hardship and minimal adverse impact to the parking then available in the vicinity.

- Requiring all applications for incentive zoning bonuses to be subject to a noticed public hearing

The *Corridor Study* is the culmination of a robust public engagement process that included significant input from the Great Neck Citizens Advisory Committee (GNCAC); a group of Great Neck residents committed to seeing that future actions in the Village are in keeping with the community's vision.

The *Corridor Study* builds upon the 2013 *Village of Great Neck Corridor Study* (the "*2013 Corridor Study*"), which resulted in the adoption of amendments to the Village Zoning Code including the enactment of Article XXXII MNR-MIO. In 2014 and 2015, the Village enacted additional zoning revisions in accordance with the *2013 Corridor Study*, with a revised zoning map, including the MNR-MIO and the Steamboat Road Townhome Redevelopment Incentive (SR-TRIO) District. Incentive zoning procedures were also adopted in 2014-2015.

Four years after the adoption of zoning revisions in 2014 and 2015, there has been little, if any, development initially intended by the Village – namely multifamily residential growth at the ends of the MNR corridor, and commercial vitality at the MNR corridor core. While the Village has seen substantial investment interest in the single-family residential sector, commercial and multifamily investment has been lagging. This has prompted the Village to examine the possibility of making further refinements to the zoning regulations along both MNR and ESR. It is believed that implementation of the *Corridor Study* recommendations, including the proposed zoning amendments, will provide additional incentives to attract developments that will contribute to the long-term vitality of the MNR and ESR corridors desired by the Village.

As noted above, the *Corridor Study* identifies Properties of Interest (POIs) within the MNR and ESR Corridors that have been deemed suitable for revitalization during the review of existing conditions and in consultation with the Village. These POIs include potential sites to relocate Village Hall and the Village's Department of Public Works (DPW) and increase and diversify the stock of housing and commercial uses throughout the Village.

There are 16 POIs within the MNR Corridor:

1. 794-802 and 804-812 Middle Neck Road
2. 765, 777, 781 Middle Neck Road and 2 Gutheil Lane
3. 778 Middle Neck Road
4. 756 Middle Neck Road
5. Existing Public Parking
6. 733 Middle Neck Road
7. 720 Middle Neck Road and 7 Arrandale Avenue
8. 700 Middle Neck Road
9. 697-705 Middle Neck Road and 12 Hicks Lane
10. Everfresh Parking Lot

11. 540 Middle Neck Road
12. Parking Lot above Preston Road
13. 435-451 Middle Neck Road
14. 429 Middle Neck Road
15. 240-250 Middle Neck Road
16. Old Mill II

There are 7 POIs within the ESR Corridor:

1. 310 East Shore Road
2. 300 East Shore Road
3. 280 East Shore Road
4. 266 East Shore Road
5. 240 East Shore Road
6. 236 East Shore Road
7. 265 East Shore Road and 53 Vista Hill Road

The analysis of potential impacts in this DGEIS is based upon a Theoretical Potential Build-Out Scenario for the POIs within the two corridors. For the MNR Corridor, the Theoretical Build-Out Scenario (i.e., the net change in development from existing conditions) considered under the proposed zoning amendments included:

› 552 residential units (net increase of 256 units from existing conditions, excluding assisted living)
› 100 new assisted living units
› 29,196 SF of commercial space (net reduction of 11,474 SF from existing conditions)
› Village Hall (5,000± SF)
› Two synagogues

For the ESR Corridor, the Theoretical Potential Build-Out Scenario considered under the proposed zoning amendments included:

› 417 residential units (net increase of 226 units from existing conditions)
› 29,500 SF of commercial space (net reduction of 75,196 SF from existing conditions)

The combined Theoretical Potential Build-Out Scenarios for both corridors would include a total of 969 housing units (net increase of 482 units from existing conditions) and 100 assisted living units, with a population of approximately 2,363 residents (net increase of 1,283 residents from existing conditions), including approximately 149 school-aged children (net increase of 82 school-aged children from existing conditions). It is also anticipated that the Theoretical Potential Build-Out Scenario would lead to a net reduction of 86,670± SF in the amount of commercial space at the Properties of Interest along the two corridors. However, as discussed throughout this DGEIS, one of the purposes of the proposed action is to

encourage revitalization by concentrating a new residential population near existing vacant commercial storefronts.

The following table identifies permits and approvals required for implementation of the proposed action. The approvals noted with an asterisk (*) in the table below would be required for future development under the proposed zoning. Approvals without an asterisk below pertain directly to adoption of the *Corridor Study* and associated zoning revisions.

Table 1 - List of Required Permits/Approvals

Agency	**Approval [2, 3]**
Village of Great Neck Board of Trustees [1]	Adoption of *Corridor Study*; Adoption of proposed zoning legislation
Village of Great Neck Building Department	Building Permit *
Great Neck Water Pollution Control District	Sewer connection *
Water Authority of Great Neck North	Water supply*
Nassau County Planning Commission	General Municipal Law (GML) 239-m referral and recommendation for proposed zoning legislation Possible future GML 239-m referral and recommendation for individual development applications *
Nassau County Department of Public Works	Possible roadway access permits *
New York State Department of Environmental Conservation	Possible SPDES General Permits for Stormwater Discharges from Construction Activity (GP-0-15-002) *
Long Island Power Authority / PSEG Long Island (PSEG LI)	Electrical connections and possible electrical infrastructure improvements *

Notes:

1 The Village Board of Trustees would be required to adopt a SEQRA findings statement prior to adopting the *Corridor Study* and associated zoning legislation.

2 Other approvals may be required for the future development of specific uses on specific parcels. These may include, for example: permits from the New York State Department of Environmental Conservation (NYSDEC) and U.S. Army Corps of Engineers (USACE) for projects on the east side of East Shore Road; and licensing through the New York State Department of Health for assisted living facilities.

3 Certain actions (i.e., subdivisions, site plans, and special use permits) for properties within 500 feet of a municipal boundary are subject to General Municipal Law (GML) §239-nn, which requires notification of the neighboring municipality.

Potential Impacts of the Proposed Action

Although the proposed zoning amendments would not directly impact the resources analyzed in this DGEIS, the Board of Trustees, in issuing a Positive Declaration, determined that development under the proposed zoning amendments would have the potential to result in significant adverse impacts. The impact analysis for each environmental parameter examined in the DGEIS is summarized in the following subsections.

Soils and Topography

Redevelopment of the POIs within both corridors would result in additional disturbance of soils for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. Existing conditions were evaluated by reviewing the *Soil Survey Geographic Database for Nassau County*.

The majority of the topography along both corridors is relatively flat, thereby minimizing the potential for substantial erosion during development.

To ensure that there will be no significant adverse impacts to soils or topography upon development or redevelopment of the POIs in both corridors, the following mitigation measures will be employed:

- Any development would be required to implement proper erosion and sedimentation controls, in accordance with Chapter 480 of the Village Code.
- Dust control measures would be required during dry or windy periods.
- Properties that are identified as having a relatively high potential for erosion would require the installation of plant cover soon after the completion of construction to help minimize erosion and sediment transport.
- Development of properties with relatively steeper topographic contours should avoid such contours to the degree practicable.

Water Resources

The DGEIS concludes that the proposed action will not result in significant adverse impacts to water resources within the study area. The DGEIS includes an evaluation of the project's consistency with relevant plans and policies such as the Nassau County Public Health Ordinance (NCPHO), the Long Island Comprehensive Waste Treatment Management Plan (208 Study), and Chapter 480 of the Village Code.

Measures that would be implemented under the proposed action directed at mitigating potential impacts to local water resources include, but are not limited to:

- Newly-developed/redeveloped parcels within the two corridors would be connected to the existing Great Neck Water Pollution Control District to minimize potential impacts to groundwater resources.

- Implementation of future development/redevelopment would be in conformance with the "highest priority areawide alternatives" of the *208 Study* to minimize impacts to groundwater and surface water resources.
- Parcels developed or redeveloped within the MNR and ESR Corridors would be required to comply with Chapter 480 of the Village Code, governing stormwater management.
- Parcels developed or redeveloped within the two corridors could be required to use native or low maintenance plantings, to reduce irrigation needs and fertilizer demand, so as to mitigate potential impacts to surface and groundwater quantity and quality.
- Parcels developed or redeveloped on the ESR Corridor along Manhasset Bay would follow standards and regulations set by the NYSDEC Tidal Wetland Act.
- To minimize impacts to water resources along East Shore Road, development will use best management practices regarding construction and containment of materials/chemicals.
- Development/redevelopment would be required to incorporate best management practices in accordance with Village, County and New York State requirements.
- As part of any land development or redevelopment along the study corridors, a Stormwater Pollution Prevention Plan (SWPPP) must be prepared, filed and approved by the Village.
- All proposed development/redevelopment within each of the corridors would be performed in accordance with the relevant requirements of Article XI of the NCPHO, as well as other prevailing regulations for the installation, removal or abandonment of all toxic and hazardous material storage tanks.

Ecology

Given the developed conditions that already exist along the MNR and ESR Corridors, these areas do not represent significant wildlife habitat. Accordingly, the theoretical potential buildout would not result in substantial changes to the overall ecological community structure within the two corridors.

No NYSDEC or New York Natural Heritage Program (NYNHP) records currently exist for federal or New York State-listed animals, plants or significant natural communities within the MNR and ESR corridors. According to the NYNHP, a documented bald eagle nesting location occurs within 0.75 mile of the MNR corridor. Consultations with NYSDEC and United States Fish and Wildlife Services (USFWS) would be necessary to determine if any potential bald eagle avoidance, minimization or mitigation measures would be required by the two agencies for the theoretical build-out scenario at the POIs.

No significant adverse impacts to wetlands and surface waters are anticipated under the full build-out scenario. Any action to improve public access to the waterfront and/or promote water-dependent or water-enhanced uses to Manhasset Bay

occurring within regulated wetland and wetland adjacent area would be subject to review by NYSDEC and/or USACE.

As appropriate, measures should be implemented on a case-by-case basis to avoid, minimize and mitigate the potential for bird/ building collisions for new or redeveloped buildings, particularly within the ESR corridor. Such measures include, but are not limited to:

- Limiting exterior glass surfaces to reduce reflective and transparent surfaces during the day and reduce light spillage at night.
- Use of fritted (dotted or otherwise patterned) glass.
- Installation of protruding architectural features (e.g., overhangs, shutters, louvres, mesh, awnings, etc.) to reduce the visibility and reflectivity of glass surfaces.
- Use of shades, dimmers, timers and other measures to reduce excess light from building exterior fixtures at night.
- Limiting light spillage from building interiors through use of shaded glass, blackout shades and other measures.
- Limiting and/or maintaining landscape vegetation located in proximity to reflective and transparent surfaces.
- Landscape designs that avoid "funneling effects," where trees and other vegetation are situated in a way that funnel birds towards glass surfaces.

Land Use and Zoning

The proposed zoning amendments would revise certain zoning district boundaries and modify the Village's existing incentive zoning procedures to encourage beneficial uses such as affordable housing, assisted living and mixed-use development, as well as public amenities such as pedestrian improvements, traffic calming measures and open space improvements, in exchange for further relaxation of the existing zoning regulations beyond what is currently allowed. As noted previously, this DGEIS examines a reasonable build-out scenario (or "Theoretical Potential Build-Out Scenario"), over a ten-year period (i.e., 2028 Build-Year), for "Properties of Interest" (POIs) along the two roadway corridors which the Village has identified as being suitable for revitalization, which are most likely to be involved in future applications under the proposed zoning amendments.

Key components of the proposed zoning amendments are as follows:

- The Middle Neck Road Multifamily Incentive Overlay (MNR-MIO) District would be renamed to the Corridor Incentive Overlay (CIO) District.
- The renamed CIO District would be expanded southward to cover the area along Middle Neck Road to include the western portion of MNR POI 7 as well as MNR POIs 8 and 9, and expanded northward along the west side of MNR to the northern boundary of MNR POI 11; and would be expanded to include the Mixed-Use and Waterfront Development Districts along the ESR Corridor (excluding ESR POI 6).

- The zoning of the western portion of MNR POI 7 would be changed from Residence AA to Residence E.
- The zoning of ESR POI 7 would be changed to Mixed-Use.
- The CIO District would define amenities which are presumptively beneficial to the Corridor neighborhoods and/or the Village as a whole, including: commercial, Affordable Workforce Housing, [3] or Assisted Living[4] purpose when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance
- An existing provision in the Zoning Code (§ 575-287.A) that restricts against the Board of Trustees authorizing a prohibited use within the underlying district as an incentive would be removed
- Assisted Living, as defined in 10 NYCRR Part 1001, would be added as a permitted use in Mixed-Use Districts
- The maximum height granted as an incentive for Affordable Workforce Housing or Assisted Living would be limited to five stories or 52 feet, with setbacks established to require a step-back of facades to avoid tall, monolithic street walls
- Adding provisions for required building setbacks[5] based on height, in the CIO District, as follows:
    - "Base Height" is the maximum permitted height of the Front Wall of a building before any required Building Setback.
    - "Building Setback" is the portion of a building that is horizontally set back above the Base Height before the total height of the building is achieved.
    - "Front Wall" is any wall facing a public street.
    - The maximum Base Height of a structure identified as a community benefit shall not exceed thirty (30) feet. The minimum Building Setback shall be no less than five (5) feet for buildings with one Building Setback and shall be no less than three (3) feet for building setbacks above the first Building Setback.
- Relaxation of parking requirements may be considered for properties adjacent to MNR, to be determined on a case-by-case basis and favored by the Board of Trustees when infrastructure-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, investment in shuttle bus service, or car sharing service), assisted living, ground floor commercial, or any such similar improvement is proposed as a community amenity.

[3] Affordable Workforce Housing, as defined in the "Long Island Workforce Housing Act."

[4] Assisted Living, Assisted Living Residence or ALR, as defined in "10 NYCRR Part 1001."

[5] The analyses performed in this DGEIS did not account for the building setback provision noted herein. There is a potential that the density of certain community benefit uses would be lowered due to such building setback provision. Therefore, the impacts identified in the DGEIS could only be less than those previously indicated, due to the proposed setback restriction. Thus, the conclusions regarding the potential impacts associated with the proposed action remain valid.

- Relaxations would not be granted for properties adjacent to ESR without showing a substantial hardship and minimal adverse impact to the parking then available in the vicinity.
- All applications for incentive zoning bonuses shall be subject to a noticed public hearing.

Dimensional limitations in the CIO District would remain largely the same as under existing conditions in the MNR-MIO District, except that one additional story of height (up to five stories or 52 feet) would be allowed for projects involving affordable workforce housing or assisted living uses. For projects with ground floor commercial uses (which are currently not allowed in the Residence E or Apartment and MNR-MIO District), the proposed zoning amendments would enable projects to meet the CIO dimensional limitations without the need for a use variance. Projects which do not involve affordable workforce housing, assisted living, ground floor commercial, or other community benefits as determined by the Village Board of Trustees, would still be required to comply with the underlying zoning regulations.

If the existing zoning were to remain in place, the Village would not have a sufficient regulatory mechanism to achieve its goals of revitalizing the MNR and ESR Corridors, diversifying its housing stock, and reducing commercial vacancies. The proposed zoning amendments are designed to more effectively implement the community's vision for the study area, as expressed through the public input received during the preparation of the *Corridor Study*.

In order to meaningfully assess potential impacts, this DGEIS examines a scenario of reasonable maximum yield (build-out) for the POIs under proposed zoning. That Theoretical Potential Build-Out Plan has been described previously in the Project Description section of this Executive Summary.

By providing an enhanced mechanism to enable the Village to achieve a superior land use pattern along the MNR and ESR Corridors and encouraging the elimination of existing commercial vacancies, consistent with the goals set forth in the *Corridor Study*, the proposed action would result in significant beneficial land use impacts to the MNR and ESR Corridors.

It is not anticipated that the proposed zoning amendments would trigger land use changes throughout the remaining properties outside of the POIs within the ten-year Build-Out time horizon. Should development applications arise on these other properties under the proposed zoning amendments, they would be subject to separate environmental review.

Traffic and Parking

A traffic and parking analysis was prepared to evaluate future traffic conditions that could occur due to development within the study area under the proposed action.

The condition analyzed in the DGEIS represents the proposed zoning amendments in the year 2028, and assumes normal background growth, traffic due to other

planned projects, and theoretical full build-out of the identified POIs under the proposed zoning. The development yield on these properties under this condition was developed with Village representatives and reflects reasonable estimations of potential development.

In 2028, with Full-Yield under Proposed Zoning, the potential land use changes at the MNR POIs under the proposed zoning amendments would add approximately, 93 trips (52 entering trips and 41 exiting trips) during the weekday a.m. peak hour and 148 trips (69 entering trips and 79 exiting trips) during the weekday p.m. peak hour.

A capacity analysis was completed for the MNR intersections of at Arrandale Avenue/Hicks Lane and at Old Mill Road/Piccadilly Road for Full-Yield under Proposed Zoning 2028. Intersection delays would be only marginally increased (less than a second) and overall intersection and movement levels of service (LOS) would be unchanged. Accordingly, during this peak hour, there is no significant impact due to changes in land use under the proposed zoning amendments conditions, and no mitigation is warranted.

In 2028, with Full-Yield under Proposed Zoning, the potential land use changes at the ESR POIs under the proposed zoning amendments would add approximately 58 trips (-6 entering trips and 64 exiting trips) during the weekday a.m. peak hour and 13 trips (28 entering trips and -15 exiting trips) during the weekday p.m. peak hour. Respectively, this would add up to approximately one new trip per minute during the weekday a.m. peak and one new trip every four minutes during the weekday p.m. rush. Additional trips at this level would not result in any significant impacts to traffic conditions. In addition, these new trips are distributed in various directions and would not be seen at this level at any one location.

Procedural mitigation would be provided under the proposed action to avoid significant impacts with respect to parking, as follows:

- Each application for development on MNR under the proposed zoning that includes a requested parking relaxation will require discretionary approval from the Village Board of Trustees, after a public hearing, and shall be reviewed on a case-by-case basis to demonstrate that the reduced capacity of on-site parking would still be sufficient to accommodate the anticipated demand for the proposed development.
- Development along ESR under the proposed zoning will be subject to a higher threshold for parking relaxations, requiring "…a showing of substantial hardship and minimal adverse impact to the parking then available in the vicinity."

Air Quality

The proposed action would encourage multi-family residential and mixed-use development within a short walk of the primary business district and associated downtown amenities. This would moderate new traffic generation and associated vehicular emissions within the study area.

Based on the guidance from both the U.S. Environmental Protection Agency and the NYSDEC, the proposed action is not projected to:

- Cause any new violation of the NAAQS;
- Increase the frequency or severity of any existing violations; or
- Delay attainment of any NAAQS.

While no significant adverse air quality impacts are anticipated as a result of the proposed action, several mitigation measures should be considered as site-specific development occurs under the proposed zoning amendments.

- During construction of future projects under the proposed zoning amendments, emissions controls for construction vehicle emissions would be employed, including, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacture's muffler equipment or other regulatory-required emissions control devices.
- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods.
- Regular sweeping of pavement of adjacent roadway surfaces during construction would be conducted to minimize the potential for vehicular traffic to create airborne dust.

Noise

Due to current activities in the two corridor areas, particularly with respect to vehicular traffic, noise levels are likely to already approach or exceed the Noise Abatement Criteria (NAC) during peak periods; and the minor amount of additional traffic and other activity anticipated under the proposed action is not expected to result in a significant increase in noise levels. However, the following measures would be implemented to ensure that there are no adverse noise impacts resulting from the proposed action:

- Low-noise equipment and noise abatement measures would be incorporated during the design of new and redeveloped buildings, to ensure that such projects are in compliance with the Village Noise Ordinance.
- The loading and unloading areas for properties within the study area under the theoretical potential build-out would be designed and operated to ensure that there would be no adverse noise impacts to the existing residential receptors in the surrounding area.
- The loading and service activities for new uses would be required to be internally situated or screened to minimize noise associated with loading activities
- Building operations would be scheduled, to the extent practicable, to minimize noise impacts.
- Any private uses within the study area would be subject to compliance with Section 391-6.A and B of the Village Code.

› To ensure construction noise is minimized to the extent practicable, construction activities would comply with the Village ordinance and take place between the hours of 8:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 7:00 p.m. on Saturdays and holidays.

Socioeconomics

The proposed action would result in increased commercial and residential development in the Village, as well as increased residential population, employment, and property taxes. Potential impacts associated with implementation of the Theoretical Build-Out Scenario would be consistent with the Village's goals to provide more diversified housing options and increase economic activity along both corridors.

When coupled with the proposed action, there is the potential for approved and pending residential development within the MNR and ESR Corridors that would increase the Village's housing stock by approximately 17 percent and further the Village's goal of providing more diversified housing options.

Upon completion of construction, it is anticipated the Theoretical Full Build-Out would result in approximately 227+ full-time equivalent (FTE) jobs in both corridors for all future uses.

Based on the foregoing, it is anticipated that there would be no significant adverse socioeconomic impacts due to implementation of the proposed action; and in fact, the proposed action could result in beneficial socioeconomic impacts as contemplated by the Village.

Community Facilities and Services

The Great Neck Alert Fire Company (GNAFC) and Great Neck Vigilant Engine & Hook & Ladder Co, Inc. (GNV) would continue to provide fire protection services under the proposed action. The Nassau County Police Department (NCPD) would continue to provide primary ambulance service to the MNR and ESR corridors. The proposed buildings would be constructed to the latest New York State Building and Fire code, and all structures, would be sprinklered.

As individual site plans are developed, property owners would be expected to supplement police protection with on-site private security protection measures, as appropriate. These measures could include a doorman, site lighting, controlled access and security cameras. Furthermore, mixed-use development creates "eyes-on-the-street" and reduced vacancies would be less attractive to criminal activity. As such, it is not expected that the proposed action would actually require additional police personnel to serve the Village.

The study area is well-served by hospitals, with three, having a total of 1,652± beds, occurring within approximately 3.5 miles of the study area: North Shore University Hospital (NSUH), Long Island Jewish Medical Center (LIJMC), and St. Francis Hospital.

It is not anticipated that the proposed action and associated Theoretical Potential Build-Out Scenario would adversely impact health care services in the area.

The MNR and ESR corridors fall within the bounds of the Great Neck Union Free School District (UFSD). It is expected that a total of 149± public school-aged children could reside in potential future developments at the POIs. Of the 149± public school-aged children, 82± would be newly introduced into the school district, as 67± are expected to reside at existing or pending developments at the POIs. Furthermore, when accounting for potential full build-out under the existing zoning, it is estimated that new development capacity enabled by the proposed action would account for only 29± new students within the Great Neck UFSD, or less than one-half percent of the total school district enrollment for the 2018-2019 school year. It is expected that the additional students would be absorbed into the school district over a ten-year period, such that any year-to-year increases would be minimal and would not be expected to adversely impact school district capacity. To accommodate the enrollment of 82± new students in the Great Neck UFSD, approximately $2,281,076 would need to be raised in property taxes. In comparison, when considering that new development capacity enabled by the proposed action is only expected to account for 29± new students (as potential development under the existing zoning accounts for a portion of the 82± new students), the total cost (prior to accounting for any new tax revenues generated by new development) to the Great Neck UFSD would be approximately $806,722.

The study area is within the service area of the Great Neck Library District. The Theoretical Full Potential Build-Out Scenario anticipates a population increase at the POIs of approximately 1,283 people over the course of 10 years. Since only a portion of these residents would use library services, and the existing facilities are not expected to be significantly strained by an increase in patronage. Additionally, any increased service demand would be offset by new property tax revenue generated by the redevelopment.

Solid waste generated by commercial and industrial properties in the Village is collected by licensed private carters. Residential property solid waste generated is collected by the Village Department of Sanitation. The same would continue under the Theoretical Potential Build-Out Scenario, for which the net increase in solid waste generation is estimated at 0.95± ton per month, such that no adverse solid waste impacts are anticipated from the proposed action.

The study area is within the service area of the Water Authority of Great Neck North (WAGNN). Water supply connections are accessible throughout the study area along both the MNR and ESR Corridors. The net increase in potable water demand under the Theoretical Build-Out Scenario is projected to be 3.5± percent of the WAGNN's 2017 pumpage. However, it should be noted that the "peak" demand during the day would be less pronounced as the different uses contemplated under the build-out scenario would have peak water consumption at different hours of the day.

The WAGNN is currently undertaking investigations into its capabilities and needs. Although significant impacts are not expected to result from the incremental increase in potential development that could occur under the proposed action, as compared to what could occur under the existing zoning, individual developments would be evaluated on a case-by-case basis and would be required to secure water availability from WAGNN prior to construction. Therefore, implementation of the proposed action is not expected to have a significant adverse impact on the local water supply.

The MNR and ESR POIs are within the service area of the Great Neck Water Pollution Control District (GNWPCD). Sanitary sewer connections are accessible throughout the study area along both the MNR and ESR Corridors. The Great Neck Water Pollution Control Plant (WPCP), identified as ESR POI 6, is currently undergoing investigations into its capabilities and needs. Although significant impacts are not expected to result from the incremental increase in potential development that could occur under the proposed action, as compared to what could occur under the existing zoning, individual developments would be evaluated on a case-by-case basis and would be required to secure sewer availability from the GNWPCD prior to construction. Therefore, implementation of the proposed action is not anticipated to have a significant adverse impact on the sanitary sewer system.

The POIs would continue to be served by PSEG LI for electricity and National Grid for natural gas. There are utility connections available along both MNR and ESR corridors. No significant impacts with respect to natural gas service or electrical service or resources are anticipated under the proposed action.

The Great Neck Park District (GNPD) administers public open space and recreational facilities in the Village and would continue to oversee the operation and maintenance of parks within the Village upon implementation of the proposed action. It is not expected that the projected increase in development under the Theoretical Full Potential Build-Out Scenario would lead to a strain on nearby parks and public recreational resources. Additionally, the proposed zoning amendments would encourage developers to provide community benefits, which may include improvements to public spaces, including access to the Manhasset Bay waterfront, in exchange for development bonuses.

Aesthetics

Various aspects of the aesthetic design of land development are governed by existing standards in the Great Neck Village Code, including those pertaining to architecture, landscaping, signage, the siting of buildings, location and design of parking areas, building façades, lighting, and site furnishings. Compliance with these standards, and public review during the application and hearing process, will direct that the project design conforms to these standards. Further, the proposed zoning legislation includes a provision requiring a step-back of facades to avoid tall, monolithic street walls.

The Committee of Architectural Review will continue to ensure all new development and modifications to existing buildings are consistent with the Village's aesthetic objectives. Therefore, the reasonable maximum yield (build-out) under the proposed zoning would not result in significant adverse aesthetic impacts in either corridor.

Cultural Resources

The two corridor study areas do not contain resources on the State/National Registers of Historic Places; two such resources (All Saints Episcopal Church Complex and Reagan Farmhouse) are located to the north of the northernmost MNR POI. New York State's Cultural Resource Information System (CRIS) identifies eight historic resources within or adjacent to POIs. However, some of these no longer exist and their status should be updated in CRIS as documented structures. In addition, portions of the MNR corridor are within an Area of Archaeological Sensitivity. Because these POIs are documented with historic resources and/or archaeological sensitivity in CRIS, potential impacts to known or unknown cultural resources within these properties should be reviewed by OPRHP.

Cumulative Impacts

In addition to impacts associated with the proposed action, cumulative impacts to area resources (both natural and manmade) may occur due to other ongoing, proposed, or future projects (and other actions).

Only one additional project, outside of the MNR and ESR POIs was analyzed under the Theoretical Full Build-Out Plan. This projecthas been identified as involving the potential for additional, cumulative impacts: The Rose, located at the southwest corner of Clover Drive and Middle Neck Road in the Village of Great Neck Estates, just south of Middle Neck Road corridor study area, which is currently occupied by an office building (mostly vacant), and is proposed for redevelopment with a 40-unit multi-family residential building. Although not located within the same municipality as the proposed action, The Rose does have certain community facilities and resources in common, such as school district (Great Neck UFSD), water district (WAGNN), sewer district (GNWPCD), National Grid, PSEG Long Island, and location on the shared resources of Middle Neck Road.

The following is a summary of the DGEIS's cumulative impact analysis with regard to The Rose:

- There would be no cumulative impacts with respect to soils and topography for either study corridor, as there are no shared resources.
- The Rose, if constructed, is anticipated to increase the demand on water resources by approximately four percent for potable water and sewage generation, as compared to the Theoretical Full Build-Out Plan under the proposed action.
- Redevelopment of The Rose property would not have a significant adverse impact on ecology, as it is almost entirely developed.

› No cumulative adverse impacts are anticipated with respect to land use or zoning, traffic, air quality, noise, community facilities and utilities, or aesthetics.

Unavoidable Adverse Impacts

The proposed adoption of the Corridor Study, and associated zoning amendments would not have any physical short-term impacts. However, development and redevelopment that may be induced by the proposed action could result in temporary construction-related impacts that cannot be completely mitigated, related to site preparation, demolition, grading, excavation, installation of utilities and construction of building and parking facilities. It is anticipated that these impacts would include:

› Soil disturbance;
› Possible minor occurrences of erosion, despite the implementation of suitable erosion control measures;
› Temporary impacts on the visual quality of the area of development due to the presence and operation of construction equipment;
› Temporary impact to roadways due to the movement of construction vehicles;
› Slight increases in noise levels at the boundaries of the construction sites; and
› Temporary increase in noise levels and vibrations during demolition and other construction activities.

It is anticipated that the foregoing impacts will be of short duration, ceasing upon the completion of construction.

Several long-term impacts associated with development/redevelopment of the POIs under the proposed zoning amendments have been identified. Although mitigation measures have been proposed to reduce or eliminate most of these impacts, some cannot be fully mitigated, as set forth below:

› Potential increase in impervious surface area, which would increase runoff volumes; however, stormwater will be contained and recharged within property boundaries, as required Chapter 480 of the Village Code;
› Increase in the amount of potable water demand;
› Increase in sanitary discharge;
› Additional solid waste generation;
› Increased energy use;
› Increase in the amount of traffic;
› Increase in demand for community facilities; and
› Alteration of the existing aesthetic and visual character of the two corridors; however, all new development would be required to conform to the architectural, landscape and signage controls.

Conditions and Criteria Under Which Future Actions will be Undertaken or Approved including Requirements for Subsequent SEQRA Compliance

As discussed above, the proposed action does not entail specific development, but instead may facilitate or encourage development. Development is not directly being proposed by the *Corridor Study* and associated zoning legislation, and may never materialize. However, in order for the decision-making process to appropriately account for uncertainties related to the potential impacts of future actions, the SEQRA regulations, at 6 NYCRR §617.10(c) and (d), set forth provisions for the establishment of conditions and criteria governing such future actions.

Section 6.1 of this DGEIS presents a draft version of the relevant conditions and criteria, which may undergo refinement in the Final GEIS (FGEIS) based on comments received during public review of the DGEIS. Ultimately the conditions and criteria will be promulgated in the Village Board of Trustees' Findings Statement adopted at the end of the current SEQRA process.

Based on the analysis contained in this DGEIS, the following summarizes the conditions and thresholds, which, if met, would allow development of the POIs, as described by the Theoretical Full Build-Out Plan, without the need for further SEQRA review:

- An on-site investigation shall be undertaken to better define the site-specific soil properties for each such project and to assist in identifying appropriate measures to minimize potential impacts with respect to soils and topography.
- Suitable measures shall be incorporated into an erosion and sediment control plan for each such project, subject to review and approval by the Village.
- There shall be strict compliance with applicable regulations for hazardous materials storage.
- There shall be strict compliance with Chapter 480 of the Village Code, which governs stormwater management.
- Low-maintenance, native plant species shall be used to the maximum extent practicable in all new development.
- There shall be strict compliance with any conditions of any wetland permit issued by NYSDEC or the USACE.
- Future action shall occur in conformance with the standards for the approval of incentives and the relevant zoning criteria and design guidelines.
- It is assumed that the cumulative trip generation volumes for future development remain within the analysis parameters of this DGEIS, below the following thresholds: MNR Corridor – 331 trips during the AM peak hour and 460 trips during the PM peak hour; and ESR Corridor – 139 trips during the AM peak hour and 201 trips during the PM peak hour.
- Any future development along the MNR corridor that requests a relaxation from the applicable parking standard shall be evaluated in accordance with accepted

transportation engineering practice and other relevant considerations to ensure that there would not be a significant new or exacerbated impact with respect to the availability of parking in the MNR corridor area.

- Prior to the granting of a relaxation from the applicable parking standard for any future development along the ESR corridor, the applicant for same shall, to the satisfaction of the Village Board of Trustees, make "…a showing of substantial hardship and minimal adverse impact to the parking then available in the vicinity."
- There shall be proper emissions controls for construction vehicles.
- There shall be proper dust control measures during dry or windy periods, as identified in a site-specific erosion control plan.
- There shall be regular sweeping of the pavement surface of adjacent roadways during construction.
- Future development that occurs under the proposed zoning shall conform with applicable, existing regulatory provisions, particularly with respect to the requirements of Chapter 391 of the Village Code (*Noise*).
- Construction activities within the two corridor areas shall be undertaken in accordance with the standards specified in Chapter 391 of the Village Code (*Noise*)
- Any future development undertaken pursuant to the proposed zoning legislation shall advance the intended goals of said legislation by contributing to the long-term vitality of the Village and shall provide a meaningful benefit to the community as specified in the legislation.
- Since the Great Neck Water Pollution Control District and Water Authority of Great Neck North are both undergoing investigations into their capabilities and needs, potential development-related impacts to these two service providers should be verified by reviewing each future project on a case-by-case basis.
- Any application that seeks relief from the existing standards in the Great Neck Village Code governing aesthetic design of land development or that substantially contravenes project-specific public input on the topic of visual character during the requisite public hearing process, should undergo further review pursuant to SEQRA in order to assess whether the project design entails a potentially significant aesthetic impact.
- Development applications for properties along the Manhasset Bay shoreline should be required to provide enhanced access to the visual resources of the waterfront, unless it is demonstrated to the satisfaction of the Village board or boards having approval jurisdiction that such access would adversely impact public health and safety, or otherwise is impractical.
- It is assumed that a Letter of Resolution (LOR) or Memorandum of Agreement (MOA) shall be issued, as applicable to any given development/ redevelopment action on the POIs, to describe the required measures for avoiding, minimizing, or mitigating the identified adverse effects on historic and/or archaeological resources.

› All development in the Village shall be required to comply with the energy conservation standards in the New York State Building Code.

In the event that any of the above conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2), (3), or (4), as would be appropriate given the actual development plan proposed and the associated potential environmental impacts associated therewith.

Alternatives

This section of the DGEIS examines the alternatives that were promulgated by the lead agency include the following:

› No Action

› Reasonable Maximum Yield (Build-Out) of Properties of Interest Under Current Zoning

A comparison of the quantitative impacts of each alternative to the proposed action is provided in Section 7 of this DGEIS.

No-Action Alternative

The SEQRA-mandated no action alternative involves maintaining both the MNR and ESR corridor study areas in their present state. While the implementation of this alternative would leave each corridor area unchanged and would not result in any additional environmental impacts, the Village's desire to revitalize these areas would not come to fruition. Specifically, the no action alternative would perpetuate the current, underutilized condition of both corridors and would not improve upon the existing conditions, contrary to the goals of the *Corridor Study* and the proposed zoning amendments. Additionally, the no action alternative would not encourage broader housing options, foster economic activity in the commercial core and enhance the overall aesthetic character of these corridors, as would occur under the proposed action.

Theoretical Potential Build-Out of POIs Under Existing Zoning

This alternative would retain the existing zoning, the impacts of which are analyzed under a Theoretical Build-Out of the POIs along both the MNR and ESR corridors without the proposed zoning amendments. Those potential impacts that are quantifiable are shown in Table 60 and Table 61, and compared to the proposed action and no action alternative.

The overall development yield under this alternative (for the POIs on both corridors) would result in significantly less residential development, somewhat more commercial development, less institutional development and more office development, as compared to the proposed action. The benefits to the community would decrease under this alternative, as compared to the proposed action, in terms

of the types of uses (i.e., no assisted living would be allowed, and Affordable Workforce Housing would not be encouraged through incentives) and public amenities would be less likely to be offered by developers due to fewer incentives being available.

Table 19 and Table 20 in Section 3.4.2 of the DGEIS compare the Theoretical Build-Out for each POI (in both corridors) under Existing Zoning to the Theoretical Build-Out under the proposed zoning amendments.

Irretrievable and Irreversible Commitment of Resources

The MNR and ESR Corridors are currently developed, but would be further improved under the full build-out scenario under the proposed action, which would commit these areas to new productive uses. Any potential redevelopment of these areas would require a minimal/standard commitment of construction resources, such as concrete, asphalt, lumber, paint, water, topsoil, mechanical equipment, electricity, water resources, fossil fuels, labor, fiscal resources, and time.

Growth Inducing Impacts

The proposed action is intended to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through residential and commercial development at viable sites, effectively facilitating additional growth within the Village. The Theoretical Potential Build-Out Scenario under the proposed action is estimated to generate approximately 482 new housing units and 100 new assisted living units, increase total population by 1,283 persons, increase school-aged children in the Village by 149 students, and produce 227± permanent full-time equivalent jobs. The addition of population to these areas may trigger the need for additional community services including police protection, fire protection, and solid waste collection, and may also increase the need for additional personal service businesses and retail facilities to support the new housing units.

The permanent jobs that would be generated are likely to create additional secondary jobs within and surrounding the two corridors. However, it is unlikely that the addition of either direct or secondary (indirect) permanent jobs, would trigger the need for additional housing, beyond what is being proposed.

The Village of Great Neck is a long-standing, well-established community with myriad facilities and infrastructure to serve additional residents. As such, the potential growth-inducing aspects of the proposed action are consistent with the Village's objectives for revitalization.

Use and Conservation of Energy

The proposed action, if implemented, has the potential to increase the demand for both electricity and natural gas. Therefore, for all site-specific applications within the study area, both PSEG-LI and National Grid should be consulted to confirm service availability and to identify potential site improvements. In addition to meeting the needs of these service providers, compliance with the Village of Great Neck energy benchmarking requirement for municipal buildings adopted in January 2017 would be mandatory.

2

Introduction and Description of the Proposed Action

2.1 Overview and History of the Proposed Action

This document is a Draft Generic Environmental Impact Statement (DGEIS) prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein. This DGEIS conforms with the provisions of the SEQRA regulations governing the preparation of EISs, at 6 NYCRR §617.9(b), as well as the guidance provided in *The SEQR Handbook* (Third Edition, 2010), particularly Chapter 5, Section C. This DGEIS also conforms with special provisions governing Generic Environmental Impact Statements, particularly as set forth in the 6 NYCRR §617.10 of the SEQRA regulations, as well as the corresponding guidance in *The SEQR Handbook*, at Chapter 5, Section H.

Under the proposed action addressed in this DGEIS, the Board of Trustees of the Village of Great Neck (the "Village Board of Trustees" or the "Board of Trustees") would adopt:

(a) the *Middle Neck Road and East Shore Road Corridor Study* (the "*Corridor Study*"), as set forth in the report prepared by VHB dated November 2018; and

(b) zoning legislation as prepared by the Village based on recommendations in the *Corridor Study*, which would amend Chapter 575 (Zoning) of the Village Code regarding:

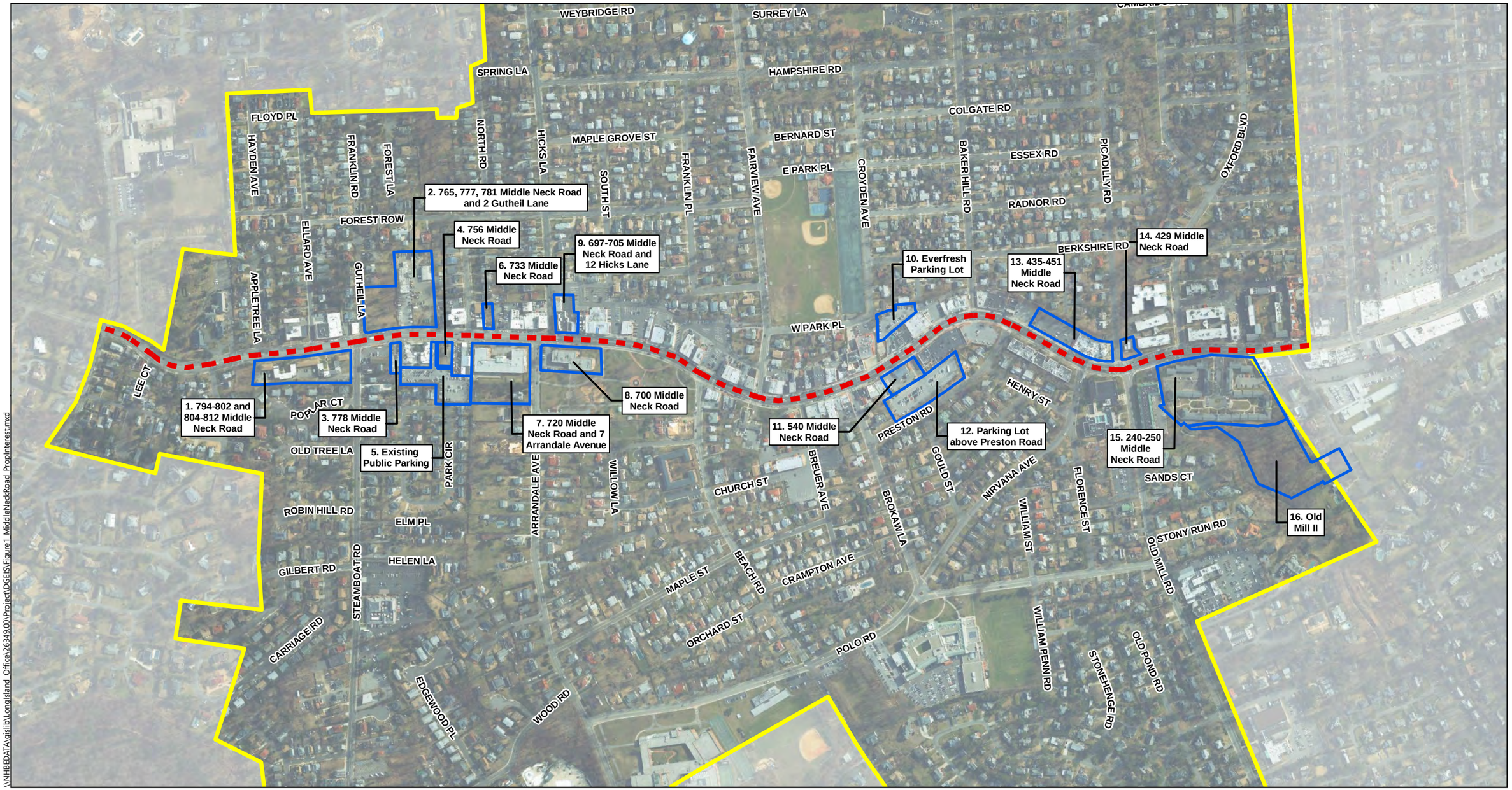
(i) Article XXXII and associated provisions in Chapter 575 of the Village Code, pertaining to the Middle Neck Road Overlay District, to create a Corridor Incentive Overlay District on both Middle Neck Road and East Shore Road; and

(ii) zoning changes for certain parcels within the *Corridor Study* area.

The *Corridor Study* and the associated draft zoning legislation are provided in Appendices B and C of this DGEIS, respectively. These two appendices are integral components of this DGEIS and, in essence, encompass the full scope of the proposed action. Accordingly, Appendices B and C should be consulted for a complete understanding of the proposed action. A summary of the main elements of the proposed action is provided in Section 2.2, below.

The study area for the *Corridor Study* and this DGEIS includes properties along Middle Neck Road (MNR) and East Shore Road (ESR) in the Village of Great Neck. The potential impact analysis in this DGEIS is based upon a reasonable build-out scenario (or "Theoretical Potential Build-Out Scenario"), over a ten-year period (i.e., 2028 Build-Year), for "Properties of Interest" (POIs) along the two roadway corridors which the Village has identified as being suitable for revitalization, including potential sites to relocate the existing Village Hall and Department of Public Works facility and to increase the stock of housing and commercial uses in the Village. In this context, revitalization is defined as the improvement of the physical, social and financial well-being of the Village through capital investments. See Table 19 and Table 20 in Section 3.4.2, which summarize the Theoretical Potential Build-Out Scenario for each POI in the MNR Corridor and ESR Corridor, respectively, based on the proposed zoning amendments. The corridor study areas and the POIs contained therein are depicted on Figure 1 and Figure 2. The *Corridor Study* focuses on existing conditions and opportunities for improvement at, and surrounding, the POIs, while also generally considering the remaining portions of both corridors.

The *Corridor Study* is the culmination of a public process that included recent work by the Great Neck Citizens Advisory Committee, comprising a group of Great Neck residents committed to seeing that future actions in the Village are in keeping with the community's vision. The *Corridor Study* also builds upon the 2013 *Village of Great Neck Corridor Study* (the "*2013 Corridor Study*"), which resulted in the adoption of amendments to the Village Zoning Code (Chapter 575 of the Village Code) that included the enactment of Article XXXII. As indicated above, Chapter 575, including Article XXXII, is proposed for further amendment under the current proposed action.



\\NHBEDATA\gislib\LongIsland_Office\26349.00\Project\DGEIS\Figure1_MiddleNeckRoad_PropInterest.mxd

N

0 250 500 1000 Feet

Legend

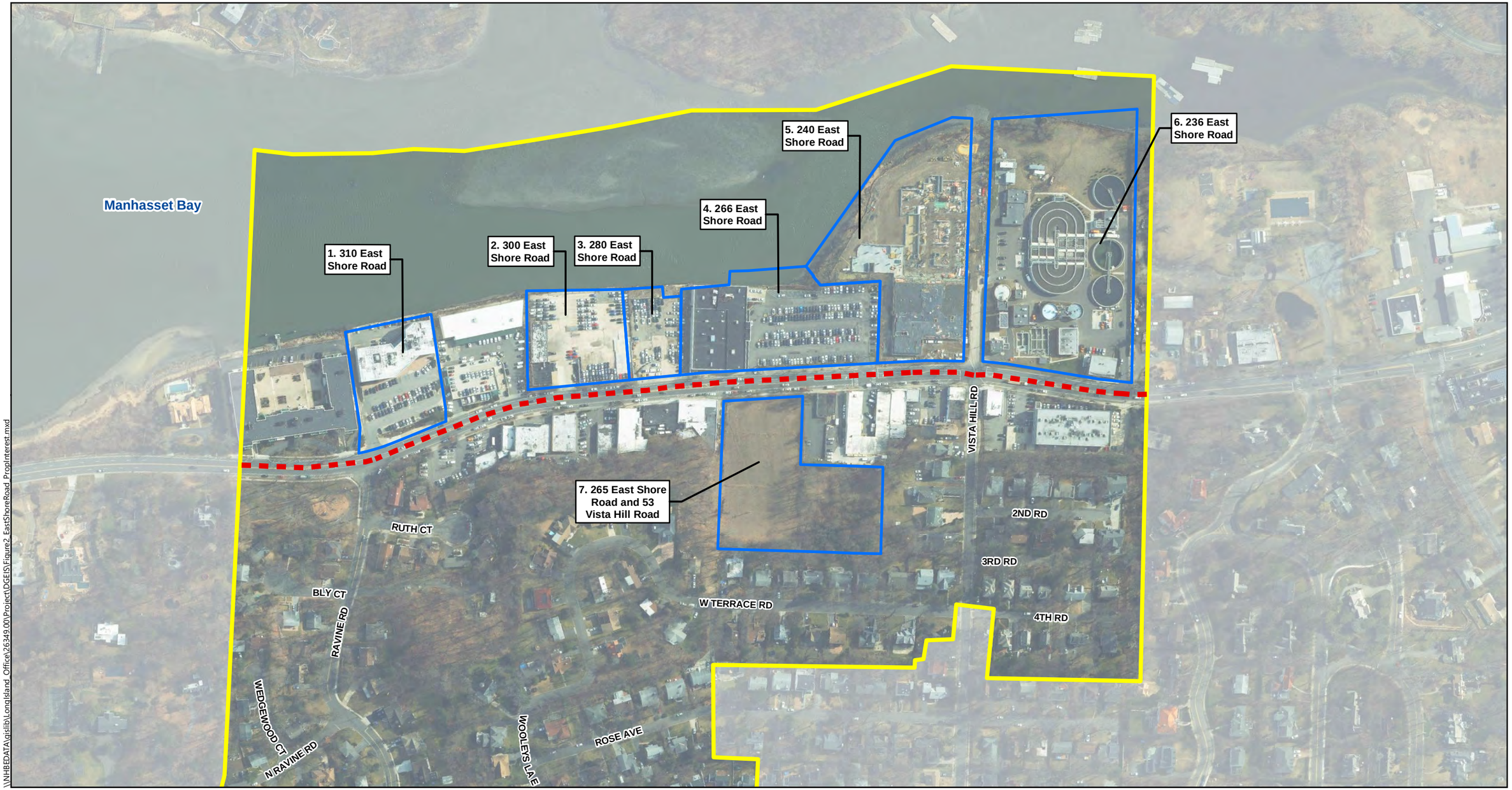
- Middle Neck Road
- Properties of Interest
- Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Properties of Interest
Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck

vhb | **FIGURE 2**



\\NHBEDATA\gislib\LongIsland_Office\26349.00\Project\DGEIS\Figure2_EastShoreRoad_PropInterest.mxd

N

0 125 250 500 Feet

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Properties of Interest
East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck

2.2 Proposed Action

As indicated above, the proposed action which is the subject of this DGEIS includes adoption of the *Corridor Study* (Appendix B) and the implementation of zoning amendments (Appendix C) as prepared by the Village based on recommendations in Section 4 of the *Corridor Study*. Key components of the proposed zoning amendments, as described and analyzed more fully in Section 3.4.2 of this DGEIS, are as follows:

- Re-naming the Middle Neck Road Multifamily Incentive Overlay (MNR-MIO) District the Corridor Incentive Overlay (CIO) District and expanding the boundaries of the CIO District southward to cover the area along Middle Neck Road to include the western portion of MNR POI 7 as well as MNR POIs 8 and 9, northward along the west side of Middle Neck Road up to the northern boundary of MNR POI 11, and to include the Mixed-Use and Waterfront Development Districts along the ESR Corridor (excluding ESR POI 6)
- Changing the zoning of the western portion of MNR POI 7 from Residence AA to Residence E
- Changing the zoning of ESR POI 7 to Mixed-Use
- Allowing within the CIO District "any commercial, Affordable Workforce Housing,[6] or Assisted Living purpose when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance"
- Defining as amenities which are presumptively beneficial to the Corridor neighborhoods and/or the Village as a whole: "Affordable Workforce Housing;" "Assisted Living;" "ground-floor commercial development;" "Public Amenities, such as uses or structures which provide and/or improve public access to the Corridor Incentive Overlay District;" and "any other similar opportunity which the Board of Trustees determines to be beneficial to the Corridor neighborhood(s) and/or the Village as a whole."
- Removing from the Zoning Code (§ 575-287.A) the restriction against the Board of Trustees authorizing a prohibited use within the underlying district as an incentive
- Adding "Assisted Living," as defined in 10 NYCRR Part 1001, as a permitted use in Mixed-Use Districts
- Limiting the maximum building height granted as an incentive to five stories or 52 feet
- Adding provisions for required building setbacks[7] based on height, in the CIO District, as follows:

[6] Affordable Workforce Housing, as defined in the "Long Island Workforce Housing Act."

[7] The analyses performed in this DGEIS did not account for the building setback provision noted herein. There is a potential that the density of certain community benefit uses would be lowered due to such building setback provision. Therefore, the impacts identified in the DGEIS could only be less than those previously indicated, due to the proposed setback restriction. Thus, the conclusions regarding the potential impacts associated with the proposed action remain valid.

    - "Base Height" is the maximum permitted height of the Front Wall of a building before any required Building Setback.
    - "Building Setback" is the portion of a building that is horizontally set back above the Base Height before the total height of the building is achieved.
    - "Front Wall" is any wall facing a public street.
    - The maximum Base Height of a structure identified as a community benefit shall not exceed thirty (30) feet. The minimum Building Setback shall be no less than five (5) feet for buildings with one Building Setback and shall be no less than three (3) feet for building setbacks above the first Building Setback.
- Providing for the relaxation of parking requirements for properties adjacent to Middle Neck Road, to be determined on a case-by-case basis and favored by the Board when infrastructure-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, investment in shuttle bus service, or car sharing service), assisted living, ground floor commercial, or any such similar improvement is proposed as a community amenity. The parking relaxations would not be granted for properties adjacent to East Shore Road without showing a substantial hardship and minimal adverse impact to the parking then available in the vicinity.
- Requiring all applications for incentive zoning bonuses to be subject to a noticed public hearing

In addition to the proposed zoning amendments, the *Corridor Study*, identifies the following opportunities for community improvements:

Middle Neck Road

- Highlight the Village Green and Rose Garden as a focal point and the primary community amenity in the corridor to which new development can be connected.
- Memorial Field Park is located one block from the commercial corridor.
- There are several sites that are suitable for accommodating new residential development.
- Explore alternate modes of transportation such as shuttle bus service or car-sharing.

East Shore Road

- Create public access to Manhasset Bay.
- Attract new mixed-use development to create a more pedestrian corridor.
- Accentuate Ravine Park as a focal point along the corridor.
- The recently opened Avalon Great Neck apartment community provides an example for future development that enhances the streetscape and architectural quality, and takes advantage of its waterfront location. Although waterfront access is private at Avalon Great Neck, incentivize future developments to provide enhanced public access to the waterfront.

› Explore alternate modes of transportation such as shuttle bus service or car-sharing.

2.3 Purpose, Needs and Benefits

2.3.1 Purpose

The *Corridor Study* has been prepared to formulate recommendations for amendments to the Village Zoning Code for the purpose of fostering the revitalization of the Middle Neck Road and East Shore Road corridors. Achieving such revitalization would bring lasting benefits to residents and business owners throughout the Village, including improvement of the physical, social and economic well-being of the Village through capital investments.

2.3.2 Need

The Village has previously endeavored to achieve corridor revitalization by means of the *2013 Corridor Study*. That earlier initiative identified desired changes in land use that could be achieved through zoning modifications along portions of Middle Neck Road and Steamboat Road; East Shore Road was not included at that time. The product of the *2013 Corridor Study* was an updated land use plan for the Middle Neck Road and Steamboat Road corridors, which envisioned Middle Neck Road as a reinvigorated downtown ("Main Street") for the Village, characterized by a more concentrated and active mixed-use core, complemented by new multifamily housing that would bookend and support the commercial uses in the middle.

In accordance with the *2013 Corridor Study*, the Village enacted certain zoning revisions in 2014 and 2015, with a revised zoning map, including the Middle Neck Road Multifamily Incentive Overlay District (MNR-MIO) and the Steamboat Road Townhome Redevelopment Incentive (SR-TRIO) District. Incentive zoning procedures were also adopted.

Four years after adoption of the aforementioned zoning amendments, there has been little, if any, development along the Middle Neck Road corridor of the type initially intended by the Village – namely multifamily residential growth at the ends, and commercial vitality at the core. While the Village has seen substantial investment interest in the single-family residential sector, commercial and multifamily investment has been lagging. This has prompted the Village to examine the possibility of making further refinements to the zoning regulations along both Middle Neck and East Shore Roads, via the Corridor Study. It is believed that implementation of the Corridor Study, including the currently proposed zoning amendments, will provide additional incentives to attract developments that contribute to the long-term vitality of the Middle Neck Road and East Shore Road corridors desired by the Village.

2.3.3 Benefits

Among the community benefits that would be achieved through the proposed action, as identified in the *Corridor Study*, are:

- Diversified housing options, including affordable housing and assisted living
- Reduced commercial vacancies
- Increased tax base
- Improved property values
- Enhanced streetscape and access to public spaces
- Traffic calming and pedestrian safety

2.4 Summary of the SEQRA Process

As indicated previously, the action proposed by the Village of Great Neck and discussed in this DGEIS is the adoption of the *Corridor Study* and associated zoning amendments by the Board of Trustees. The act of adopting a plan or zoning legislation, of itself, will have no effect on the environment. However, to the degree that such action may enable or encourage development that entails potentially significant environmental impacts, the SEQRA regulations require the enacting agency to evaluate these potential impacts and consider them in the decision-making process.

Based on the Environmental Assessment Form (EAF) prepared for the proposed action, and by resolution on December 18, 2018, the Board of Trustees adopted a Positive Declaration pursuant to SEQRA, which determined that the proposed action posed the potential for at least one significant environmental impact, requiring the preparation of a Draft Environmental Impact Statement. The EAF and Board's Positive Declaration Resolution is included as Appendix A.

A common mechanism for assessing the potential environmental impacts that may result from the implementation of comprehensive plans, zoning legislation and similar actions is the preparation of a Generic Environmental Impact Statement (GEIS), starting with a Draft GEIS (DGEIS), and proceeding with a Final DEIS (FGEIS) to address substantive comments on the DGEIS, as necessary. This is consistent with the provisions of the SEQRA regulations, at 6 NYCRR §617.10(a), which specify, in relevant part, that:

> "A generic EIS may be used to assess the environmental impacts of… an entire program or plan having wide application or restricting the range of future alternative policies or projects, including new or significant changes to existing land use plans, development plans, zoning regulations or agency comprehensive resource management plans."

As also provided for in 6 NYCRR §617.10(a):

> "Generic EISs may be broader, and more general than site or project specific EISs and should discuss the logic and rationale for the choices advanced. They may

also include an assessment of specific impacts if such details are available. They may be based on conceptual information in some cases. They may identify the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. They may discuss in general terms the constraints and consequences of any narrowing of future options. They may present and analyze in general terms a few hypothetical scenarios that could and are likely to occur."

Thus, while the more common EIS for an individual development proposal analyzes the impacts that are anticipated to result from that specific project – e.g., in terms of the number of residential units or square feet of commercial space, and the associated volume of traffic generation, water consumption, sewage generation, etc. – a GEIS may use hypothetical development scenarios to forecast potential impacts (see Section 3.4.2 for a description of the Theoretical Potential Build-Out Scenario examined in this GEIS); and often such assumptions are required because no applications are pending for properties that would be affected by the proposed plan or zoning legislation.

The present DGEIS has been prepared and is being issued for review and commentary by interested parties and the public. The Board of Trustees is the only agency having discretionary approval authority regarding the proposed action and, therefore, is the only involved agency who will be responsible for making a SEQRA decision (i.e., findings statement) on this matter, the details of which are discussed below.

All commentary received during the public review of the DGEIS, whether in writing or in statements at the forthcoming public hearing by the Board of Trustees, will be compiled for evaluation and appropriate consideration in the Board's deliberations pursuant to SEQRA. Depending on the nature of the input received, the Board of Trustees, may determine that the commentary does not raise substantive issues and that the information in the DGEIS is sufficient to support a conclusion that the proposed action does not pose the potential for significant environmental impacts, in which case a negative declaration may be adopted to conclude the SEQRA process.

More commonly, the SEQRA process proceeds with the preparation of an FGEIS, which provides responses to all substantive comments received during the public review of the DGEIS. Concurrently with the preparation of an FGEIS, the Board of Trustees will oversee revisions to the proposed action (i.e., in the form of a final *Corridor Study* and/or amended zoning legislation) as may be deemed necessary in consideration of the commentary received during the public review of the DGEIS. Such revisions typically take the form of measures to further mitigate the potential impacts of the proposed action, and will be discussed and analyzed in the FGEIS.

If an FGEIS is prepared, the SEQRA process will culminate with the preparation of a findings statement, which will consider the information contained in the DGEIS and FGEIS, and will discuss the Board's balancing of any potential impacts against the benefits of the proposed action. Upon the adoption of a findings statement, the

Board of Trustees will be in a position to make its decision on the proposed adoption of the *Corridor Study* and associated zoning legislation.

The SEQRA regulations, at 6 NYCRR §617.10(c), establish 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."

At 6 NYCRR §617.10(d), the SEQRA regulations also set forth that:

> "When a final generic EIS has been filed under this part:
>
> (1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;
>
> (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;
>
> (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
>
> (4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

The foregoing are critical provisions of the SEQRA regulations pertaining to GEISs, as they establish the framework for future procedures under SEQRA, acknowledging the generic and predictive nature of a GEIS. Thus, the "conditions and criteria" (or "conditions and thresholds") defined in the GEIS, and carried through to and finalized in the findings statement, become regulatory conditions for the evaluation of future proposed actions in the area encompassed by the *Corridor Study*. These "conditions and criteria" create the basis for determining whether further review of such actions is required under SEQRA; and, if so, whether such review would necessitate the preparation of a supplemental findings statement, an Environmental Assessment Form that may lead to the adoption of a project-specific negative declaration (determination of no significant impact), or a Supplemental GEIS.

2.5 Required Permits and Approvals

The following table identifies permits and approvals required for implementation of the proposed action. The approvals noted with an asterisk (*) in the table below would be required for actual development under the proposed zoning. Approvals without an asterisk below pertain to adoption of the Corridor Study and associated zoning revisions.

Table 2 - List of Required Permits/Approvals

Agency	Approval [2, 3]
Village of Great Neck Board of Trustees [1]	Adoption of *Corridor Study*; Adoption of proposed zoning legislation
Village of Great Neck Building Department	Building Permit *
Great Neck Water Pollution Control District	Sewer connection *
Water Authority of Great Neck North	Water supply*
Nassau County Planning Commission	General Municipal Law (GML) 239m referral and recommendation for proposed zoning legislation Possible future GML 239m referral and recommendation for individual development applications *
Nassau County Department of Public Works	Possible roadway access permits *
New York State Department of Environmental Conservation	Possible SPDES General Permits for Stormwater Discharges from Construction Activity (GP-0-15-002) *
Long Island Power Authority / PSEG Long Island	Electrical connections and possible electrical infrastructure improvements *

Notes:

4 As indicated previously, the Village Board of Trustees would be required to adopt a SEQRA findings statement prior to adopting the *Corridor Plan* and associated zoning legislation.

5 Other approvals may be required for the future development of specific uses on specific parcels. These may include, for example: permits from the New York State Department of Environmental Conservation (NYSDEC) and U.S. Army Corps of Engineers (USACE) for projects on the east side of East Shore Road; and licensing through the New York State Department of Health for assisted living facilities.

6 Certain actions (i.e., subdivisions, site plans, and special use permits) for properties within 500 feet of a municipal boundary are subject to General Municipal Law (GML) §239nn, which requires that the municipality within which such action is proposed must provide notice by mail or electronic transmission to the clerk of the adjacent municipality at least ten days prior to any public hearing relating to the proposed action. Some properties at the ends of the two corridor areas in the Village of Great Neck are located within 500 feet of neighboring municipalities – i.e., the Village of Kings Point, at the north end of both corridors; the Village of Great Neck Estates and Town of North Hempstead (Great Neck Gardens), at the south end of the Middle Neck Road corridor; and the Village of Kensington, at the south end of the East Shore Road corridor – and would require GML §239nn notification to the respective adjacent municipality for any public hearing for such action.

3

Probable Impacts of the Proposed Action

3.1 Soil and Topography

3.1.1 Existing Conditions

3.1.1.1 Soils

According to the *Soil Survey of Nassau County, New York* (USDA, 1987), (hereinafter "*Soil Survey"*) soils are classified according to distinct characteristics and placed (according to these characteristics) into "series" and "mapping units." A "series" is a group of mapping units formed from particular disintegrated and partly weathered rocks that lie approximately parallel to the surface and that are similar in arrangement and differentiating characteristics such as color, structure, reaction, consistency, mineralogical composition and chemical composition. "Mapping units" differ from each other according to slope, and may differ according to characteristics such as texture.

The predominant soils within the MNR Corridor are classified and described as:

› Urban land (Ug) - nearly level or gently sloping areas that are covered by buildings, roads and sidewalks on plains and low hills

- Urban land-Riverhead complex, three to eight percent slopes (UrB) -urbanized areas within very deep, well drained soils with gentle slopes
- Urban land-Riverhead complex, zero to three percent slopes (UrA) - urbanized areas that are very deep, well drained soils
- Urban land-Montauk complex, three to eight percent slopes (UnB) -urbanized areas that have very deep, well drained soils with gentle slopes
- Urban land-Riverhead complex, eight to fifteen percent slopes (UrC) - urbanized areas with very deep well drained slopes with strongly sloping sides of hills and ridges
- Plymouth-Riverhead Complex, fifteen to thirty-five percent slopes (PRD) - very deep, moderately steep and steep soils on side slopes of hills and ridges.
- Riverhead sandy loam, eight to fifteen percent slopes (RdC) - very deep, strongly sloping and well drained found along benches and plains near the north shore.

Generally, the eastern third of the MNR corridor consists of UnB and PrD soils, the middle third of the corridor consists of Ug soils, and the western third of the corridor consists of UrA and UrB soils. In other words, most of the soils have been previously disturbed and are now considered urban land (see Figure 3).

A number of these soils appear within the MNR POIs, as shown on Table 3.

Table 3 - Soils/Land Types within the Properties of Interest along the Middle Neck Road Corridor

POI	Address	Soil/Land Type
1	794-802 and 804-812 Middle Neck Rd.	Urban land-Riverhead Complex 3 to 8 percent slopes (UrB) and Urban Land (Ug)
2	765, 777 and 781 Middle Neck Rd. and 2 Gutheil Ln.	Urban Land (Ug) and Urban land-Riverhead Complex, 0 to 3 percent slopes (UrA)
3	778 Middle Neck Rd.	Urban Land (Ug) and Urban land-Riverhead Complex, 0 to 3 percent slopes (UrA)
4	756 Middle Neck Rd.	Urban Land (Ug)
5	Public Parking	Urban Land (Ug) and Urban land-Riverhead Complex, 0 to 3 percent slopes (UrA)
6	733 Middle Neck Rd.	Urban land-Riverhead Complex 3 to 8 percent slopes (UrB) and Urban Land (Ug)
7	720 Middle Neck Rd. and 7 Arrandale Ave.	Urban Land (Ug) and Urban land-Riverhead Complex, 0 to 3 percent slopes (UrA)
8	700 Middle Neck Rd.	Urban Land (Ug) and Urban land-Riverhead Complex, 0 to 3 percent slopes (UrA)
9	697-705 Middle Neck Rd. and 12 Hicks Ln.	Urban Land (Ug)
10	Everfresh Parking	Urban land-Montauk Complex 3 to 8 percent slopes (UnB) and Urban Land (Ug)
11	540 Middle Neck Rd.	Urban Land (Ug)

POI	Address	Soil/Land Type
12	Parking Lot above Preston Rd.	Urban land-Riverhead Complex 3 to 8 percent slopes (UrB) and Urban Land (Ug)
13	435-451 Middle Neck Rd.	Urban land-Montauk Complex 3 to 8 percent slopes (UnB) and Urban Land (Ug)
14	429 Middle Neck Rd.	Urban Land (Ug)
15	240-250 Middle Neck Rd.	Urban land-Montauk Complex 3 to 8 percent slopes (UnB)
16	Old Mill II	Urban land-Montauk Complex 3 to 8 percent slopes (UnB) and Plymouth-Riverhead Complex, 15 to 35 percent slopes (PrD)

As the majority of the corridor has been previously developed and disturbed for buildings and roads and associated improvements, the likelihood of the original soils existing at the POIs or along the corridor is unlikely, as seen by the overwhelming amount of "Urban land" and "Urban land" complexes noted in association with the POIs shown in Table 3.

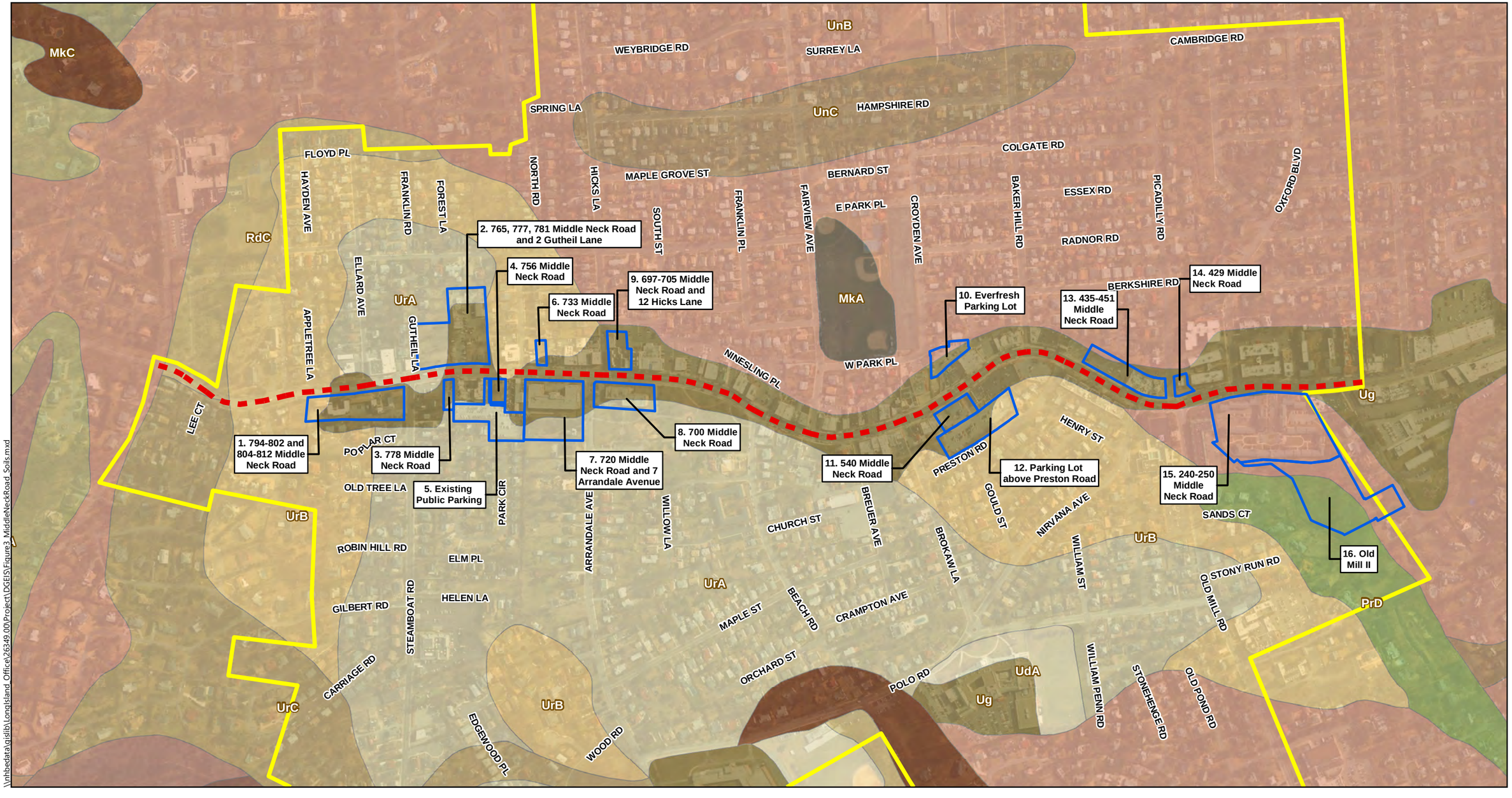
According to Table 4, the soils identified in Table 3 have slight to moderate impacts for streets and parking lots, lawns and landscapes and small commercial buildings, mainly due to frost action and wetness. Moreover, only soils located within MNR POI 16 (which include PrD soils) have been identified as having severe limitations for development and construction of streets and parking lots, lawns and landscaping and small commercial buildings due to slope. While limitations exist for this soil type, development is not restricted, and limitations can be overcome through methods described in the *Soil Survey* and as discussed in Section 3.1.3, below.

Table 4 - Engineering and Planning Soil Limitations for Soil/Land Types within the Properties of Interest along Middle Neck Road

Symbol	Mapping Unit	Slopes	Streets and Parking Lots	Lawns and Landscaping	Small Commercial Buildings
Ug	Urban Land	*	*	*	*
UrB	Urban land-Riverhead complex	3 to 8	Moderate (B)	Slight	Moderate (A)
UnB	Urban land-Montauk complex	3 to 8	Moderate: (B)(C)	Slight	Slight (A)(C)
UrA	Urban land-Riverhead complex	3 to 8	Moderate: (B)	Slight	Slight

*Not defined by the United States Department of Agriculture, Soil Conservation Service's Soil Survey of Nassau County, New York.
Reasons for Limitations:
(A) Slope
(B) Frost action
(C) Wetness

Source: United States Department of Agriculture, Soil Conservation Service's Soil Survey of Nassau County, New York



\\nhbedata\vjslib\LongIsland_Office\26349.00\Project\DGEIS\Fiqure3_MiddleNeckRoad_Soils.mxd

N

0 250 500 1000 Feet

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Legend

- Middle Neck Road
- Properties of Interest
- Village of Great Neck
- Atsion loamy sand
- Freetown muck, coastal lowland, 0 to 1 percent slopes
- Montauk loam, 0 to 3 percent slopes
- Montauk loam, 3 to 8 percent slopes
- Montauk loam, 8 to 15 percent slopes
- Plymouth-Riverhead complex, 15 to 35 percent slopes
- Riverhead sandy loam, 8 to 15 percent slopes
- Scio silt loam, till substratum, 0 to 3 percent slopes
- Swansea muck, 0 to 1 percent slopes, coastal lowland
- Udipsamments, nearly level
- Urban land
- Urban land-Montauk complex, 3 to 8 percent slopes
- Urban land-Montauk complex, 8 to 15 percent slopes
- Urban land-Riverhead complex, 0 to 3 percent slopes
- Urban land-Riverhead complex, 3 to 8 percent slopes
- Urban land-Riverhead complex, 8 to 15 percent slopes

Soil Survey
Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Nec, USDA Soil Survey SSURGO

According the *Soil Survey,* the predominant soils within the ESR corridor consist of:

- Urban land (Ug) - nearly level or gently sloping areas that are covered by buildings, roads and sidewalks on plains and low hills
- Montauk loam, eight to fifteen percent slopes (MkC) - very deep, well drained soils on upland hills, ridges, and knolls and on the slopes of steep hillsides.
- Montauk loam, fifteen to twenty-five percent slopes (MkD) - very deep, well drained soils on upland hills, ridges, and knolls and on the slopes of steep hillsides.
- Plymouth-Riverhead complex, fifteen to thirty five percent slopes (PrD) - very deep, moderately steep and steep soils on side slopes of hills and ridges
- Urban land-Montauk complex, eight to fifteen percent slopes (Unc) - urbanized areas with very deep, well drained Montauk soils found on strongly sloping small hills and ridges
- Urban land-Riverhead complex, three to eight percent slopes (UrB) -urbanized areas within very deep, well drained soils with gentle slopes
- Urban land-Montauk complex, three to eight percent slopes (UnB) -urbanized areas that have very deep, well drained soils with gentle slopes

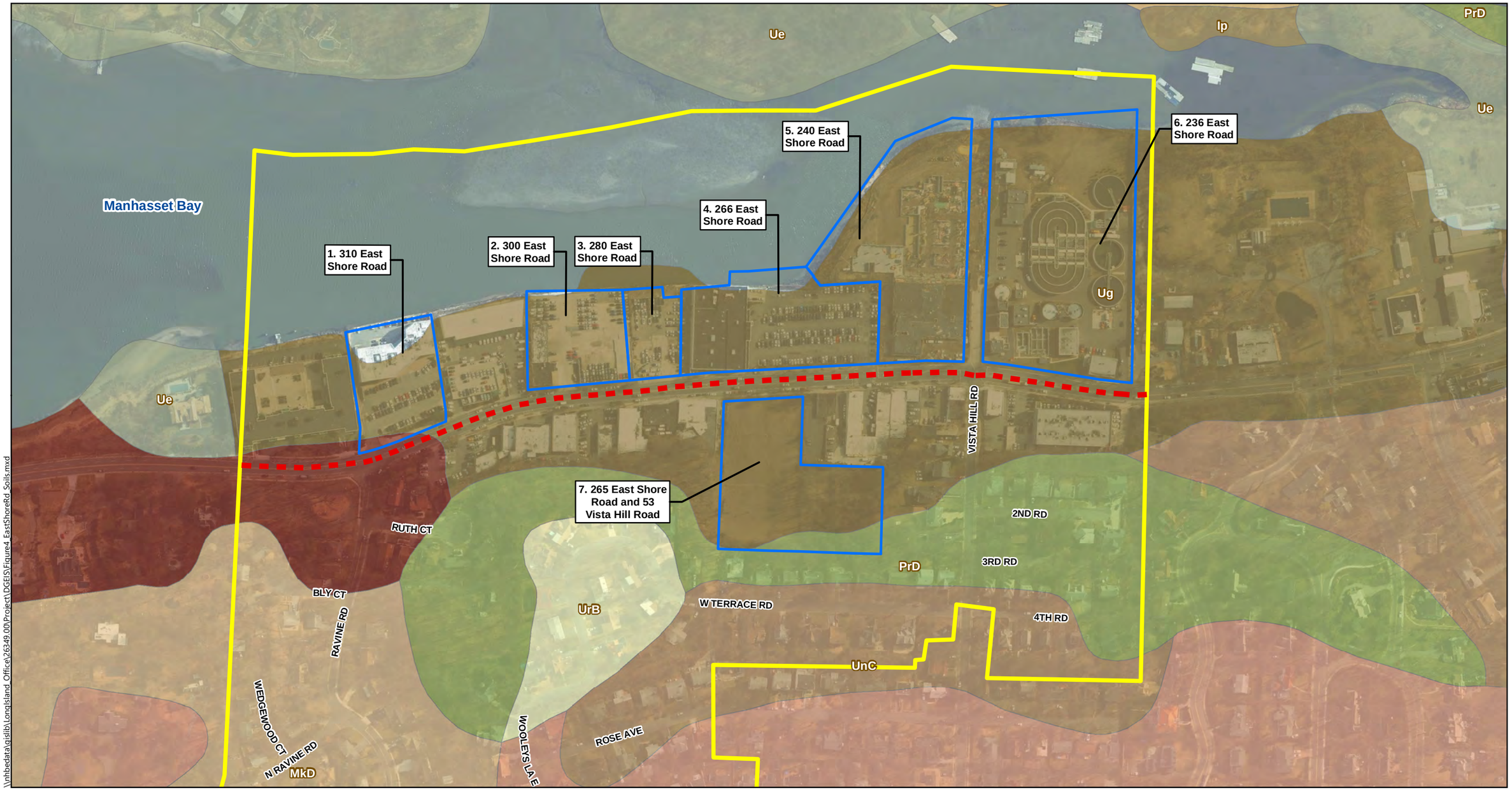
Generally, the eastern third of the East Shore Road corridor consists of Ug soils along the water, the middle third of the corridor consists of Ug and MkC soils, and the western third of the corridor consists of a mix of Ug, MkC, MkD, PrD, UrB, UnB and UnC soils (see Figure 4).

The above identified soil types are found throughout the overall ESR Corridor. Table 5 denotes the specific soils found on the POIs in this corridor.

Table 5 – Soil/Land Types within the Properties of Interest along the East Shore Road Corridor

POI	Address	Soil /Land Type
1	310 East Shore Road	Urban Land (Ug)
2	300 East Shore Road	Urban Land (Ug)
3	280 East Shore Road	Urban Land (Ug)
4	266 East Shore Road	Urban Land (Ug)
5	240 East Shore Road	Urban Land (Ug)
6	236 East Shore Road	Urban Land (Ug)
7	265 East Shore Road and 53 Vista Hill Road	Urban Land (Ug) and Plymouth-Riverhead complex, 15 to 25 percent slopes (PrD)

vhb | **FIGURE 4**



N

0 125 250 500 Feet

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- Ipswich mucky peat, 0 to 2 percent slopes, very frequently flooded
- Montauk loam, 15 to 25 percent slopes
- Montauk loam, 8 to 15 percent slopes
- Plymouth loamy sand, 8 to 15 percent slopes
- Plymouth-Riverhead complex, 15 to 35 percent slopes
- Udipsamments, wet substratum
- Urban land
- Urban land-Montauk complex, 3 to 8 percent slopes
- Urban land-Montauk complex, 8 to 15 percent slopes
- Urban land-Riverhead complex, 3 to 8 percent slopes
- Urban land-Riverhead complex, 8 to 15 percent slopes

Soil Survey
East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Nec, USDA Soil Survey SSURGO

Similar to the MNR Corridor, most of the ESR Corridor has been previously developed and disturbed for buildings and roads. Therefore, the likelihood of the original soils existing at the POIs or along the corridor is unlikely, as demonstrated by the "Urban Land" category found on all the POIs. Limitations for "Urban Land" are not defined since the soils underlying the sites have been previously disturbed; however, the soil type identified as the underlying soil at ESR POI 7 (PrD) has severe limitations due to slope (Table 6).

Table 6 - Engineering and Planning Soil Limitations for Soil Types within the the Properties of Interest along East Shore Road

Symbol	Mapping Unit	Slopes	Streets and Parking Lots	Lawns and Landscaping	Small Commercial Buildings
Ug	Urban land	*	*	*	*
PrD	Plymouth-Riverhead complex	15 to 35	Severe (A)	Severe (A)	Severe (A)

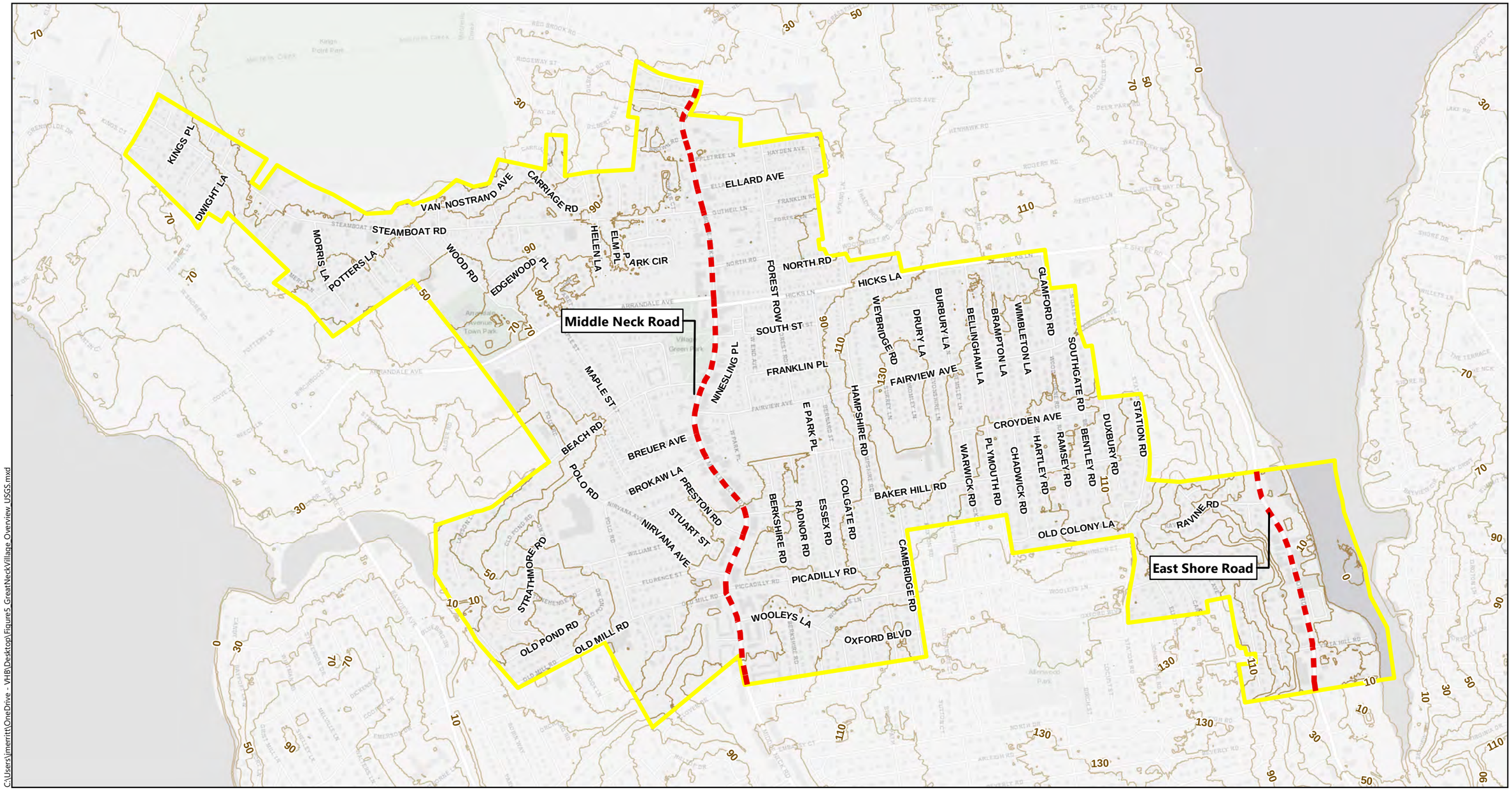
*Not defined by the United States Department of Agriculture, Soil Conservation Service's *Soil Survey of Nassau County, New York*.
Reasons for Limitations:
(A) Slope
(B) Frost action
(C) Wetness

Source: United States Department of Agriculture, Soil Conservation Service's Soil Survey of Nassau County, New York

3.1.1.2 Topography

According to the United States Geological Survey (USGS) Topographic Map (Sea Cliff Quadrangle), elevations undulate between 40± feet above mean sea level (amsl) and 80± feet amsl in the northern portion of the MNR Corridor, are relatively flat southward to the middle of the corridor, and decrease continuing southward toward the southern portion of the corridor (Figure 5). In sum, Middle Neck Road increases in elevation from south to north. Overall, most of the MNR Corridor has relatively flat topography.

Elevations along the ESR Corridor range from 13± feet amsl in the northern portion of the corridor, north of Ravine Road, to 20± feet in the southernmost portion of the corridor, south of the sewage treatment plant (see Figure 5). While the elevation along the roadway is relatively flat, the roadway acts as a plateau between the higher elevations to the west and Manhasset Bay, to the east. There is a significant increase in elevation toward the rear of the properties on the west side of East Shore Road, from 13-20± feet along the roadway to 80-95± feet amsl towards the west, approaching West Terrace Road. The topography east of East Shore Road is relatively flat as it approaches Manhasset Bay.



C:\Users\jmerritt\OneDrive - VHB\Desktop\Figure5_GreatNeckVillage_Overview_USGS.mxd

N

0 500 1000 2000 Feet

Legend

- Corridor Study Area
- Village of Great Neck
- 10-ft Contour

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Topographic Map

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program,
New York State Clearinghouse

3.1.2 Potential Impacts

3.1.2.1 Soils

Although majority of the sites have been previously disturbed for development, redevelopment of the POIs within both corridors in accordance with the proposed zoning amendments would result in additional disturbance of soils for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sediment transport. As indicated in the *New York Guidelines for Urban Erosion and Sediment Control,* the erosion potential of a site is determined by five factors: soil erodibility, vegetative cover, topography, climate, and season. Soil erodibility is dependent on the structure, texture and percentage of organic matter in the soil. The presence of vegetation on a site protects soils from the erosive forces of precipitation and overland flow, as top-growth vegetation shields the soil surface from precipitation, while root mass holds soil particles in place. Also, grasses limit the speed of runoff and help to maintain the infiltration capacity of the soil. The topography of a site, including slope length and steepness, influences the volume and velocity of surface runoff. Long slopes carry more volume to the base of the slope, and steep slopes increase runoff velocity.

As previously indicated, the majority of the POIs consist of soils that have been previously disturbed due to development. These urban land complex soils are mapped in areas that are developed with buildings, roads, driveways, parking lots and other manmade structures and impervious surfaces, as is characteristic of much of the MNR corridor. As indicated in Table 4, there are only slight engineering limitations associated with the development of the POIs containing these soils. According to the *Soil Survey*, which provides general soils information, there are moderate development limitations for streets and parking lots due to associated frost action and wetness. Frost action and seasonal wetness limits excavation as substratum layers could be very firm and contain boulders. Using foundation drains and sealing basements will control the wetness and permit development.

MNR POI 16 contains UnB soils (described above) and PrD soils. PrD soils are generally mapped in areas of woodlands and low-density residential areas, which characterizes the existing conditions of this property. As indicated in Table 2, PrD soils are identified as having severe engineering limitations for development with roadways, lawns and landscaping and small commercial buildings due to slopes. Slope is also a major limitation of the soil for buildings and dwellings with or without basements, as erosion is a hazard in areas with no plant cover. Maintaining original plant cover or establishing new plant cover during and after construction would help to reduce erosion. Further, these soils are droughty and very low in natural fertility; therefore, future landscaping would require topsoil, mulch and fertilizer to overcome this limitation.

As identified above, the soil types within the POIs along East Shore Road consist of Ug and PrD soils; with PrD identified as having severe engineering limitations, mostly

due to slope, associated with development and requires mitigation measures, such as those described above, to address such limitations.

Based on the soil characteristics and the planning and engineering limitations defined in the *Soil Survey*, it is not expected that development or redevelopment of properties would have significant adverse soil impacts under the proposed action. Information contained in the *Soil Survey* is general data that is useful for preliminary assessments and guidelines as to the characteristics of the soil. For all applications for development/redevelopment of the POIs, on-site soil investigations should be undertaken to verify site-specific soil properties and limitations, as well as measures needed to overcome any such limitations.

All development and redevelopment within the Middle Neck Road and East Shore Road corridors is subject to Chapter 480, Stormwater Management and Erosion and Sediment Control, of the Village Code, requiring implementation of proper erosion and sedimentation controls (e.g., the strategic placement of silt fencing and hay bales to prevent overland runoff and to protect on-site drywells from siltation, maintenance of construction entrances to minimize the sediment transport onto roadways, placement of appropriate cover over soil stockpiles to protect from wind and precipitation). Refer to Chapter 3.2 of this DGEIS, for a more detailed summary of the Village's erosion and sedimentation control standards.

3.1.2.2 Topography

The topography along majority of Middle Neck Road and East Shore Road is relatively flat. Thus, topographic conditions would not be expected to significantly limit potential redevelopments in these areas.

MNR POI 16 and ESR POI 7 contain PrD soils. Excavation of soil/earth for the grading of these sites would be required. Further, best management practices should be utilized prior to and after construction for erosion control on these two sites. As identified above, limitations presented by this soil type will not preclude development of these two POIs, provided that proper controls are implemented. As such, no significant adverse impacts to topographic features would be expected.

3.1.3 Proposed Mitigation

To ensure that there will be no significant adverse impacts to soils or topography upon development or redevelopment of the POIs in both corridors, the following mitigation measures will be employed:

- POIs to be developed or redeveloped would be required to implement proper erosion and sedimentation controls, in accordance with Chapter 480 of the Village Code.
- POIs to be developed or redeveloped would be required to implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (e.g., roadways or disturbed areas) and would include the use of stone (or other appropriate

materials) on construction entrances and, as necessary, the application of water or adhesive materials, limitation of time of exposure of disturbed areas, use of tarpaulins or similar materials for covering of stockpiles, and the installation vegetative cover as soon as possible after soil disturbance and exposure.

- POIs to be developed or redeveloped with PrD soil type would require the installation of plant cover soon after the completion of construction to help minimize erosion and sediment transport. Development should be located on a contour or on an area that contains less severe slopes.

3.2 Water Resources

3.2.1 Existing Conditions

3.2.1.1 Groundwater

Long Island is considered a sole source aquifer region, which means that groundwater is the single source of potable water supply. Thus, land uses have the potential to impact the quality of the water supply.

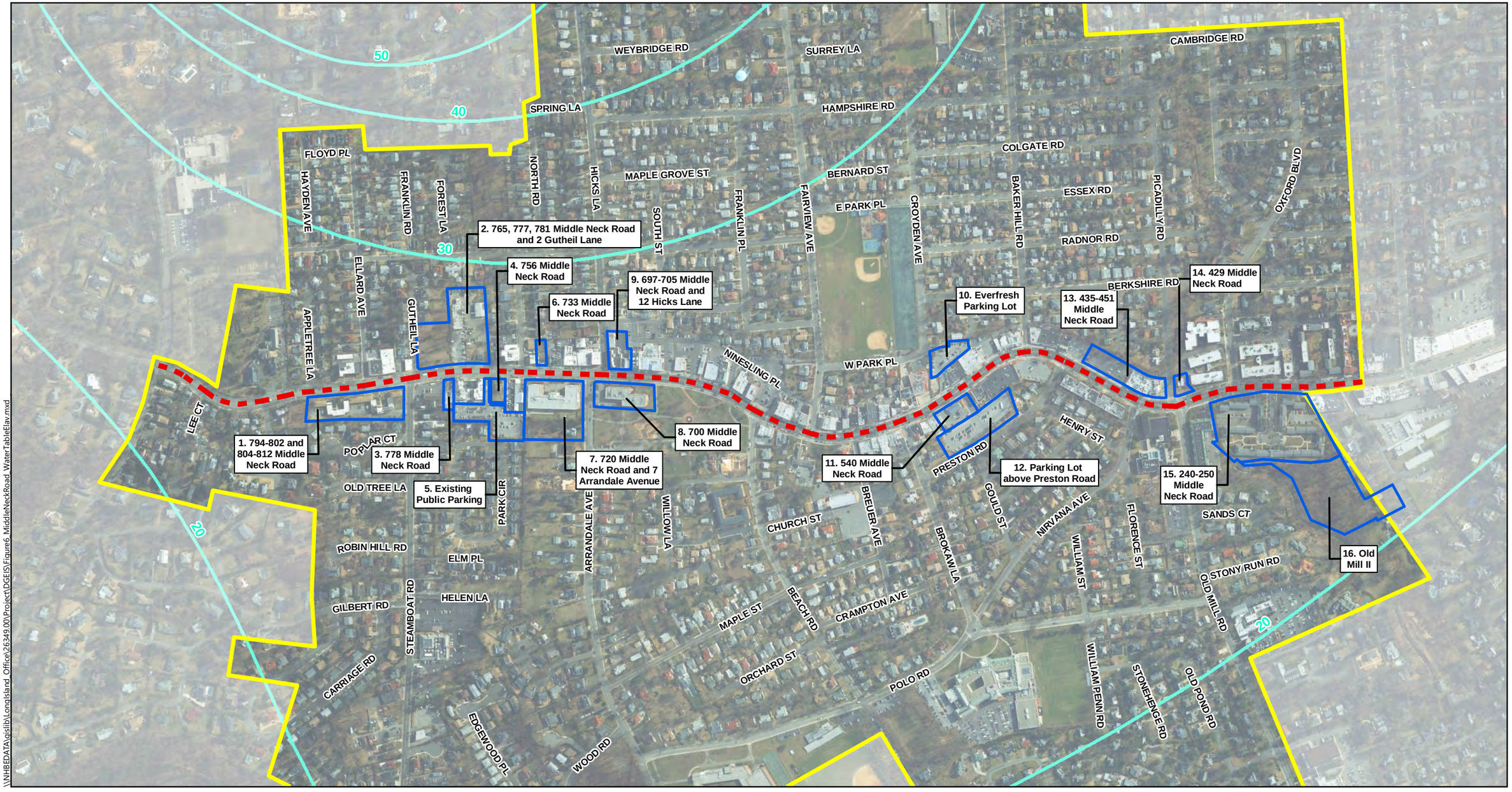
There are three major aquifers under Long Island: Upper Glacial, Magothy and Lloyd. The Upper Glacial and Magothy aquifers are the primary water supply sources for most of Long Island. Historically, suburbanization has caused contamination in areas of the Upper Glacial aquifer, since it is closest to the land surface.

Depth to Groundwater and Flow Direction

Groundwater flow on Long Island is characterized by a groundwater divide, extending east-west along its length. To the north of the groundwater divide, horizontal groundwater flow is generally to the north; in areas south of the divide, flow is toward the south. Review of the *April-May 2016 United States Geological Survey (USGS) Geospatial Dataset of Water-Table and Potentiometric-Surface Altitudes in the Upper Glacial, Magothy, and Lloyd Aquifers beneath Long Island, New York* ("USGS publication") indicates that the regional groundwater flow direction beneath the study area corridors is generally to the north for the MNR Corridor and northeast for the ESR Corridor, as both corridors are located north of the groundwater divide.

The above-referenced USGS publication (see Figure 6) indicates that water table elevation in the vicinity of Middle Neck Road is approximately 25 feet amsl. As discussed in Section 3.1 of this DGEIS, topographic elevations along the MNR Corridor ranges from 40± feet amsl to 80± feet amsl. Based on these data, depth to groundwater along this corridor is estimated to range from approximately 15 feet below grade surface (bgs) to 55 feet bgs (see Figure 7).

Furthermore, the above-referenced USGS publication indicates that the water table elevation in the vicinity of East Shore Road is approximately two feet amsl (see Figure 8). As also indicated in Section 3.1, the topographic elevations in the ESR Corridor range from 13± feet amsl to 20± feet. Based on these data, depth to groundwater along this corridor ranges from approximately 11 feet to 18 feet bgs (see Figure 9). In addition, the ESR Corridor extends eastward towards Manhasset Bay, with depth to groundwater approaching zero in this area.



\\NHBEDATA\gisilib\LongIsland_Office\26349.00\Project\DGIS\Figure6_MiddleNeckRoad_WaterTableElav.mxd

N

0 250 500 1000 Feet

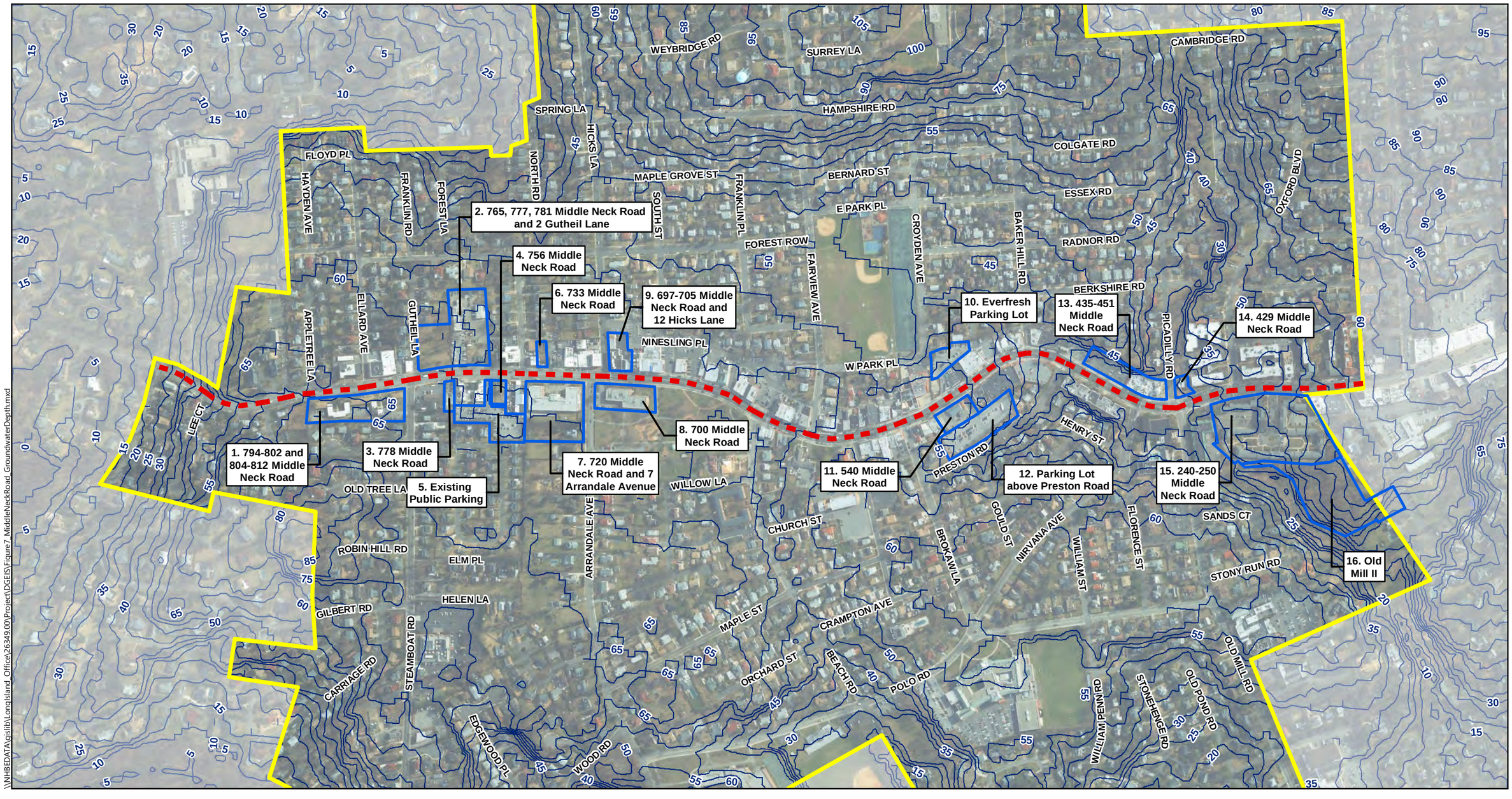
Legend

- Middle Neck Road
- Properties of Interest
- Village of Great Neck
- Water Table Elevation Contours (feet above mean sea level)

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Water Table Elevation Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Neck, Geospatial Dataset of Water-Table and Potentiometric-Surface Altitudes in the Upper Glacial, Magothy, and Lloyd Aquifers of Long Island, New York, April–May 2016



\\NHBDATA\gisilb\LongIsland_Office\26349.00\Project\DGIS\Figure7_MiddleNeckRoad_GroundwaterDepth.mxd

N

0 250 500 1000 Feet

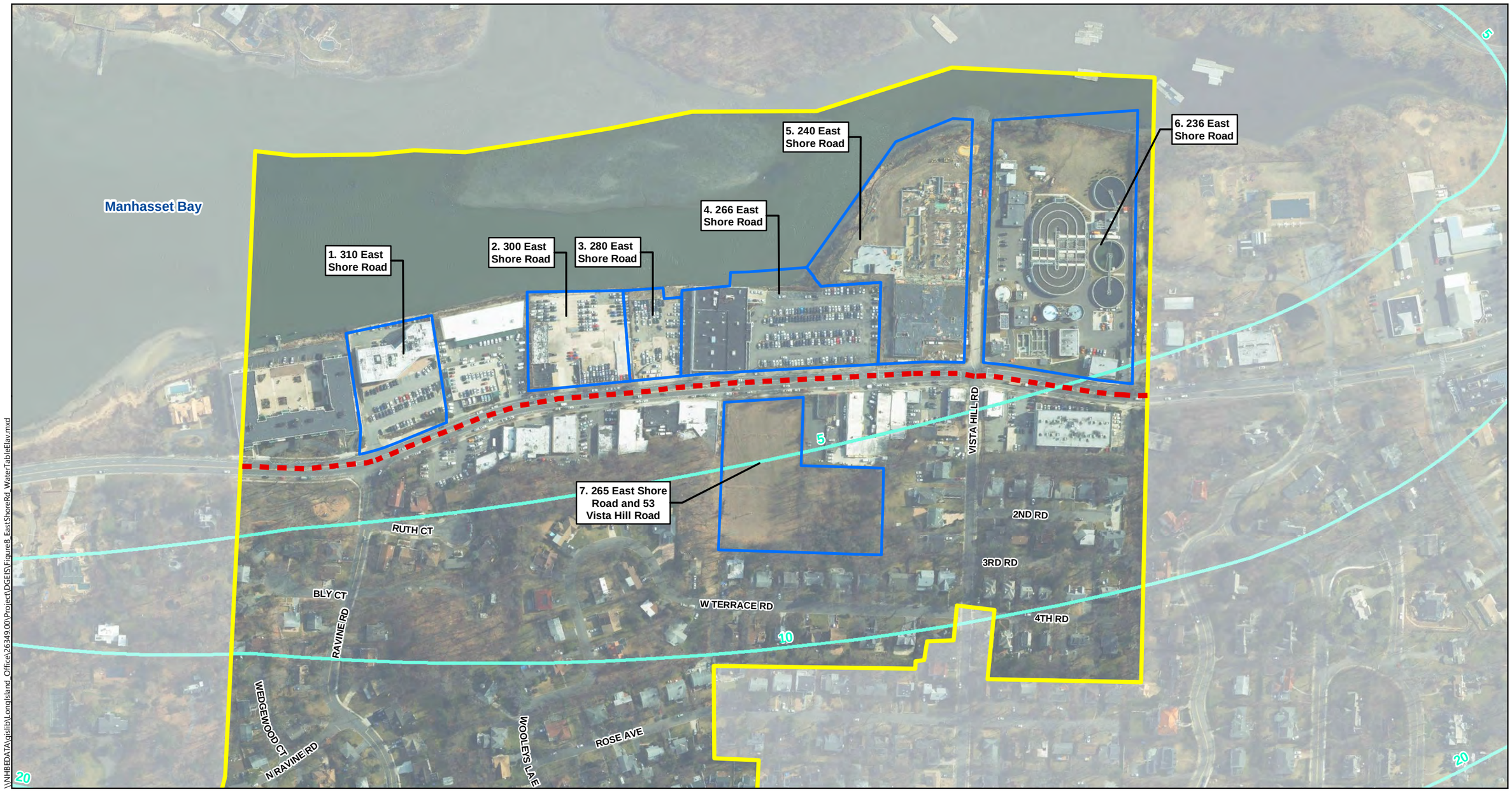
Legend

- Middle Neck Road
- Properties of Interest
- Village of Great Neck
- Depth of Groundwater Contour (feet below grade surface)

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Depth to Groundwater Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Neck,Water-table and Potentiometric-surface altitudes in the Upper Glacial, Magothy, and Lloyd aquifers beneath Long Island, New York, April-May 2013: USGS, 2013.



\\NHBEDATA\gisilib\LongIsland_Office\26349.00\Project\DGIS\Figure8_EastShoreRd_WaterTableElev.mxd

N

0 125 250 500 Feet

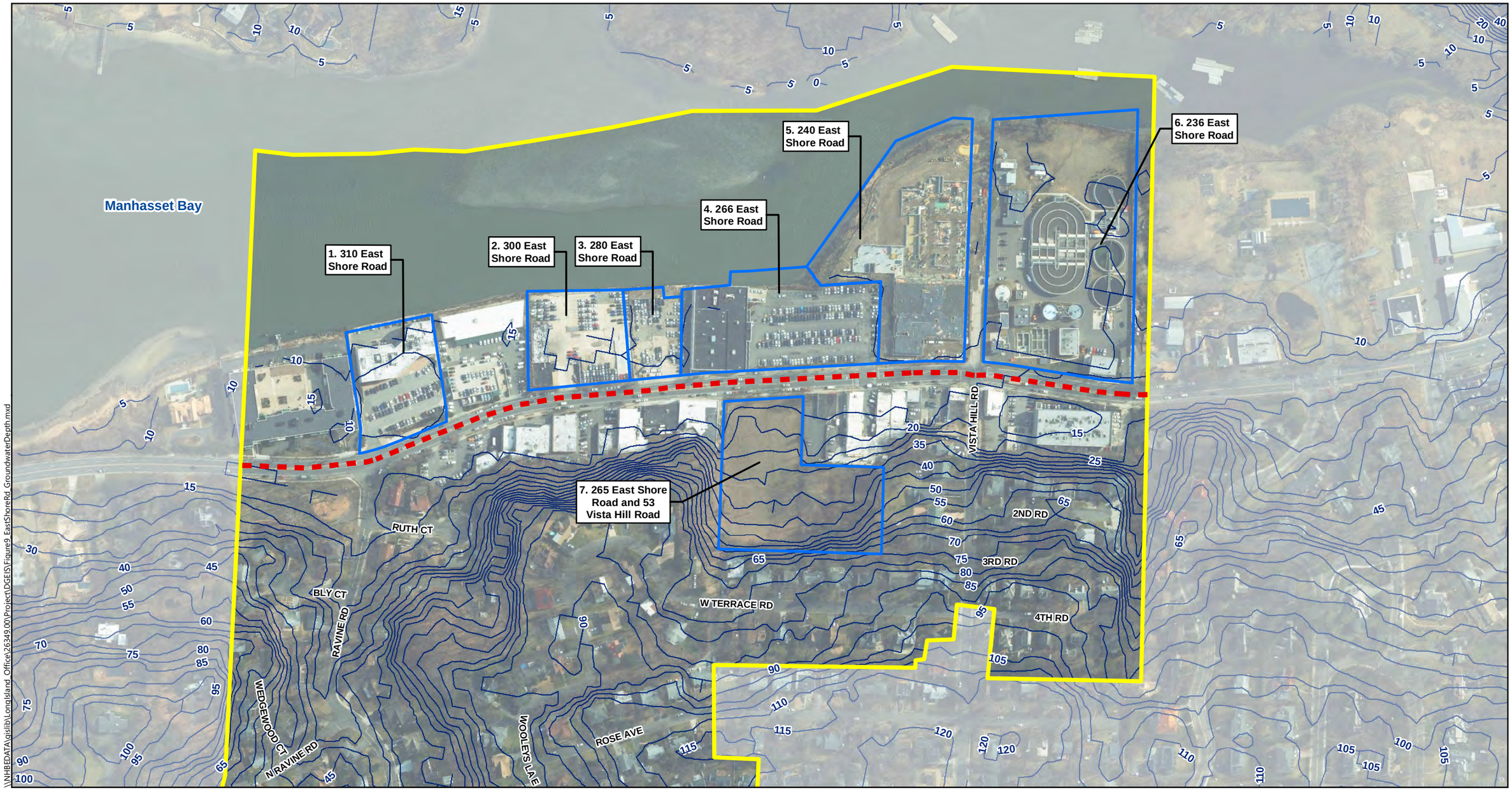
Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- Water Table Elevation Contours (feet above mean sea level)

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Water Table Elevation East Shore Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Neck, Geospatial Dataset of Water-Table and Potentiometric-Surface Altitudes in the Upper Glacial, Magothy, and Lloyd Aquifers of Long Island, New York, April–May 2016



\\NHBEDATA\visitib\LongIsland_Office\26349.00\Project\DGEIS\Figure9_EastShoreRd_GroundwaterDepth.mxd

N

0 125 250 500 Feet

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- Depth of Groundwater Contour (feet below grade surface)

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Depth to Groundwater East Shore Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Neck,Water-table and Potentiometric-surface altitudes in the Upper Glacial, Magothy, and Lloyd aquifers beneath Long Island, New York, April-May 2013: USGS, 2013.

The Long Island Comprehensive Waste Treatment Management Plan (208 Study)

Long Island is divided into eight hydrogeologic zones in the Long Island Comprehensive Waste Treatment Management Plant (hereinafter referred to as the "208 Study", 1978). The MNR corridor is within Hydrogeologic Zone I (see Figure 10) and the East Shore Road corridor is within Hydrogeologic Zone VIII, according to the *208 Study* (Page 45, Volume I) (see Figure 10).

Hydrogeologic Zone I is the Deep Flow System, which "encompasses much of the residential, transport and commercial, and industrial activity areas of Nassau and Suffolk Counties. About 10 percent of the area is presently sewered. The major environmental characteristic of Zone I is that materials released at the surface move downward into the Magothy aquifer. Thus, levels of discharge need to be controlled. Zone I is presently well-developed and current land use plans call for continued residential and nonresidential use of the Island's center. Thus, the volume of wastes to be treated and disposed of will grow" (page 122).

The *208 Study* lists structural and non-structural recommendations for the collection of wastewater, and from these recommendations, defines the Highest Priority Area-wide alternatives to manage potential impacts to groundwater in each Hydrogeologic Zone. The Highest Priority Area-wide alternatives for Zone I – relevant to the MNR Corridor and its uses, including the Properties of Interest (POIs) – are as follows:

- Minimize population density by encouraging large lot development, where possible, to protect the groundwater from future pollutant loading.
- Restrict the use of inorganic, fast-acting fertilizers. Promote the use of low-maintenance lawns.
- Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to surface waters and groundwater.

The other recommendations for Zone I refer to landfills and industrial waste disposal, chemical cleaners and on-site disposal systems, which are not germane to the MNR corridor or its uses, as there are no landfills and no industrial waste, and the area is sewered.

Hydrogeologic Zone VIII is defined as the North Shore Shallow Flow System, which "occupies a band of varying width along the North Shore of Long Island. Zone VIII has been restricted to those locales for which extant hydrologic data shows a horizontal or upward movement of groundwater. A significant proportion of the precipitation in Zone VIII runs off to bay and to bay tributaries. The fraction of precipitation entering groundwater has not been accurately established but appears to vary locally from zero to 50 percent. A significant portion of the shoreline area is also characterized by a high water table" (page 127). For Zone VIII, the Highest Priority Area-wide alternative relevant to the ESR Corridor and its uses, including the POIs, is as follows:

› Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals, and bacteria to surface and ground water.

The other recommendations refer to landfills and on-site disposal systems, which are not relevant to the ESR Corridor or its uses, as there are no landfills and the area is sewered.

In addition to the highest priority areawide alternatives for Hydrogeologic Zone VIII, the 208 Study provides Surface Water Alternatives specific to East Shore Road's waterfront on Manhasset Bay (page 84). Manhasset Bay's water quality has been impacted due to contaminant concentrations in the western portion of the Long Island Sound. Existing point and non-point sources in this bay have produced localized high nitrogen and coliform levels. The following Point Source Control Alternatives are suggested for local conditions:

› Upgrade the Port Washington, Great Neck Sewer District and the Great Neck Village Sewage Treatment Plants to include nitrogen removal, with outfalls remaining at their present locations.

› Retain secondary treatment and move present sewage treatment plant outfalls to a mid-bay location.

› Divert sewage influent out of the area to the Cedar Creek treatment facility.

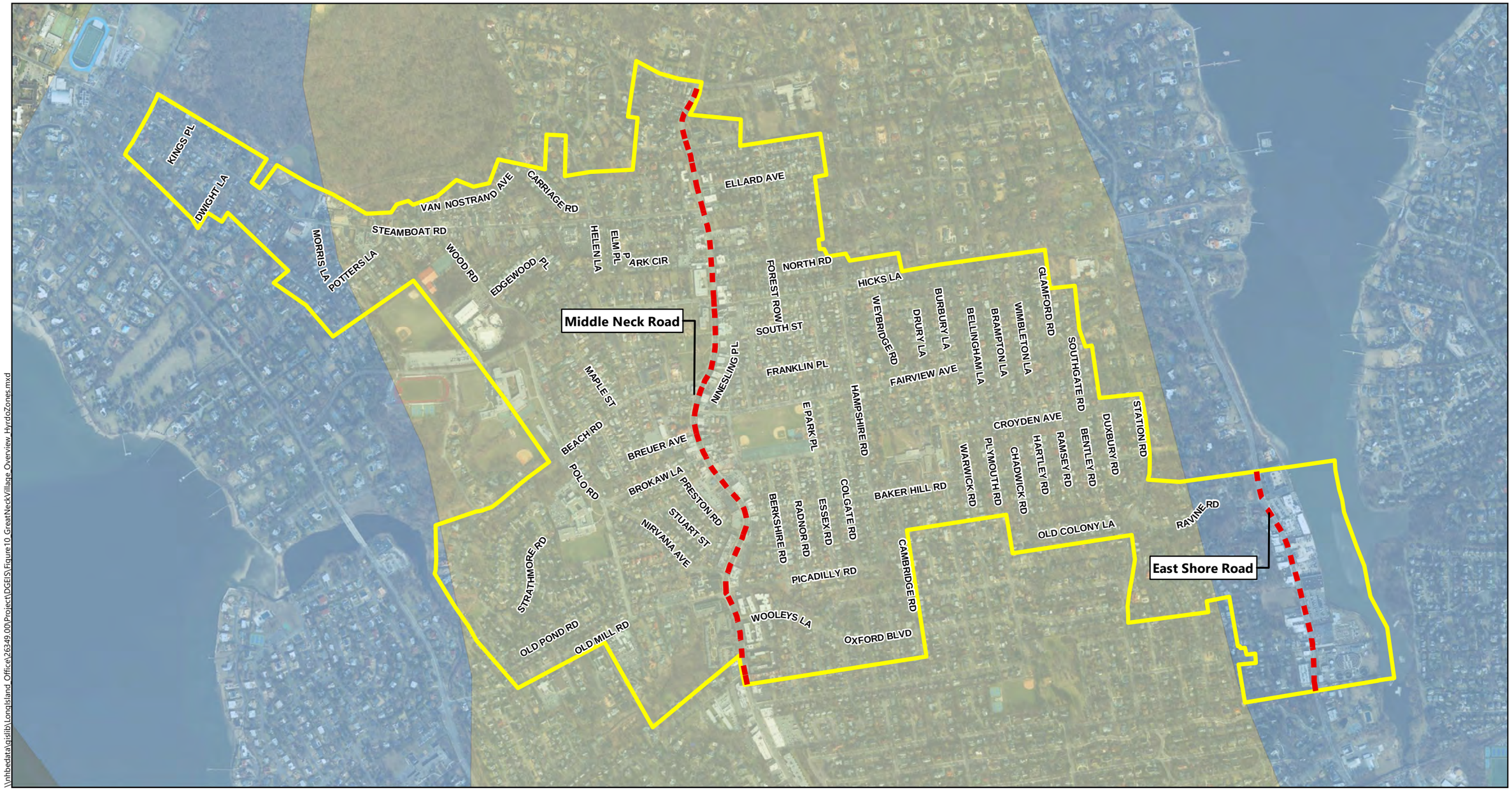
› Divert sewage flows from Great Neck Sewer District and the Village of Great Neck to the Port Washington treatment facility.

› Delay upgrading, relocations or diversions until western Long Island Sound improvements are committed. Make no local improvements if minimum sewering is selected for the unsewered portions of the surrounding area.

Highest Priority Non-Point Source Control Measures:

› Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to surface waters.

› Strictly enforce existing ordinances prohibiting the discharge of untreated wastes from boats.



\\nhbedata\gisllib\LongIsland_Office\26349.00\Project\DGEIS\Figure10_GreatNeckVillage_Overview_HydroZones.mxd

N

0 500 1000 2000 Feet

Legend

- Corridor Study Area
- Village of Great Neck
- Zone I
- Zone VIII

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Hydrogeologic Zone Map

Source Info: NYS Office of Information Technology Services

GIS Program Office, NY Statewide Digital Orthoimagery Program, Hydrogeologic Zones Long Island Regional Planning Board, 1992.

The Long Island Comprehensive Special Groundwater Protection Area Plan ("SGPA")

Special Groundwater Protection Areas ("SGPAs") are significant, largely undeveloped, or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. They represent a unique, final opportunity for comprehensive, preventative management to preclude or minimize land use activities that can have deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills, Oyster Bay, West Hills/Melville, Oak Brush Plains, Central Suffolk, South Setauket Woods, Southold, South Fork, and Hither Hills. Neither corridor is situated within the boundaries of any of these SGPAs.

Nassau County Groundwater Monitoring Program Report

The *Nassau County Groundwater Monitoring Program 2000-2003* (NCDPW, 2005) is a study that presents a broad overall view of trends in the condition of Nassau County's groundwater resources. The Nassau County Department of Public Works (NCDPW) prepared this report to describe the County's comprehensive and long-standing groundwater program that has been in existence since the 1930's and presents a summary of the data collected through the NCDPW's groundwater monitoring efforts. Raw groundwater quality has improved largely due to the installation of sanitary sewers that serve over 90 percent of Nassau County's population. Moreover, regulatory programs governing the use, storage and disposal of hazardous substances has aided in the improvement of groundwater quality. Further, annual public water demand has been increasing over the recent years due to large scale development and increased warmer weather water usage such as lawn irrigation. It has been identified that even though there has been an increase in usage, there is still no threat of running out of available groundwater for water supply purposes since recharge to the groundwater exceeds the amount of water withdrawn. However, lawn irrigation raises an alarm that should be targeted to control future increases in annual water demand. The developed properties along the two corridors are connected to the Nassau County municipal sewer system and the public water supply system.

Nassau County Public Health Ordinance

Article X of the Nassau County Public Health Ordinance (NCPHO), "Groundwater Protection and Regulation of Sewage and Industrial Wastewater," has a stated intent and purpose to "preserve the quality of the aquifers receiving recharge from areas which have been designated a Special Groundwater Protection Areas (SGPAs)." As discussed above, neither Middle Neck Road nor East Shore Road is within a SGPA; therefore, the provisions of Article X of the NCPHO are not applicable.

Article XI of the NCPHO, "Toxic and Hazardous Materials Storage, Handling and Control," was prepared to "…safeguard the water resources of the County of Nassau from contamination by toxic and hazardous materials including petroleum products by preventing pollution from the more than 100 million gallons of toxic and hazardous materials currently being stored, transferred or used by various residential, commercial and industrial facilities. The discharge of these toxic and

hazardous materials is caused by leaking tanks, improper storage and handling, as well as accidental spills. The potential for these discharges would be effectively reduced by requiring that property storage and handling are provided; that new tanks meet rigid standards; and that all tanks are routinely tested and inspected to ensure compliance."

Pursuant to Article XI, Section 7 (Exemptions), Item (a)(3), "All storage of toxic and hazardous materials in containers of five-gallon capacity or smaller, where the total capacity stored at any time does not exceed 250 gallons or where the dry storage in bags, bulk, or small containers does not exceed 2,000 pounds, is exempt from all provisions of this Article unless specifically ruled otherwise by the Commissioner on a case-by-case basis as inconsistent with the intent of this Article."

The New York State Department of Environmental Conservation (NYSDEC) Environmental Site Spills Incidents Database identifies 30 spills within the Middle Neck Road corridor, all of which have been closed. The POIs contain 13 of the 30 spills that were identified within the MNR Corridor:

Table 7 - Spills within Middle Neck Road Properties of Interest

Property of Interest	Address	Spill(s) Number	Date Spill(s) Reported	Date Spill(s) Closed
1	794-802 and 804-812 Middle Neck Road	8708184	12/21/1987	04/11/2008
2	765 Middle Neck Road	9002373	5/25/1990	03/17/1993
		0008751	10/27/2000	06/08/2005
		0750952	10/9/2007	12/24/2010
		1011457	2/16/2011	08/30/2012
3	778 Middle Neck Road	106672	9/26/2001	07/02/2002
9	697-705 Middle Neck Road and 12 Hicks Lane	0802900	6/11/2008	10/25/2013
		0810080	12/9/2008	04/22/2010
		0810356	12/15/2008	02/27/2009
		0810662	12/23/2008	02/27/2009
13	435-451 Middle Neck Road	514437	3/17/2006	06/27/2013
14	429 Middle Neck Road	9303990	6/29/1993	02/09/2010
15	240-250 Middle Neck Road	8906491	10/2/1989	03/01/1990

Source: NYSDEC Spills Remediation Database, accessed September 2018.

According to the NYSDEC's Environmental Site Remediation Database search, there are no sites along Middle Neck Road or within the POIs that are undergoing remediation. Review of the NYSDEC's Environmental Site Spills Incidents Database identifies 53 spills within the East Shore Road corridor, all of which have been closed. The POIs contain 41 of the 53 spills that were identified in this corridor:

Table 8 - Spills within East Shore Road Properties of Interest

Property of Interest	Address	Spill(s) Number	Date Spill(s) Reported	Date Spill(s) Closed
1	310 East Shore Road	1511658	3/7/2016	07/18/2016
		1608791	12/15/2016	02/03/2017
2	300 East Shore Road	8804712	8/29/1988	08/29/1989
		9101913	5/16/1991	06/03/1991
		302623	6/11/2003	06/11/2003
		751588	3/27/2008	03/17/2009
3	280 East Shore Road	9013233	3/28/1991	05/06/1991
		9107245	10/7/1991	10/28/1991
		9406017	7/21/1994	10/17/2016
		9914594	3/26/2000	01/27/2004
4	266 East Shore Road	200662	4/17/2002	10/06/2011
		1103535	6/29/2011	02/16/2012
5	240 East Shore Road	8903476	7/6/1989	07/10/1989
		8910682	2/8/1990	02/13/1990
		9204583	7/21/1992	09/24/1992
		9206482	9/3/1992	10/06/1992
		9705404	8/4/1997	01/27/2004
		9825291	3/18/1999	05/16/2016
		1802711	6/8/2018	09/05/2018
6	236 East Shore Road	8706269	10/26/1987	12/31/1987
		8706787	11/10/1987	06/02/1988
		9004459	7/23/1990	07/24/1990
		9105837	8/29/1991	09/09/1991
		9601046	4/22/1996	05/15/1996
		503477	6/22/2005	11/05/2008
		508205	10/9/2005	10/11/2005
		606609	9/8/2006	06/27/2007
		705508	8/14/2007	11/05/2008
		1006494	9/15/2010	09/11/2012
		1102459	6/3/2011	09/11/2012
		1111973	1/12/2012	05/07/2012
		8705911	10/14/1987	11/12/1987
		504394	7/13/2005	11/05/2008
7	265 East Shore Road and 53 Vista Hill Road	8801681	5/20/1988	08/17/2015
		8907873	11/8/1989	11/09/1989
		9001734	5/15/1990	05/15/1990
		9310918	12/8/1993	01/14/1994
		9713608	3/9/1998	03/09/1998
		9825179	12/29/1998	05/21/1999
		208316	11/12/2002	11/12/2002
		710405	1/1/2008	01/02/2008

Source: NYSDEC Spills Remediation Database, accessed September 2018.

According to the NYSDEC's Environmental Site Remediation Database search there is a NYSDEC Brownfield Cleanup Program (BCP) site under the name "The Moorings at Kings Point," located at 240, 266 and 280 East Shore Road (POIs 3, 4, and 5). As identified above, these three parcels have had documented spills, and was impacted by gasoline, petroleum and petroleum-related contaminants in soil, groundwater and soil gas. An application was submitted for the investigation of these parcels, and the site was found eligible for entry into the BCP program in August 2009; however, the BCP application was terminated due to failure of the requestor to execute the BCP Agreement. Subsequently, the site was remediated, and the Avalon Great Neck Apartments were constructed at 240 East Shore Road.

3.2.1.2 Stormwater Runoff and Drainage

Stormwater runoff consists of rainwater or melted snow that flows over land, including pavement, roofs, lawns and other landscaping, and does not directly soak into the ground. As noted by the USDA, there are four potential paths of stormwater runoff: some of the flow will be intercepted by vegetation and evaporate into the atmosphere, some will fall onto the ground surface and evaporate, some will infiltrate into the soil, and some will run directly off from the ground surface. According to the EPA, "when stormwater is absorbed into soil, it is filtered and ultimately replenishes aquifers or flows into streams and rivers."[8]

Stormwater Management in the Village

Chapter 480 of the Village of Great Neck Code Stormwater Management and Erosion and Sediment Control

The Village of Great Neck has adopted a stormwater management ordinance to establish minimum stormwater management requirements and controls. The objective of Chapter 480 of the Village Code, Stormwater Management and Erosion and Sediment Control, are as follows:

1. *Meet the requirements of minimum measures 4 and 5 of DEC's SPDES General Permit for Stormwater Discharges from MS4s, Permit No. GP-02-02, as amended and revised;*
2. *Require projects to conform to the substantive requirements of the DEC's SPDES General Permit for Construction Activities, GP-02-01, as amended and revised;*
3. *Minimize increases in stormwater runoff from projects in order to reduce flooding, siltation, increases in stream temperature, and streambank erosion and maintain the integrity of stream channels, watercourses, and waterways;*
4. *Minimize increases in pollution caused by stormwater runoff from projects which would otherwise degrade local water quality;*

[8] https://www.epa.gov/greeningepa/epa-facility-stormwater-management (accessed November 19, 2018

5. *Minimize the total annual volume of stormwater runoff which flows from any specific site during and following projects to the maximum extent practicable; and*
6. *Reduce stormwater runoff rates and volumes, soil erosion, and nonpoint source pollution, wherever possible, through SMPs, devices, and/or structures, and to ensure that these management practices, devices, and/or structures are properly maintained and eliminate threats to public safety.*

Pursuant to Chapter 480-5, as part of any land development activity, a Storm Water Pollution Prevention Plan (SWPPP) must be filed and approved by the Planning Board of Village's Stormwater Management Office (SMO). The required contents of the SWPPP, pursuant to §480-5(B)(1) are as follows:

a) Background information about the scope of the project, including location, type, and size;
b) Site map/construction drawings for the project, including a general location map. At a minimum, the site map should show the total site area; all improvements; areas of disturbance; areas that will not be disturbed; existing vegetation; on-site and adjacent off-site surface waters; wetlands and drainage patterns that could be affected by the construction activity; existing and final slopes; locations of off-site material, waste, borrow or equipment storage areas; and locations of the stormwater discharges. The site map should be at a scale no smaller than one inch equals 100 feet, or such lesser scale as may be required by the SMO or the Planning Board;
c) Description of the soils present at the site;
d) Construction phasing plan describing the intended sequence of construction activities, including clearing and grubbing, excavation and grading, utility and infrastructure installation, and any other activity at the site that results in soil disturbance. Consistent with the New York Standards and Specifications for Erosion and Sediment Control manual, commonly known as the "Blue Book," as amended and revised, not more than one-half acre shall be disturbed at any one time unless pursuant to an approved SWPPP;
e) Description of the pollution prevention measures that will be used to control litter, any chemicals used during construction, and any construction debris from becoming a pollutant source in stormwater runoff;
f) Description of construction and waste materials expected to be stored on-site, with updates as appropriate; and a description of controls to reduce pollutants from these materials, including storage practices to minimize exposure of the materials to stormwater; and spill prevention and response;
g) Temporary and permanent structural and vegetative measures to be used for soil stabilization, runoff control, and sediment control for each stage of the project from initial land clearing and grubbing to project close-out;

h) A site map/construction drawing depicting the location and size of each erosion and sediment control practice;
i) Dimensions, material specifications, and installation details for all erosion and sediment control practices, including the siting and sizing of any temporary sediment basins;
j) Temporary practices that will be converted to permanent control measures;
k) Implementation schedule for staging temporary erosion and sediment control practices, including the timing of initial placement and duration that each practice should remain in place;
l) Maintenance schedule to ensure continuous and effective operation of the erosion and sediment control practice;
m) Names of the receiving waters;
n) Delineation of SWPPP implementation responsibilities for each part of the site;
o) Description of structural practices designed to divert flows from exposed soils, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable;
p) Any existing data that describes the stormwater runoff at the site; and
q) The name, address, telephone and fax numbers, and email address, if any, of the applicant's representative who will be in charge of monitoring compliance with this chapter on a daily basis.

Chapter 480 also sets forth required erosion and sedimentation controls. Pursuant to §480-6 (A), all land development activities shall be subject to the following:

A. Technical standards. For the purpose of this chapter, the following documents shall serve as the official guides and specifications for stormwater management. SMPs that are designed and constructed in accordance with those technical documents shall be presumed to meet the standards imposed by this chapter:

1) The New York State Stormwater Management Design Manual (DEC), most current version or its successor, as amended and revised, including applicable updates, that serves as the official guide for SMPs, methods, and practices within the state.

2) The New York Standards and Specifications for Erosion and Sediment Control (Empire State Chapter of the Soil and Water Conservation Society, 2005) manual, commonly known as the "Blue Book," most current version or its successor, as amended and revised

Chapter 480-8(D), *Submission of Reports*:

"The SMO may require monitoring and reporting from entities subject to this chapter as are necessary to determine compliance with this chapter."

3.2.1.3 Surface Water, Wetlands and Floodplains

Middle Neck Road Corridor

Based upon a review of the NYSDEC Freshwater and Tidal Wetlands Maps and the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), there are no identified wetlands within this corridor.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 36059C0111G was consulted to determine whether any of the POIs in the MNR Corridor are situated within a Special Flood Hazard Area (SFHA). According to this map, the MNR Corridor is within Zone X, which is defined by FEMA as "areas determined to be outside the 0.2% annual chance flood." In other words, the POIs within the MNR Corridor are in an area of minimal flood hazard.

East Shore Road

Based on review of the NYSDEC Environmental Resource Mapper and the USFWS's NWI Maps[9] the ESR Corridor is adjacent to Estuarine and Marine Deepwater habitat (E1UBL), and portions of the corridor are within the NYSDEC Tidal Wetlands Adjacent Area (AA).

Article 25 of the Environmental Conservation Law (ECL), implemented by Title 6 New York Codes, Rules and Regulations [NYCRR] Part 661, regulates the development of any site in a tidal wetland or within the AA, which is land within either 300 feet of the tidal wetland boundary, to the seaward edge of certain streets and other structures, or to the elevation contour of ten feet amsl.[10] As shown on Figure 11, tidal wetlands associated with Manhasset Bay adjoin the East Shore Road corridor to the east. These tidal wetlands are classified under the following three categories:

- *Intertidal Marsh (IM) – The vegetated tidal wetland zone laying generally between average high and low tidal elevation in saline waters. The predominant vegetation in this zone is low marsh cordgrass (Spartina alterniflora)*
- *Coastal Shoals Bars and Mudflats (SM) – the tidal wetland zone that a hightide is covered by saline or fresh tidal waters, at low tide is exposed or is covered by water to a maximum depth of approximately one foot, and is not vegetated."*
- *Littoral Zone (LZ) – The tidal wetland zone that includes all lands under tidal waters which are not included in any other category. There shall be no littoral zone under waters deeper than six feet at mean low water.*

In addition, portions of the ESR Corridor are within the NYSDEC Tidal Wetlands AA. A Tidal Wetlands Permit is required for activities regulated by Article 25 of the ECL. The NYSDEC Tidal Wetlands – Land Use Regulations, at 6 NYCRR §661.5, specify uses requiring a permit, generally compatible uses, presumptively incompatible uses, and incompatible uses. Generally compatible, presumptively incompatible and

[9] United States Fish and Wildlife Service National Wetlands Inventory. 2017. Available online at https://www.fws.gov/wetlands/Data/Mapper.html. Accessed October, 2018.

[10] New York State Department of Environmental Conservation, *Part 661: Tidal Wetlands-Land Use Regulations*. Available from https://www.dec.ny.gov/regs/2485.html. Accessed March 2018.

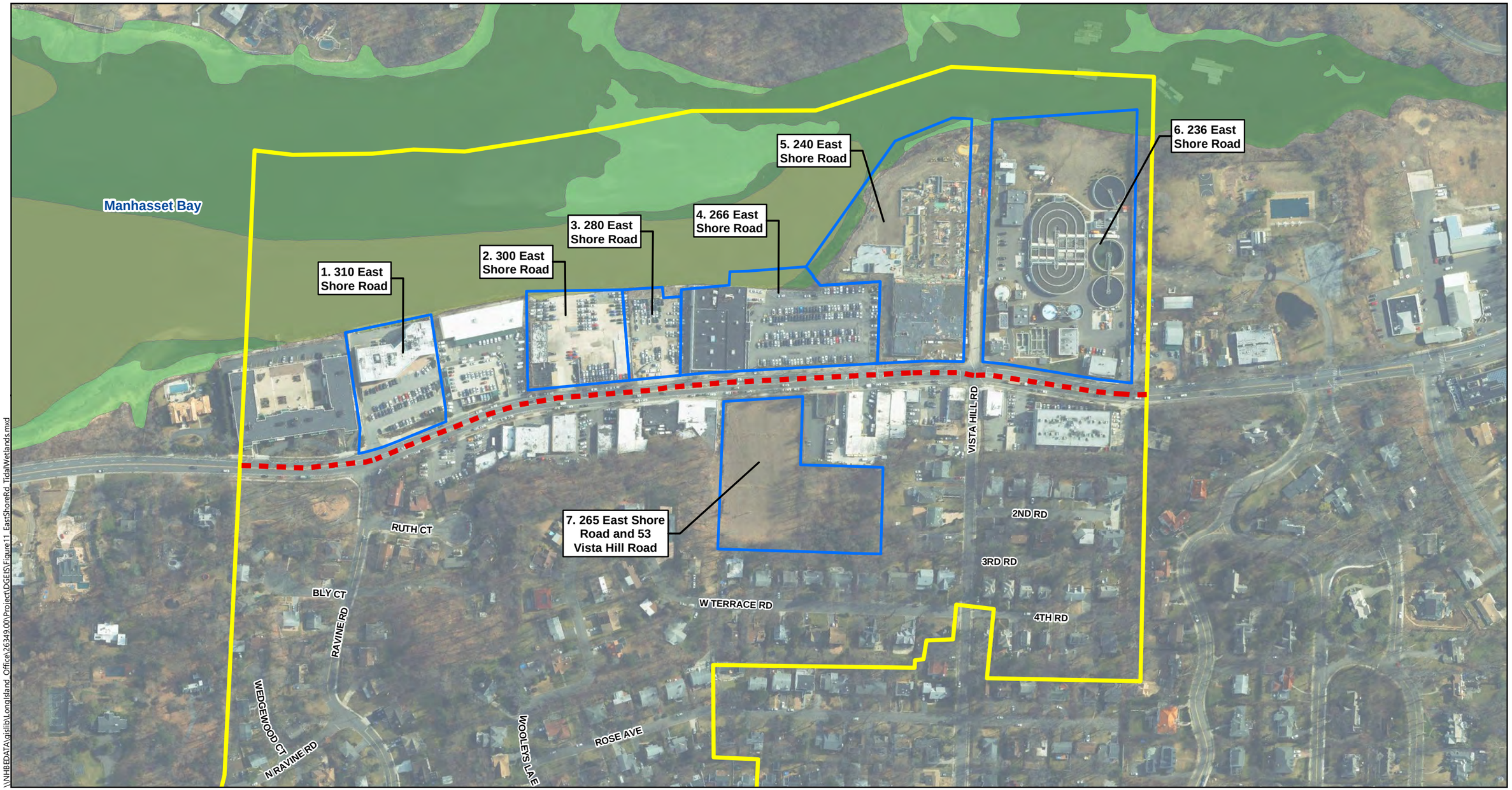
incompatible uses are regulated activities, which require permits. Further, according to 6 NYCRR §661.9(b), presumptively incompatible uses must demonstrate that the proposed activity will be compatible with the wetland area, while incompatible uses may not be undertaken in that area.

Review of the NWI Wetlands mapper indicates that the ESR Corridor is adjacent to Manhasset Bay, which is identified as an Estuarine and Marine Deepwater (Figure 12). Estuarine and Marine Deepwater Systems consist of deepwater tidal habitats and adjacent tidal wetlands that are partially enclosed by land but have open, partly obstructed access to open ocean that occasionally is diluted by freshwater runoff from the land.[11]

Manhasset Bay is listed on the NYSDEC 303(d) List of Impaired Waters.[12] This list identifies waterbodies that do not support appropriate uses and that require development of a Total Maximum Daily Load (TMDL) or other restoration strategy to attain and maintain applicable state water quality standards. According to NYSDEC, Manhasset Bay is considered an individual waterbody segment with impairment requiring TMDL development. Manhasset Bay and its associated tidal tributaries have been classified as an impaired waterbody as of 2002 due to urban stormwater runoff introducing pathogens into the waterbody restricting its use. Furthermore, due to this impairment status, Manhasset Bay is not certified as safe for taking shellfish. Regulatory shellfishing closures are driven by water quality sampling results and/or visual shoreline surveys. Being a waterbody that may support multiple uses such as public bathing use, Manhasset Bay requires additional specific use support and assessment that is typically the purview of state and local health department programs. NYSDEC works closely with these health departments to obtain available information, such as site-specific monitoring data, to help assess the status of the impaired waterbody.

[11] United States Fish and Wildlife Service National Wetlands Inventory. 2017. Available online at https://www.fws.gov/wetlands/Data/Mapper.html.

[12] The DRAFT New York State 2018 Section 303(d) List of Impaired Waters Requiring a TMDL/Other Strategy. https://www.dec.ny.gov/docs/water_pdf/303dlistdraft18.pdf. Accessed November 2018.



\\NHBEDATA\gislib\LongIsland_Office\26349.00\Project\DGEIS\Figure11_EastShoreRd_TidalWetlands.mxd

N

0 125 250 500 Feet

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck

NYSDEC Tidal Wetlands

- Intertidal Marsh
- Littoral Zone
- Coastal Shoals, Bars and Mudflats

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

NYSDEC Tidal Wetlands East Shore Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Nec, Tidal Wetlands - NYC and Long Island - 1974 (NYSDEC), published 11/01/2005.

\\NHBEDATA\gisilib\LongIsland_Office\26349.00\Project\DGEIS\Fiqure12_EastShoreRd_NWI.mxd

N

0 125 250 500 Feet

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- Estuarine and Marine Deepwater

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

National Wetlands Inventory
East Shore Road Corridor

Source Info: VHB, NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program, New York Clearinghouse

As depicted by the FEMA National Flood Hazard Layer data, based on Flood Insurance Rate Map Panel No. 36059C0112G (see Figure 13), a large portion of the east side of the East Shore Road corridor is within a SFHA, or an area of inundation for a flood event having a one percent annual probability of occurring (Zone AE and Zone VE). Areas at slightly higher elevations along the East Shore Road corridor are within Zone X (areas of minimal flood hazard), with a 0.2 percent annual probability of inundation from flood events.

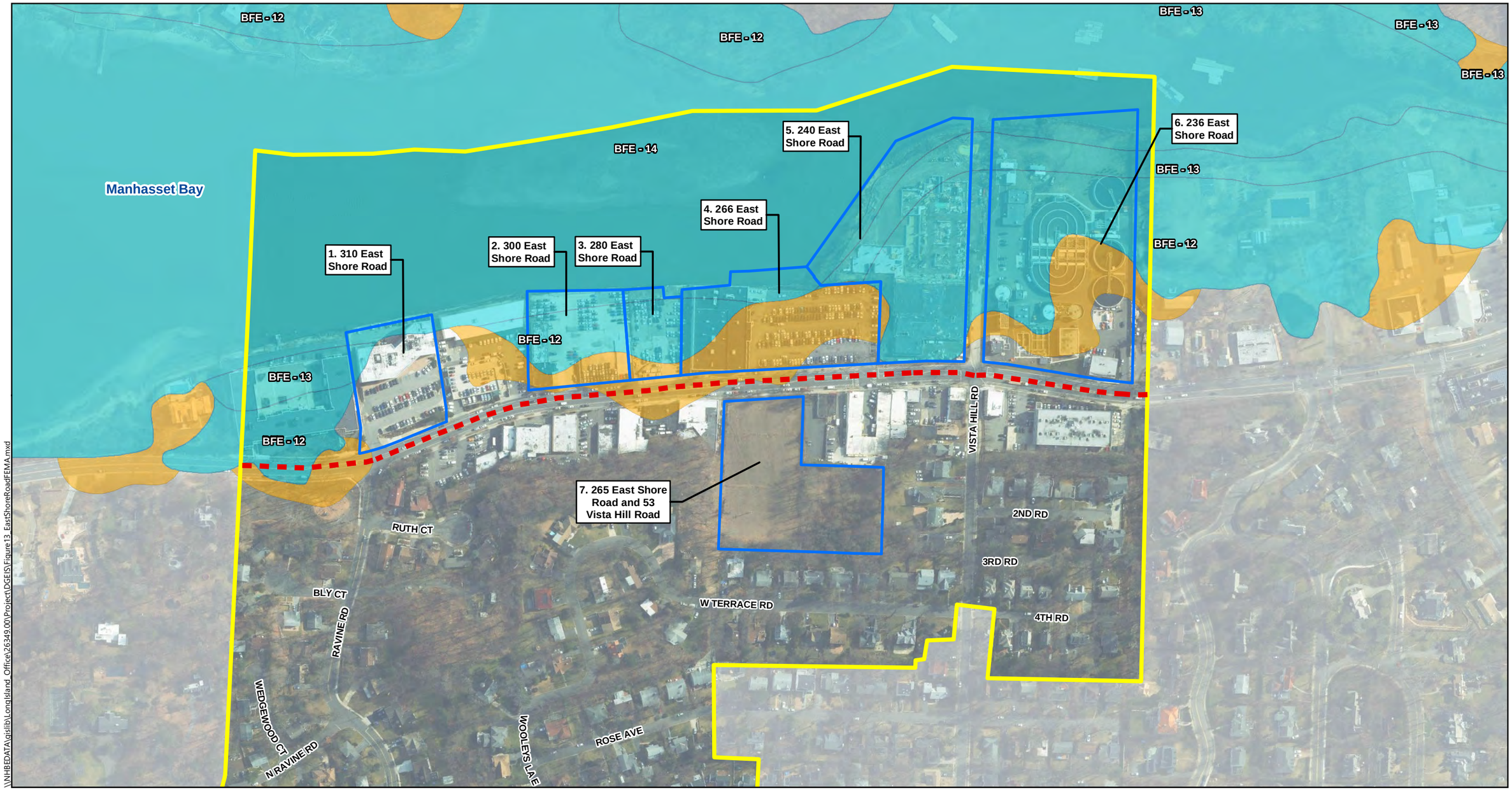
According to FEMA, the base flood elevation (BFE) is the computed elevation to which flood waters are anticipated to rise during the base (one percent annual chance, or 100-year) flood event, and it is the regulatory requirement for the elevation or floodproofing of structures.[13] Areas along the ESR Corridor, within SFHA Zone AE, have a BFE ranging from 12 feet to 13 feet. Additionally, the seaward area adjacent to the ESR Corridor is within Zone VE, having a BFE of 14 feet; this area is considered by FEMA to have additional hazards due to storm-induced velocity wave action.[14] Landward areas of the ESR Corridor within Zone X do not have a BFE, as these are areas of minimal flood hazard.

Chapter 292 of the Village Code – *Flood Damage Prevention*, sets forth the Village's policy regarding building in the flood zones described above. Pursuant to § 294-4(B)(1), a floodplain development permit is required for all construction and other development to be undertaken in the SFHA in the Village. This chapter details the construction standards for structures within floodplains for a floodplain development permit to be issued by the Village.

In addition, the Village's Waterfront Development District accounts for flood elevations by requiring a minimum finished floor elevation of 12 feet (Nassau County datum) and a minimum finished floor elevation for garages, storage or utility areas or outdoor parking areas of 10.5 feet (Nassau County datum).

[13] Federal Emergency Management Agency, *Base Flood Elevation* (accessed March 2018); available at https://www.fema.gov/base-flood-elevation

[14] Federal Emergency Management Agency, *Zone VE and V1-30* (accessed March 2018); available at https://www.fema.gov/zone-ve-and-v1-30



\\NHBEDATA\gisilib\LongIsland_Office\26349.00\Project\DGIS\Figure13_EastShoreRoadFEMA.mxd

N

0 125 250 500 Feet

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- 100-year Floodplain (FEMA)
- 500-year Floodplain (FEMA)

Note: BFE = Base Flood Elevation (Feet)

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

FEMA Floodplains
East Shore Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & FEMA Flood Insurance Rate Map Panel 36059C0112G

3.2.2 Potential Impacts

3.2.2.1 Groundwater

The Long Island Comprehensive Waste Treatment Management Plan (208 Study)

As indicated above, the MNR Corridor is located within Hydrogeologic Zone I. Among the Highest Priority Areawide Alternatives recommended in the 208 Study for Zone I, there are two relevant alternatives:

- Minimize population density by encouraging large lot development, where possible, to protect the groundwater from future pollutant loading.
- Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to surface waters and groundwater.

The proposed action consists of zoning amendments that may prompt multiple redevelopment projects. These projects (on the POIs) would be connected to the municipal sewer system and each site would have individual on-site stormwater management systems, thus minimizing, or even preventing to the maximum extent possible, future pollutant loading to groundwater. The potential impacts of the proposed action with respect to stormwater runoff is discussed below.

The ESR Corridor is located within Hydrogeologic Zone VIII. Among the Highest Priority Areawide Alternatives recommended in the 208 Study for Zone VIII, there is one relevant alternative:

- Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals, and bacteria to surface and ground water.

Development of the POIs would be required to incorporate best management practices related to stormwater management system design to control flow, improve quality, and be protective of groundwater and surface waters in accordance with Village, County and New York State requirements. The incorporation of such practices, especially with respect to the ESR Corridor, would also help to minimize the impacts to Manhasset Bay, which is, as previously described, an impaired water body. The potential impacts of the proposed action with respect to stormwater runoff is discussed in more detail below.

Based on the foregoing, the Proposed Action is consistent with the relevant portions of the *208 Study*.

Nassau County Public Health Ordinance

As discussed above, the Middle Neck Road and East Shore Road corridors are not located within a SGPA. Thus, the provisions of Article X are not applicable.

All proposed development/redevelopment within each of the corridors would be performed in accordance with the relevant requirements of Article XI of the NCPHO, as well as other prevailing regulations for the installation, removal or abandonment of all toxic and hazardous material storage tanks.

All documented spills that have occurred within the MNR and the ESR Corridors have been closed and would not hinder any proposed redevelopment of the POIs or future development along the two corridors. Furthermore, contamination at 240, 266, and 280 East Shore Road has been remediated and this site has been redeveloped. Any residual contamination that is encountered during development/redevelopment along the two study corridors would be required to be reported to NYSDEC and subject to appropriate remediation under that agency's authority.

Nassau County Groundwater Monitoring Program Report

As indicated above, this report documented improvement in raw groundwater quality, largely as the result of the installation of sanitary sewers, but expressed concern regarding the sufficiency of water supply volume posed by increasing demands of landscaping irrigation. However, efficient, modern irrigation approaches would be utilized in development or redevelopment of the POIs to ensure that irrigation water use is minimized to the extent practicable.

3.2.2.2 Stormwater

Stormwater Runoff and Management During Construction Activities

As indicated in Section 3.2.1.2, as part of any land development or redevelopment along the study corridors, a SWPPP must be prepared, and filed and approved by the Village, among other mitigation requirements specified in Chapter 480 of the Village Code. Thus, there would be no significant adverse impacts associated with stormwater runoff or erosion and sedimentation during construction.

Post-Development Stormwater Runoff Management

With respect to post-development management of stormwater, § 480-1(B) of the Village Code establishes minimum stormwater management requirements and controls, and, requires that land development activities:

(1) Minimize increases in stormwater runoff from projects in order to reduce flooding, siltation, increases in stream temperature, and streambank erosion and maintain the integrity of stream channels, watercourses, and waterways;

(2) Minimize increases in pollution caused by stormwater runoff from projects which would otherwise degrade local water quality;

(3) Minimize the total annual volume of stormwater runoff which flows from any specific site during and following projects to the maximum extent practicable; and

(4) Reduce stormwater runoff rates and volumes, soil erosion, and nonpoint source pollution, wherever possible, through SMPs, devices, and/or structures, and to ensure that these management practices, devices, and/or structures are properly maintained and eliminate threats to public safety.

As all applicants for land development are subject to compliance with these requirements of Chapter 480 of the Village Code, no significant adverse impacts

associated with stormwater runoff or erosion, would be expected to occur due to development and redevelopment under the proposed zoning.

3.2.2.3 Surface Water, Wetlands and Floodplains

The proposed action does not require consultation with NYSDEC to obtain a Tidal Wetlands Permit or a Determination of Non-Jurisdiction at this time, since the proposed action involves only adoption of the *Corridor Study* and proposed zoning amendments. However, future specific projects occurring within Tidal Wetlands or the AA, as outlined in 6 NYCRR §661.5, including construction, reconstruction, and/or expansion of structures, movement of earth material or subdividing of land, would be individually subject to NYSDEC Tidal Wetlands Permit regulations.

As indicated in Section 3.2.1, there are no wetlands or surface waters within or proximate to the MNR Corridor. Therefore, future development in this area would not require permits or entail potential impacts with respect to these resources.

The ESR Corridor is situated on the western shore of Manhasset Bay, which contains NYSDEC-regulated tidal wetlands. Implementation of a SWPPP during construction, installation of stormwater management infrastructure, and disposal of sanitary waste to the municipal sewer system would preclude impacts to the tidal wetlands and surface waters east of the POIs on this corridor. As such, there would be no significant adverse impacts to same.

Except for ESR POI 7, this corridor is almost entirely paved. As such, any new development under the proposed zoning would not substantially increase the amount of paved surface leading to increased stormwater runoff volumes into Manhasset Bay. Any future construction projects would be required to comply with the Village's stormwater ordinance as outlined in Section 3.2.1 above. Furthermore, as described in Section 3.9, all future developments would be required to connect to the Great Neck Water Pollution Control District, which treats sanitary waste in accordance with state and federal regulations before effluent discharge to Manhasset Bay. Therefore, although approval of the Proposed Action may potentially allow more development in the corridors than under the existing zoning, this is not expected to result in significant adverse impacts to surface waters or wetlands associated with Manhasset Bay.

As noted above, Manhasset Bay is identified on the NYSDEC 303(d) List of Impaired Waters. This list identifies the Manhasset Bay for an overall mitigation plan to reduce pollutant loadings, but does not, of itself, impose any special limitations or requirements on future development along the ESR Corridor. Projects that require a permit from NYSDEC, particularly those along the east side of East Shore Road for which Tidal Wetlands approval is needed, would be reviewed in light of the harbor's impaired designation. However, it is not expected that the types of development contemplated under the proposed action (e.g., workforce housing, assisted living, and general commercial) would contravene applicable standards or would otherwise impede efforts to improve water quality conditions in the bay, particularly with the implementation of the various measures required under the Village Code to mitigate

potential impacts (e.g., the preparation of a SWPPP, erosion and sediment control, hazardous materials storage regulations, etc.).

As indicated above, the MNR Corridor is not located within a SFHA; thus, this corridor is not located within an area subject to a significant risk of flooding as defined by FEMA. However, portions of the ESR Corridor are located within a SFHA, Zone AE and Zone VE. As these areas are susceptible to moderate to severe flood hazards, all proposed development/redevelopment along the ESR Corridor would be required to comply with Village and FEMA flood mitigation standards.

3.2.3 Proposed Mitigation

Measures that would be implemented under the proposed action – particularly for development and redevelopment under the zoning amendments that have been formulated pursuant to the recommendations of the Corridor Plan – which are directed at mitigating potential impacts to local water resources include, but are not limited to:

- Newly-developed/redeveloped parcels within the two corridors would be connected to the existing Great Neck Water Pollution Control District and, therefore, there would be no sewage disposal directly to the ground. Connection to the sewer district would minimize potential impacts to groundwater resources.
- Implementation of the proposed project and future development/redevelopment would be in conformance with the "highest priority areawide alternatives" of the *208 Study* to minimize impacts to the groundwater and surface water resources.
- Parcels developed or redeveloped within the MNR and ESR Corridors would be required to comply with Chapter 480 of the Village Code, which is the Village's stormwater ordinance.
- Parcels developed or redeveloped within the two corridors could be required to use native or low maintenance plantings, to reduce irrigation needs and fertilizer demand. These measures will mitigate potential impacts to surface and groundwater quantity and quality.
- Parcels developed or redeveloped on the ESR Corridor along the Manhasset Bay would follow standards and regulations set by the NYSDEC Tidal Wetland Act.
- To minimize impacts to water resources along East Shore Road, development will use best management practices regarding construction and containment of materials/chemicals.

3.3 Ecology

3.3.1 Existing Conditions

3.3.1.1 Habitats

Habitats within the MNR and ESR Corridors were qualitatively characterized based on review of aerial imagery and comparison with the community descriptions in the NYNHP publication "*Ecological Communities of New York State*"[15] (ECNYS). This guidance provides detailed descriptions and includes global and state rarity rankings for various ecological communities that occur within New York State. Based upon the ECNYS community descriptions, nine distinct ecological communities were identified within the POIs within the two corridors, as listed on Table 9.[16]

Table 9 - Existing Ecological Communities*

Ecological Community	Middle Neck Road Corridor	East Shore Road Corridor	Global Rarity Ranking	NYS Rarity Ranking
Paved Road/Path	Yes	Yes	Unranked	Unranked
Urban Structure Exterior	Yes	Yes	Unranked	Unranked
Mowed Lawn	Yes	Yes	Unranked	Unranked
Mowed Lawn with Trees	Yes	Yes	Unranked	Unranked
Successional Old Field	No	Yes (POI 7 only)	Demonstrably Secure	Demonstrably Secure
Successional Shrubland	No	Yes (POI 7 only)	Demonstrably Secure	Demonstrably Secure
Successional Southern Hardwoods	Yes (POI 16 only)	Yes (POI 7 only)	Demonstrably Secure	Demonstrably Secure
Estuarine RipRap/Artificial Shore	No	Yes	Unranked	Unranked
Estuarine Common Reed Marsh	No	Yes (POI 5 & 6 only)	Unranked	Unranked

*As identified from aerial imagery.

As shown in Table 9 and on Figures 1 and 2, the MNR and ESR Corridors are comprised primarily of developed properties that support habitats that have been

[15] Edinger, G.J., D.J. Evans, S. Gebauer, T.G. Howard, D.M. Hunt, and A.M. Olivero (editors). 2014. *Ecological Communities of New York State.* Second Edition. A revised and expanded edition of Carol Reschke's Ecological Communities of New York State. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

[16] As identified from aerial imagery. Field surveys were not performed as part of this assessment.

created or substantially altered by humans through development or other disturbance. These "cultural communities" are defined in ECNYS as:

> "*…communities that are either created and maintained by human activities or are modified by human influence to such a degree that the physical conformation of the substrate, or the biological composition of the resident community is substantially different from the character of the substrate or community as it existed prior to human influence.*"

As shown on Table 9, four of the five ECNYS ecological communities that occur within the MNR Corridor (Paved Road/Path, Urban Structure Exterior, Mowed Lawn and Mowed Lawn with Trees) are designated by the NYNHP as unranked cultural communities, due to their artificial origin and wide distribution throughout New York State. These four cultural communities describe the unvegetated impervious surfaces (i.e., buildings and pavement) and maintained lawns and landscaping (i.e., planted ornamental trees, shrubs, turf grasses and other herbaceous plants) that characterize the POIs within the corridor, except for MNR POI 16. The latter property is largely undeveloped and supports wooded conditions representative of the Successional Southern Hardwoods community, which is ranked as "demonstrably secure" in New York State by the NYNHP.

The Paved Road/Path and Urban Structure Exterior communities are the predominant ECNYS ecological communities at the ESR Corridor POIs. Other cultural communities occur to a lesser degree, including Mowed Lawn, Mowed Lawn with Trees and the Estuarine Riprap/Artificial Shore community, which describes riprap, bulkheads and other hardened shoreline structures that occur at the waterfront properties of the East Shore Road Corridor. In addition, limited areas of the Estuarine Common Reed Marsh community occur along portions of the Manhasset Bay shoreline at ESR POIs 4, 5 and 6. ECNYS does not include a representative community description for the estuarine intertidal and subtidal waters that also occur at these three properties. However, the tidal communities are defined as intertidal marsh (IM), littoral zone (LZ) and coastal shoals, bars and mudflats (SM) tidal wetlands by the NYSDEC and as E1UBL (Estuarine, Unconsolidated Bottom, Subtidal) waters by the United States Army Corps of Engineers (USACE) (see Wetlands and Surface Waters discussion below). ESR POI 7 is currently undeveloped with any surficial structures and supports three vegetated successional communities (Successional Southern Hardwoods, Successional Shrubland and Successional Old Field). Ecological succession is the process whereby cleared or otherwise disturbed land is colonized by pioneering vegetation and progresses through stages over time to a woodland or other forested community. The three successional communities listed above are ranked as demonstrably secure in New York State by the NYNHP.

In summary, the majority of the MNR and ESR corridors are characterized by densely developed conditions and cultural ecological communities, including buildings, pavement, hardened shoreline structures and lawns/landscaping. Vegetated successional communities occur at two of the POIs, and limited areas of intertidal and subtidal waters occur at three of the East Shore Road Corridor POIs. According to the NYNHP, the ECNYS communities identified within the two corridors are either

unranked due to their artificial origins and wide distribution in New York State, or are considered demonstrably secure in New York State.

3.3.1.2 Wildlife

Given the predominance of development and impervious surfaces within the MNR and ESR Corridors, as well as the fragmentation of the limited vegetated communities, the two corridors do not represent significant wildlife habitat. The expected wildlife fauna is comprised primarily of common species adapted to developed urban/suburban conditions and a high degree of human activity associated with the commercial development and busy roads that characterize the two corridors. To a lesser extent, wildlife species of estuarine shoreline communities are expected to occur at the waterfront parcels of the ESR Corridor. A somewhat more diverse wildlife species assemblage is expected to occur at MNR POI 16 and ESR POI 7, due to the presence of vegetated successional habitats and largely undeveloped conditions. However, due to their limited size, dense development at surrounding properties and an absence of connectivity to other undeveloped/vegetated communities, the two POIs do not function as significant wildlife habitat or as wildlife habitat corridors.

Avian species are the most common form of wildlife expected within the two corridors. Based on review of the NYSDEC's New York State Breeding Bird Atlas[17] (NYSBBA) report for the two corridors (see Appendix D) and the existing ecological communities described previously, the expected avian species assemblage is comprised primarily of common songbirds adapted to developed urban and suburban conditions, as well as various shorebirds typical of estuarine shorelines (ESR Corridor only).

Similarly, the expected mammalian fauna of the two corridors consists of a limited number of common species adapted primarily to developed conditions, as well as vegetated successional habitats and shoreline communities. Due to largely developed conditions and fragmented nature of the limited remaining vegetated habitat, the two corridors do not represent a significant habitat for amphibians and reptiles.

[17] McGowan, K.J. and K. Corwin, eds. 2008. *The Atlas of Breeding Birds in New York State*. Cornell University Press. Data also available online at http://www.dec.ny.gov/animals/51030.html. Accessed September 25, 2018.

3.3.1.3 Rare/Protected Species and Communities

Due to development and largely unvegetated conditions at most of the POIs, potential habitat for rare/protected species and communities is limited within the MNR and ESR Corridors. According to the NYSDEC's New York Nature Explorer website[18] no records currently exist for New York State-listed rare plants, animals or significant natural communities within or in the vicinity of the corridors. Correspondence from the NYNHP, dated October 17, 2018, indicates that a documented bald eagle (*Haliaeetus leucocephalus*) nesting location occurs within 0.75 mile of the MNR corridor. No other NYNHP records currently exists for known occurrences of rare or New York State-listed animals, plants or significant natural communities within or in the immediate vicinity of the MNR and ESR Corridors (see Appendix D).

With respect to federally-listed species, the unofficial USFWS Information for Planning and Conservation (IPaC) Resource List for the MNR and ESR Corridors includes six federally-listed species that are known to occur in Nassau County and that therefore may also occur within the vicinity of the two corridors. The IPaC Resource List does not contain site-specific records for the six species and indicates that designated critical habitat for the six species does not occur at or in the vicinity of the two corridors. Based on the existing habitat conditions described previously, the MNR and ESR Corridors support limited or no habitat for the six species. A summary of the IPaC Resource List is provided on Table 10.

[18] New York State Department of Environmental Conservation. 2014. Available online at: http://www.dec.ny.gov/natureexplorer/app/location/county;jsessionid=0E10BB0E5C1E90A387ED.+p16. Accessed September 19, 2018.

Table 10 - Summary of Federal Species Records

Scientific Name	Common Name	Listing[a]	Habitat Observations
Agalinus acuta	Sandplain Gerardia	Federal (E) NYS (E)	No habitat (grasslands) occurs within the two corridors.
Amaranthus pumilus	Seabeach Amaranth	Federal (T) NYS (T)	No habitat (upper beach) occurs within the two corridors.
Calidris canutus rufa	Red Knot	Federal (T)	Limited potential foraging habitat (shoreline communities/tidal waters) occurs at/adjacent to the East Shore Road corridor.
Charadrius melodus	Piping Plover	Federal (T) NYS (T)	No nesting habitat. Limited potential foraging habitat (shoreline communities/tidal waters) occurs at/adjacent to the East Shore Road corridor.
Myotis septentrionalis	Northern Long-eared Bat	Federal (T) NYS (T)	Potential roost habitat (trees) occurs within the two corridors.
Sterna dougallii dougalii	Roseate Tern	Federal (E) NYS (E)	Limited potential foraging habitat (natural shoreline communities/tidal waters) occurs at/adjacent to the East Shore Road corridor.

[a]E – Endangered, T – Threatened

3.3.1.4 Wetlands and Surface Waters

Wetlands and surface waters located at and near the MNR and ESR Corridors were identified through review of aerial imagery and regulatory agency maps, as described below.[19] As no field surveys or wetland delineations were performed in association with this assessment, the boundaries of the mapped wetlands have not been confirmed, and no determination can be made as to the presence of additional wetlands and surface waters not shown on the maps.

[19] As no field surveys or wetland delineations were performed in association with this assessment, the boundaries of the mapped wetlands have not been confirmed, and no determination can be made as to the presence of additional wetlands and surface waters not shown on the maps.

The USFWS National Wetland Inventory (NWI) Maps are non-regulatory maps created through review of high-altitude aerial imagery as a guidance resource to provide information on the abundance, characteristics and distribution of the Nation's surface waters and wetlands.[20] According to the NWI, Manhasset Bay, located at and adjacent to the waterfront POIs of the East Shore Road Corridor, is classified as an E1UBL (Estuarine, Unconsolidated Bottom, Subtidal) surface water (see Figure 12).

With respect to federal regulation of wetlands and surface waters, Manhasset Bay and its adjoining wetlands are subject to regulation by the USACE as 'waters of the United States.' Any proposed work within waters of the United States (e.g., draining, filling, dredging, bank stabilization, construction of structures below mean high water, clearing of vegetation, outfalls, etc.) requires a permit from the USACE.

Pursuant to 6 NYCRR Part 661, the NYSDEC regulates and requires permits for various land uses and activities within NYS-regulated tidal wetlands and, with certain exceptions, the adjacent uplands located within 300 feet of tidal wetlands (referred to as the "tidal wetland adjacent area"). The NYSDEC Tidal Wetlands Maps[21] depict the approximate boundaries of tidal wetlands under NYSDEC jurisdiction, subject to field verification. According to NYSDEC Tidal Wetlands Map No. 608-516, NYSDEC-regulated tidal wetlands of Manhasset Bay occur at and adjacent to the waterfront POIs of the East Shore Road Corridor (see Figure 11). These wetlands are classified by the NYSDEC under the following three categories:

- Intertidal Marsh (IM) – The vegetated tidal wetland zone laying generally between average high and low tidal elevation in saline waters. The predominant vegetation in this zone is low marsh cordgrass *(Spartina alterniflora)*
- Coastal Shoals Bars and Mudflats (SM) – the tidal wetland zone that at hightide is covered by saline or fresh tidal waters, at low tide is exposed or is covered by water to a maximum depth of approximately one foot, and is not vegetated.
- Littoral Zone (LZ) – The tidal wetland zone that includes all lands under tidal waters which are not included in any other category. There shall be no littoral zone under waters deeper than six feet at mean low water.

Pursuant to 6 NYCRR Parts 663 and 664, the NYSDEC regulates and requires permits for various land uses and activities within NYS-regulated freshwater wetlands and the adjacent uplands located within 100 feet of freshwater wetlands (referred to as the "freshwater wetland adjacent area"). The NYSDEC Environmental Resource Mapper (ERM) website[22] and the NYSDEC Freshwater Wetland Maps depict the approximate boundaries of freshwater wetlands under NYSDEC jurisdiction, subject

[20] United States Fish and Wildlife Service National Wetlands Inventory. Available online at https://www.fws.gov/wetlands/Data/Mapper.html. Accessed September 17, 2018.

[21] New York State Department of Environmental Conservation Geographic Information Gateway. Available online at http://opdgig.dos.ny.gov/#/map Accessed September 17, 2018

[22] New York State Department of Environmental Conservation Environmental Resource Mapper. Available online at: http://www.dec.ny.gov/imsmaps/ERM/viewer.htm Accessed September 17, 2018.

to field verification. According to these references, no agency-regulated freshwater wetlands occur within the MNR or East Shore Road Corridors.

3.3.2 Potential Impacts

As summarized in Section 3.3.1, the two corridors are currently characterized by densely developed conditions and cultural ecological communities, including buildings, pavement, hardened shoreline structures and lawns/landscaping. Vegetated successional communities occur at two of the POI, and limited areas of intertidal and subtidal waters occur at three of the East Shore Road Corridor POI. According to the NYNHP, the ECNYS communities identified within the two corridors are unranked due to their artificial origins and wide distribution in New York State, or are considered demonstrably secure in New York State.

Given the predominance of development and impervious surfaces within the two corridors, as well as the fragmentation of the limited vegetated communities, the two corridors do not represent significant wildlife habitat. The expected wildlife fauna is comprised primarily of common species adapted to developed urban/suburban conditions and a high degree of human activity associated with commercial development and busy roads. A somewhat more diverse wildlife species assemblage is expected to occur at MNR POI 16 and ESR POI 7, due to the presence of vegetated successional habitats and largely undeveloped conditions. However, due to their limited size, dense development at surrounding properties and an absence of connectivity to other undeveloped/vegetated communities, the two POIs do not function as significant wildlife habitat or as wildlife habitat corridors.

The theoretical build-out scenario under the proposed zoning analyzed in this DGEIS would result in development, additional development or redevelopment of the POI within the MNR and ESR Corridors. Given the developed conditions that already exist at most of the POIs, the theoretical buildout under the proposed zoning amendments would not result in substantial changes to the overall ecological community structure within the two corridors, as the existing cultural communities would either remain or be altered or replaced with similar cultural communities associated with developed properties (e.g., buildings, pavement, landscaping etc.). Accordingly, the existing expected wildlife fauna dominated by common species adapted to urban/suburban environments and high levels of human activity is expected to remain during and after the theoretical build-out (either under the current zoning or the proposed zoning).

As MNR POI 16 and ESR POI 7 currently support vegetated successional habitats and largely undeveloped conditions, clearing and development under the build-out scenario would result in a reduction of vegetated communities and associated wildlife habitat. However, as the two properties support disturbed successional communities that are considered demonstrably secure in New York State, removal of some or all of the existing vegetation would not result in clearing of undisturbed land or loss of a significant natural habitats. Given the limited size of the two properties and the dense development surrounding each, reduction or removal of existing vegetation would not result in a loss of significant wildlife habitats or

interfere with established wildlife habitat corridors under either existing build-out or the build-out under the proposed zoning amendments.

Birds are the most commonly expected form of wildlife within the two corridors. The build-out scenario has the potential to impact avian populations through increased bird collision mortality rates over existing conditions. However, as detailed below in Section 3.3.3, such impacts can be avoided or minimized by implementation of structural design measures and best management practices.

Due to developed and largely unvegetated conditions at most of the POIs, potential habitat for rare/protected species and communities is limited, and no NYSDEC or NYNHP records currently exist for federal or New York State-listed animals, plants or significant natural communities within the MNR and ESR Corridors (see Appendix D). According to the NYNHP, a documented bald eagle (*Haliaeetus leucocephalus*) nesting location occurs within 0.75 mile of the MNR corridor. Consultations with the NYSDEC and USFWS would be necessary to determine if any potential bald eagle avoidance, minimization or mitigation measures would be required by the two agencies for the theoretical build-out scenario at the POIs. Any applicable measures would likely be limited to placement of perch deterrents on cranes or other tall equipment during construction activities and/or similar avoidance and minimization techniques.

Wetland and surface waters of Manhasset Bay occur at and adjacent to the waterfront POIs of the ESR Corridor. As one of the goals of the proposed zoning is to improve public access to the waterfront and promote water-dependent and water-enhanced uses, the full build-out scenario has the potential to result increased development and human activity along the shoreline and adjacent waters. However, as the wetlands and surface waters of Manhasset Bay are subject to federal and New York State regulation by the USACE and NYSDEC, respectively, any proposed development within these regulated areas or any regulated adjacent uplands would be subject to permitting by the two agencies. Permits issued by the USACE and NYSDEC are subject to various conditions, restrictions and prohibitions designed to protect regulated resources and include avoidance, minimization and mitigation measures designed to preserve and enhance such resources. Accordingly, no significant adverse impacts to wetlands and surface waters are anticipated under either build-out scenario.

3.3.3 Proposed Mitigation

As established by the USFWS,[23] the American Bird Conservancy/New York City Audubon[24] and the San Francisco Planning Department,[25] numerous avoidance, minimization and mitigation measures exist to reduce the potential for bird/

[23] United States Fish and Wildlife Service Division of Migratory Bird Management. 2016. *Reducing Bird Collisions with Buildings and Building Glass – Best Practices.*

[24] American Bird Conservancy/New York City Audubon. 2018. Bird-Friendly Building Design.

[25] San Francisco Planning Department. 2011. *Standards for Bird-Safe Buildings – Public Review Draft.*

building collisions for new or redeveloped buildings. Such measures include, but are not limited to, the following:

- Limiting exterior glass surfaces to reduce reflective and transparent surfaces during the day and reduce light spillage at night.
- Use of fritted (dotted or otherwise patterned) glass.
- Installation of protruding architectural features (e.g., overhangs, shutters, louvres, mesh, awnings, etc.) to reduce the visibility and reflectivity of glass surfaces.
- Use of shades, dimmers, timers and other measures to reduce excess light from building exterior fixtures at night.
- Limiting light spillage from building interiors through use of shaded glass, blackout shades and other measures.
- Limiting and/or maintaining landscape vegetation located in proximity to reflective and transparent surfaces.
- Landscape designs that avoid "funneling effects," where trees and other vegetation are situated in a way that funnel birds towards glass surfaces.

These measures should be considered for new applications that are submitted to the Village with respect to redevelopment or the development of new buildings.

According to the NYNHP, a documented bald eagle (*Haliaeetus leucocephalus*) nesting location occurs within 0.75 mile of the MNR Corridor. Any potential bald eagle avoidance, minimization and/or mitigation measures resulting from Theoretical Potential Build-Out Scenario would be determined during required consultations with the NYSDEC and USFWS. If applicable, such measures may include placement of perch deterrents on cranes or other tall equipment during construction activities and/or similar avoidance and minimization techniques.

Development or redevelopment within the regulated areas of the USACE and NYSDEC at the ESR POIs along Manhasset Bay would be subject to USACE and NYSDEC permitting under either the existing build-out scenario or the build-out scenario under the proposed zoning amendments. The agency permits would be subject to various conditions, restrictions and prohibitions intended to protect wetlands and surface waters and would include avoidance, minimization and mitigation measures designed to preserve and enhance these resources.

3.4 Land Use and Zoning

This section describes the existing and proposed zoning and land use along the MNR and ESR Corridors and evaluates potential impacts the proposed action may have on existing zoning and land use. This section summarizes the existing conditions analysis provided in the *Corridor Study* (see Appendix B of this DGEIS) and updates the recommendations for zoning to reflect the proposed zoning amendments provided in Appendix C of this DGEIS.

3.4.1 Existing Conditions

3.4.1.1 Zoning

As indicated in the *Corridor Study* (see Appendix B), the zoning in the Village's commercial districts are limited to the central portion of the MNR Corridor between Hicks Lane and Baker Hill Road/Preston Road (Business A District) and the east side of the ESR Corridor along the Manhasset Bay waterfront (Waterfront Development District). The Mixed-Use District, which allows certain commercial uses and multifamily or townhome residential uses, covers the west side of the ESR Corridor. The remainder of the Village is zoned primarily for residential use.

Figures 7 and 8 within the *Corridor Study* depict existing zoning along the MNR and ESR Corridors, respectively. Attachment A within the *Corridor Study* presents the Village's Building Zone Map.

Middle Neck Road

Section 2.1.2 of the *Corridor Study* highlights existing zoning regulations along the MNR Corridor. As shown on Figure 7 in the *Corridor Study*, *t*he MNR Corridor consists of a commercial core in the Business A District, running from Hicks Lane to Baker Hill Road/Preston Road. The northern and southern portions of the corridor are primarily zoned Residence E or Apartment District and MNR-MIO District. A portion of the corridor south of Arrandale Avenue is zoned Residence F or Senior Citizen District. The area containing the Village Green and Rose Garden, between Arrandale Avenue and Beach Road, is located within the Residence AA District. Areas north of Appletree Lane are within the Residence A, B and C Districts. Table 1, "Use Regulations: Zoning Districts within the MNR Corridor" in Section 2.1.2 of the *Corridor Study* identifies permitted uses in the identified non-single-family residential or parking zoning districts affect the POIs along the MNR Corridor (i.e., Residence E or Apartment District and MNR-MIO District, Residence F or Senior Citizen District, and Business A District).

Table 11, below, identifies the existing zoning districts for the POIs along the MNR Corridor.

Table 11 - Existing Zoning of the Properties of Interest along the MNR Corridor

Property of Interest	Address/Identification	Zoning District
1	794-802 and 804-812 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
2	765, 777, 781 Middle Neck Road and 2 Gutheil Lane	Residence E District or Apartment District and MNR-MIO District
3	778 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
4	756 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
5	Existing Public Parking	Residence E District or Apartment District and MNR-MIO District
6	733 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
7	720 Middle Neck Road and 7 Arrandale Avenue	Residence E District or Apartment District and MNR-MIO District / Residence AA District
8	700 Middle Neck Road	Residence F or Senior Citizen District / Residence AA District
9	697-705 Middle Neck Road and 12 Hicks Lane	Business A District
10	Everfresh Parking Lot	Parking District
11	540 Middle Neck Road	Business A District
12	Parking Lot above Preston Road	Residence B District
13	435-451 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
14	429 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
15	240-250 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
16	Old Mill II	Residence A District

East Shore Road

Section 2.1.3 of the *Corridor Study* highlights existing zoning regulations along the ESR Corridor. As shown on Figure 8 in the *Corridor Study*, zoning along the east side of the ESR Corridor is almost entirely within the Waterfront Development District, except for the Avalon Great Neck multifamily residential development on the northeast corner of Vista Hill Road and East Shore Road, which is in the Residence G or Waterfront Residential District. The west side of the ESR Corridor is almost entirely within the Mixed-Use District, except for the area just south of, and on the north side

of, Ravine Road, which is in the Residence B District. Table 3 "Use Regulations: Zoning Districts within the East Shore Road Corridor" in Section 2.1.3 of the *Corridor Study* provides a summary of the permitted uses in each of the districts identified along the ESR Corridor.

Table 12 identifies the existing zoning districts for the POIs along the ESR Corridor.

Table 12 - Existing Zoning of the Properties of Interest along the ESR Corridor

Properties of Interest	Address/Identification	Zoning District
1	310 East Shore Road	Waterfront Development District
2	300 East Shore Road	Waterfront Development District
3	280 East Shore Road	Waterfront Development District
4	266 East Shore Road	Waterfront Development District
5	240 East Shore Road	Residence G or Waterfront Residential District
6	236 East Shore Road	Waterfront Development District
7	265 East Shore Road and 53 Vista Hill Road	Mixed-Use District / Residence B District

Residential and Commercial Dimensional Zoning Controls

Section 2.1.4 of the *Corridor Study* presents a discussion of existing residential and commercial dimensional controls in each of the districts within which the POIs along the MNR and ESR Corridors are located.

Incentive Zoning

Section 2.1.5 of the *Corridor Study*, includes a summary of the existing incentive zoning procedures set forth in the Village Zoning Code.

The incentive zoning procedures were adopted in response to the initial *Village of Great Neck Corridor Study*, which was prepared in 2013. The incentive zoning procedures were created to allow the Board of Trustees to award incentives and development bonuses, with limits, to applicants who provide or make provision for specific physical, social and/or cultural amenities of benefit to the residents of the Village, or cash in lieu thereof. The adjustments allowed by the incentive zoning procedures apply only to bulk and dimensional controls, not use controls. They are intended to promote the provision of community benefits by developers while relaxing development standards such as height, building length, residential density, lot area and yard setbacks, but limiting such relaxations to avoid development that would be out of character with the Village.

Parking

Section 2.1.6 of the *Corridor Study* provides a discussion of existing parking regulations set forth in the Village Zoning Code. The existing zoning regulations for Parking Districts allow open-air parking in support of, and adjacent to, permitted uses in the Mixed-Use, Business A, Business B and Waterfront Development Districts. Overnight parking is not permitted in the Parking Districts. Refer to Sections 2.1.6.1 through 2.1.6.4 of the *Corridor Study* for specific parking requirements in the zoning districts within which the POIs are located.

Affordable Workforce Housing

Section 2.1.7 of the *Corridor Study* provides a discussion of applicable affordable housing regulations. The Village Zoning Code does not mandate or incentivize affordable workforce housing in any of the existing zoning districts. The prevailing law providing an incentive for affordable workforce housing in the Village is the Long Island Workforce Housing Act (LIWHA), which encourages the development of affordable workforce housing by allowing density or other development bonuses in exchange for the provision of a set aside of affordable workforce housing, either on specific development sites or in the same municipal area, or a payment in lieu thereof to be used for affordable workforce housing construction elsewhere.

3.4.1.2 Land Use

The MNR and ESR Corridors both contain a variety of commercial, residential, parking, automobile service, municipal and institutional uses. The MNR Corridor is generally characterized as the Village's core commercial district. It also contains a majority of the multifamily residential buildings in the Village. The ESR Corridor is a secondary commercial corridor containing a concentration of automobile related and home improvement retail uses, as well as multifamily residential buildings and the Village's Water Pollution Control Plant.

Figures 9 and 10 within the *Corridor Study* depict land uses along the MNR and ESR Corridors, respectively. Attachments B and C within the *Corridor Study* present representative photographs of the land uses along both corridors.

Middle Neck Road

Section 2.2.2 of the *Corridor Study* presents a description of the existing land use pattern along the MNR Corridor. In general, the MNR Corridor is defined by a core of commercial and multifamily residential uses, with single-family residential uses to the east and west. The commercial uses generally include retail, restaurant, office and service uses. Mixed-use buildings with commercial uses on the ground floor and one or two floors of residences above are also common. Institutional and public uses along the MNR Corridor include synagogues and churches, municipal parking lots, the Village Department of Public Works facility, a post office, and a fire station. The Village Green and Rose Garden are located on the west side of Middle Neck Road between Beach Road and Arrandale Avenue.

Table 13 identifies the existing land use classifications and zoning districts of the 16 POIs located along the MNR Corridor.

Table 13 - Existing Land Use and Zoning of the Properties of Interest along the MNR Corridor

Properties of Interest	Address/Identification	Existing Land Use	Zoning District
1	794-802 and 804-812 Middle Neck Road	Multifamily Residence (40 units)	Residence E District or Apartment District and MNR-MIO District
2	765, 777, 781 Middle Neck Road and 2 Gutheil Lane	Village DPW and Undeveloped	Residence E District or Apartment District and MNR-MIO District
3	778 Middle Neck Road	Synagogue	Residence E District or Apartment District and MNR-MIO District
4	756 Middle Neck Road	Vacant	Residence E District or Apartment District and MNR-MIO District
5	Existing Public Parking	Parking	Residence E District or Apartment District and MNR-MIO District
6	733 Middle Neck Road	Vacant	Residence E District or Apartment District and MNR-MIO District
7	720 Middle Neck Road and 7 Arrandale Avenue	Multifamily Residential (/Vacant)	Residence E District or Apartment District and MNR-MIO District / Residence AA District
8	700 Middle Neck Road	Multifamily Residential/Open Space	Residence F or Senior Citizen District / Residence AA District
9	697-705 Middle Neck Road and 12 Hicks Lane	Commercial	Business A District
10	Everfresh Parking Lot	Parking	Parking District
11	540 Middle Neck Road	Commercial	Business A District
12	Parking Lot above Preston Road	Parking	Residence B District
13	435-451 Middle Neck Road	Vacant/Commercial/Parking	Residence E District or Apartment District and MNR-MIO District
14	429 Middle Neck Road	Religious Institutional	Residence E District or Apartment District and MNR-MIO District

Properties of Interest	Address/Identification	Existing Land Use	Zoning District
15	240-250 Middle Neck Road	Multifamily Residential	Residence E District or Apartment District and MNR-MIO District
16	Old Mill II	Vacant and 1 single-family residence	Residence A District

East Shore Road

Section 2.2.3 of the *Corridor Study* presents a description of the existing land use pattern along the ESR Corridor. In general, the ESR Corridor is a secondary commercial corridor with a mixture of automobile related, office, and home improvement retail uses. The multifamily residential Avalon Great Neck apartments and the Great Neck Water Pollution Control Plant (WPCP) near the southern end of the ESR Corridor are exceptions to this pattern of development. There is one open space resource – Ravine Park – located at the northern end of the ESR Corridor. Although the ESR Corridor runs along the shore of Manhasset Bay, adjacent land uses are neither water-dependent nor water-enhanced.

Table 14, below, identifies the existing land use classifications and zoning districts of the seven POIs located within the ESR Corridor.

Table 14 - Existing Land Use and Zoning of the Properties of Interest along the ESR Corridor

Properties of Interest	Address/Identification	Land Use	Zoning District
1	310 East Shore Road	Medical Office	Waterfront Development District
2	300 East Shore Road	Automobile Storage / Preparation	Waterfront Development District
3	280 East Shore Road	Undeveloped	Waterfront Development District
4	266 East Shore Road	Automobile Service	Waterfront Development District
5	240 East Shore Road	Multifamily Residential	Residence G or Waterfront Residential District
6	236 East Shore Road	Great Neck Water Pollution Control Plant	Waterfront Development District
7	265 East Shore Road and 53 Vista Hill Road	Vacant/Single-Family Residential	Mixed-Use District / Residence B District

3.4.2 Potential Impacts

3.4.2.1 Zoning

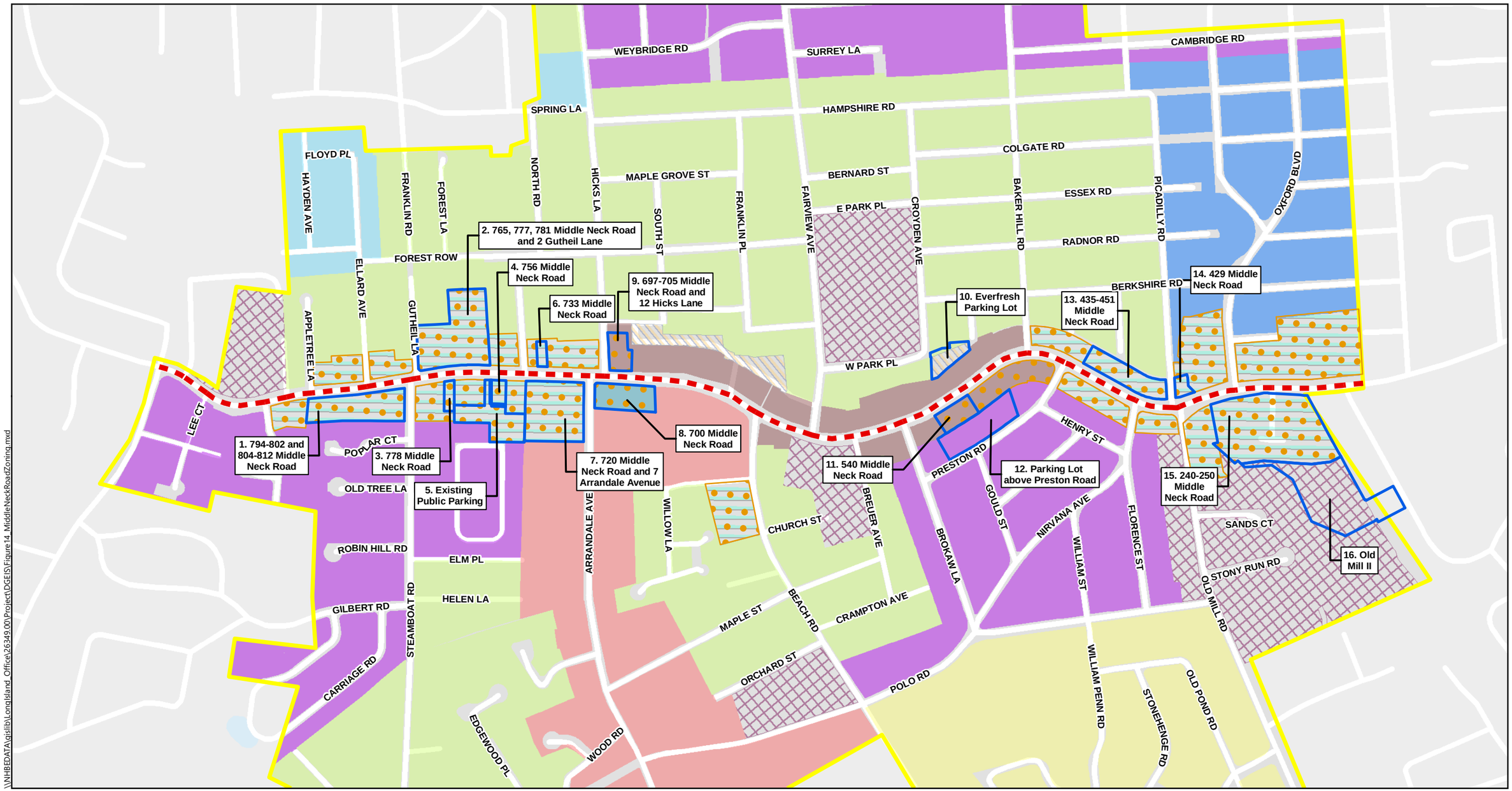
The proposed zoning amendments are based upon the recommendations made in Section 4 of the *Corridor Study*. As discussed in Section 2.3 of this DGEIS, the proposed zoning amendments are intended to enhance and revitalize the Village as an economically vibrant and livable community. The proposed zoning amendments would revise certain zoning district boundaries and modify the Village's existing incentive zoning procedures to encourage beneficial uses such as affordable housing, assisted living and mixed-use development, as well as public amenities such as pedestrian improvements, traffic calming measures and open space improvements, in exchange for further relaxation of the existing zoning regulations beyond what is currently allowed. Key components of the proposed zoning amendments are as follows:

- Re-naming the Middle Neck Road Multifamily Incentive Overlay (MNR-MIO) District the Corridor Incentive Overlay (CIO) District and expanding the boundaries of the CIO District southward to cover the area along Middle Neck Road to include the western portion of MNR POI 7 as well as MNR POIs 8 and 9, northward along the west side of Middle Neck Road up to the northern boundary of MNR POI 11, and to include the Mixed-Use and Waterfront Development Districts along the ESR Corridor (excluding ESR POI 6), as depicted on Figure 14 and Figure 15
- Changing the zoning of the western portion of MNR POI 7 from Residence AA to Residence E, as depicted on Figure 14
- Changing the zoning of ESR POI 7 to Mixed-Use, as depicted on Figure 15
- Allowing within the CIO District "any commercial, Affordable Workforce Housing,[26] or Assisted Living purpose when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance"
- Defining as amenities which are presumptively beneficial to the Corridor neighborhoods and/or the Village as a whole: "Affordable Workforce Housing;" "Assisted Living;" "ground-floor commercial development;" "Public Amenities, such as uses or structures which provide and/or improve public access to the Corridor Incentive Overlay District;" and "any other similar opportunity which the Board of Trustees determines to be beneficial to the Corridor neighborhood(s) and/or the Village as a whole."

[26] Affordable Workforce Housing, as defined in the "Long Island Workforce Housing Act."

- Removing from the Zoning Code (§ 575-287.A) the restriction against the Board of Trustees authorizing a prohibited use within the underlying district as an incentive
- Adding "Assisted Living," as defined in 10 NYCRR Part 1001, as a permitted use in Mixed-Use Districts
- Limiting the maximum height granted as an incentive to five stories or 52 feet
- Adding provisions for required building setbacks[27] based on height in the CIO District, as follows:
    - "Base Height" is the maximum permitted height of the Front Wall of a building before any required Building Setback.
    - "Building Setback" is the portion of a building that is horizontally set back above the Base Height before the total height of the building is achieved.
    - "Front Wall" is any wall facing a public street.
    - The maximum Base Height of a structure identified as a community benefit shall not exceed thirty (30) feet. The minimum Building Setback shall be no less than five (5) feet for buildings with one Building Setback and shall be no less than three (3) feet for building setbacks above the first Building Setback.
- Providing for the relaxation of parking requirements for properties adjacent to Middle Neck Road, to be determined on a case-by-case basis and favored by the Board when infrastructure-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, investment in shuttle bus service, or car sharing service), assisted living, ground floor commercial, or any such similar improvement is proposed as a community amenity. The parking relaxations would not be granted for properties adjacent to East Shore Road without showing a substantial hardship and minimal adverse impact to the parking then available in the vicinity.
- Requiring all applications for incentive zoning bonuses to be subject to a noticed public hearing.

[27] The analyses performed in this DGEIS did not account for the building setback provision noted herein. There is a potential that the density of certain community benefit uses would be lowered due to such building setback provision. Therefore, the impacts identified in the DGEIS could only be less than those previously indicated, due to the proposed setback restriction. Thus, the conclusions regarding the potential impacts associated with the proposed action remain valid.



\\NHBEDATA\gislib\LongIsland_Office\26349.00\Project\DGEIS\Figure14_MiddleNeckRoadZoning.mxd

N

0 250 500 1000 Feet

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Legend

- Middle Neck Road
- Properties of Interest
- Village of Great Neck
- Residence AA District
- Residence A District
- Residence A-1 District
- Residence B District
- Residence B-1 District
- Residence C District
- Residence D District
- Residence E or Apartment District
- Residence F or Senior Citizen District
- Business A District
- Parking District
- Corridor Incentive Overlay District

Proposed Zoning Map
Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & Village of Great Neck Building Zone Map 1/20/15

N

0 125 250 500 Feet

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Legend

- East Shore Road
- Properties of Interest
- Village of Great Neck
- Residence B District
- Residence G or Waterfront Residential District
- Mixed Use District
- Waterfront Development District
- Corridor Incentive Overlay District

Proposed Zoning Map
East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck Building Zone Map 1/20/15

Table 15 through Table 18, below, provide comparisons of the existing and proposed use and dimensional regulations for the zoning districts within which the new CIO District would be applied:

Table 15 - Existing vs. Proposed Use and Dimensional Regulations: MNR-MIO and CIO Districts

Regulation	Existing (MNR-MIO District)	Proposed (CIO District)
Principal Permitted Use	Any permitted use set forth in the underlying (Residence E or Apartment) district: multifamily dwellings, townhomes, single-family detached dwellings, religious uses, libraries, art galleries, Village municipal uses, municipal recreational parks, residential accessory garages	Any permitted use set forth in the underlying (Residence E or Apartment) district, or any commercial, Affordable Workforce Housing, or Assisted Living use when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance
Max. height (townhome)	30 feet or 22 feet at the eaves	30 feet or 22 feet at the eaves
Max. townhomes per building	6 townhomes	6 townhomes
Max. length of a townhome building	204 feet	204 feet
Max. height for a multifamily dwelling	4 stories / 42 feet with a roof deck	4 stories / 42 feet; or 5 stories / 52 feet when the use is identified as a community benefit
Max. density for a multifamily dwelling/assisted living	48 dwelling units per acre / N/A	48 dwelling units per acre; assisted living density controlled by dimensional regulations of §575-288 and underlying zoning district
Min. front yard setback	10 feet from property line and 15 feet from curb	10 feet from property line and 15 feet from curb
Max. Base Height	N/A	30 feet
Min. Building Setback	N/A	5 feet for buildings with one Building Setback; 3 feet for Building Setbacks above the first Building Setback

Table 16 - Existing vs. Proposed Use and Dimensional Regulations: Business A and CIO Districts

Regulation	Existing (Business A District)	Proposed (CIO District)
Principal Permitted Use	Ground and upper levels: retail stores, personal services, financial institutions, museums and art galleries, gymnasiums, real estate offices and travel agencies. Upper levels only: multifamily dwellings, offices	Any permitted use set forth in the underlying (Business A) district, or any commercial, Affordable Workforce Housing, or Assisted Living use when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance
Max. height	2 stories / 25 feet (without incentives), 3 stories / 36 feet (with incentives)	30 feet or 22 feet at the eaves (townhomes); 4 stories / 42 feet (multifamily); or 5 stories / 52 feet when the use is identified as a community benefit
Max. townhomes per building	N/A	6 townhomes
Max. length of a townhome building	N/A	204 feet
Max. density for a multifamily dwelling/assisted living	N/A	48 dwelling units per acre; assisted living density controlled by dimensional regulations of §575-288 and underlying zoning district
Min. floor area for a multifamily dwelling	600 SF per unit	600 SF per unit
Max. building area	80 percent of lot area	80 percent of lot area
Min. front yard setback	None required	10 feet from property line and 15 feet from curb
Min. side yard	None required. If provided: 4 feet	None required. If provided: 4 feet
Min. rear yard	10 feet	10 feet
Max. Base Height	N/A	30 feet
Min. Building Setback	N/A	5 feet for buildings with one Building Setback; 3 feet for Building Setbacks above the first Building Setback

Table 17 - Existing vs. Proposed Use and Dimensional Regulations: Mixed-Use and CIO Districts

Regulation	Existing (Mixed-Use District)	Proposed (CIO District)
Principal Permitted Use	Multifamily dwellings, townhomes, administrative, professional, medical and business offices not exceeding 1,000 SF of floor area, retail shops, Village municipal uses, banks	Any permitted use set forth in the underlying (Mixed-Use) district (including Assisted Living), or any commercial, Affordable Workforce Housing, or Assisted Living use when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance
Max. floor area ratio (FAR)	0.7	0.7
Max. building coverage	35 percent	35 percent
Max. height (townhome)	3 stories or 31 feet, whichever is less[28]	30 feet or 22 feet at the eaves
Max. townhomes per building	N/A	6 townhomes
Max. length of a townhome building	N/A	204 feet
Max. height for a multifamily dwelling	3 stories or 31 feet, whichever is less[2]	4 stories / 42 feet (multifamily); or 5 stories / 52 feet when the use is identified as a community benefit
Max. density for a multifamily dwelling/assisted living	21 dwelling units per gross acre; 41 dwelling units per net acre	48 dwelling units per acre; assisted living density controlled by dimensional regulations of §575-288 and underlying zoning district
Min. front yard setback	15 feet	10 feet from property line and 15 feet from curb
Min. side yard setback	15 feet (30 feet when abutting a single-family residence district)	15 feet (30 feet when abutting a single-family residence district)
Min. rear yard setback	25 feet (30 feet when abutting a single-family residential district)	25 feet (30 feet when abutting a single-family residential district)
Max. Base Height	N/A	30 feet
Min. Building Setback	N/A	5 feet for buildings with one Building Setback; 3 feet for Building Setbacks above the first Building Setback

[28] In no case shall building height violate sight lines from West Terrace Road looking due east to Manhasset Bay. Sight lines shall be measured from points 40 feet east of West Terrace Road at a height of 15 feet above grade to the east-west midpoints of Manhasset Bay. The portion of West Terrace Road which is more than 1,000 linear feet from Vista Hill Road shall be excluded from this requirement.

Table 18 - Existing vs. Proposed Use and Dimensional Regulations: Waterfront Development and CIO Districts

Regulation	Existing (Waterfront Development District)	Proposed (CIO District)
Principal Permitted Use	Government or municipal use, banks and financial institutions, retail, wholesale and service businesses, telephone exchange, public utility or undertaking establishment, workshops, dry-cleaning establishments, newspaper or job printing and book binding, greenhouse and nursery, motor vehicle repair shops, offices including medical/professional offices, restaurants, theaters	Any permitted use set forth in the underlying (Residence E or Apartment) district, or any commercial, Affordable Workforce Housing, or Assisted Living use when identified by the Board of Trustees as a community benefit/amenity in a particular circumstance
Max. height	2 stories / 30 feet	30 feet or 22 feet at the eaves (townhome); 4 stories / 42 feet (multifamily); or 5 stories / 52 feet when the use is identified as a community benefit
Max. building area	50 percent of lot area	50 percent of lot area
Max. floor area ratio	0.50	0.50
Min. lot area	30,000 SF	30,000 SF
Min. street frontage	125 feet	125 feet
Max. townhomes per building	N/A	6 townhomes
Max. length of a townhome building	N/A	204 feet
Max. density for a multifamily dwelling	N/A	48 dwelling units per acre; assisted living density controlled by dimensional regulations of §575-288 and underlying zoning district
Min. front yard setback	20 feet	10 feet from property line and 15 feet from curb
Min. side yard setback	12 feet on each side (interior lots); 12 feet on the side opposite the front yard having the greater street frontage (corner lots)	12 feet on each side (interior lots); 12 feet on the side opposite the front yard having the greater street frontage (corner lots)
Min. rear yard setback	15 feet	15 feet

Regulation	Existing (Waterfront Development District)	Proposed (CIO District)
Max. Base Height	N/A	30 feet
Min. Building Setback	N/A	5 feet for buildings with one Building Setback; 3 feet for Building Setbacks above the first Building Setback

As shown on Table 15 through Table 18, above, the proposed zoning amendments are primarily designed to incentivize the development of affordable workforce housing, assisted living and ground floor commercial uses. Dimensional limitations in the CIO District would remain largely the same as under existing conditions in the MNR-MIO District, except for allowing one extra story of height (up to five stories or 52 feet) for projects identified by the Board of Trustees as community benefits. For projects involving ground floor commercial uses (which are currently not allowed in the Residence E or Apartment and MNR-MIO District), these zoning amendments would enable projects to meet the CIO dimensional limitations without the need for a use variance. Projects which do not involve affordable workforce housing, assisted living, ground floor commercial, or other community benefits as determined by the Board of Trustees, would still be required to comply with the underlying zoning regulations.

If the existing zoning were to remain in place, the Village would not have a sufficient regulatory mechanism to achieve its goals of revitalizing the MNR and ESR Corridors, diversifying its housing stock and reducing commercial vacancies. The proposed zoning amendments, therefore, are designed to more effectively implement the community's vision for the area, as expressed through the public input described in Section 3 of the *Corridor Study* as well as in the previous *2013 Corridor Study*.

As indicated above, the proposed zoning amendments would allow for relaxation of certain zoning standards, subject to discretionary approval by the Board of Trustees, after a public hearing. These permissible relaxations would accommodate land uses that are appropriate for the area, at a scale that is appropriate for the Village. Procedurally, development bonuses would only be granted in cases where applicants provide the community benefits defined in the zoning text, subject to approval of the Village Board of Trustees on a case-by-case basis. As such, it is expected that the benefits to be achieved through implementation of the enhanced incentive zoning procedures would outweigh any potential adverse effects of increased development intensity.

Overall, implementation of the proposed action would not result in significant adverse zoning impacts.

3.4.2.2 Land Use

The proposed zoning amendments would apply to the existing MNR-MIO District as well as the expanded incentive overlay areas along the MNR and ESR Corridors (see Figure 14 and Figure 15, above). By altering the regulations governing land use and

dimensional requirements, the proposed zoning amendments would affect potential future land uses throughout these areas. However, 16 POIs along the MNR Corridor and seven POIs along the ESR Corridor are included in the Theoretical Potential Build-Out Scenario based on their development potential or recent or pending land use changes. Upon implementation of the proposed action, it is expected that development interest would increase on several of these POIs. The Theoretical Potential Build-Out Scenario applies the proposed zoning amendments to the POIs to predict future land use changes on a ten-year time horizon (i.e., a 2028 Build-Year). It is envisioned that these future land use changes would ultimately coalesce to achieve the Frameworks for Future Development for the MNR and ESR Corridors, as depicted on Figures 12 and 13 in the *Corridor Study* (see Appendix B).

Three scenarios are presented to quantify the potential land use changes on the POIs: (1) existing land use; (2) reasonable maximum yield (build-out) under current zoning; and (3) reasonable maximum yield (build-out) under proposed zoning. These three scenarios are presented in Table 19 and Table 20, below.

Table 19 - Middle Neck Road Theoretical Potential Build-Out Scenario

Property of Interest	Address	Area	Current Zoning	Current Use	Proposed or Anticipated Project	Maximum Yield Under Current Zoning w/ 2-BR Apartments @ 900-SF/DU	Maximum Yield Under Proposed Zoning*	Notes
1	794-802 and 804-821 Middle Neck Rd.	1.46± acres	Residence E or Apartment District and MNR-MIO District	Multifamily Residential	Mixed-Use	3-story, 42 DU; or 4-story, 56 DU**	7,500 SF Retail & 50 DU	Assumes 2 bedrooms & 2 parking spaces per unit
2	765, 777 and 781 Middle Neck Rd. and 2 Gutheil Ln.	2.62± acres	Residence E or Apartment District and MNR-MIO District	Village DPW and Undeveloped	Mixed-Use	3-story, 60 DU; or 4-story, 80 DU**	10,500 SF Retail + 70 DU	Assumes 2 bedrooms & 2 parking spaces per unit
3	778 Middle Neck Rd.	0.18± acre	Residence E or Apartment District and MNR-MIO District	Synagogue(1)	Synagogue	3,500 SF synagogue	3,500 SF synagogue	Does not meet min. lot size for multifamily. No change in land use anticipated.
4	756 Middle Neck Rd.	0.24± acre	Residence E or Apartment District and MNR-MIO District	Vacant	Village Hall	1 single-family residence	5,000 SF Village Hall(2)	Village Hall as a community benefit provided in exchange for development incentives at another site
5	Public Parking	1.14± acres	Residence E or Apartment District and MNR-MIO District	Parking	Existing Parking to Remain	N/A – Existing parking to remain	N/A – Existing parking to remain	No change in land use anticipated.
6	733 Middle Neck Rd.	0.15± acre	Residence E or Apartment District and MNR-MIO District	Vacant	Mixed-Use(3)	3 multifamily and 696 SF retail	3 multifamily and 696 SF retail	Approved for 3 multifamily and 696 SF retail.
7	720 Middle Neck Rd. and 7 Arrandale Ave.	2.18± acres	Residence E or Apartment District and MNR-MIO District	Multifamily Residential / Vacant	Multifamily Residential	1 single-family residence at 7 Arrandale Ave. and 62 multifamily units at 720 Middle Neck Rd.	Add 20 DU to 62 existing DU (82 total DU)	Assumes 3 stories and 20 2-BR DU
8	700 Middle Neck Rd.	1.42± acres	Residence F or Senior Citizen District and Residence AA	Multifamily Residential / Open Space	Affordable, Age-Restricted Residential	74 age-restricted affordable units (existing)	Add fifth floor w/ 100 age-restricted affordable DU total	
9	697-705 Middle Neck Rd. and 12 Hicks Ln.	0.47± acre	Business A District	Commercial (Office/Restaurant/Retail)	Assisted Living(4)	5,100 SF Retail and 11 DU**	100 assisted living DU	
10	Everfresh Parking	0.48± acre	Parking District	Parking	Existing Parking to Remain	Existing Parking to Remain	Existing Parking to Remain	No change in land use anticipated.
11	540 Middle Neck Rd.	0.51± acre	Business A District	Commercial (Bank)	Mixed-Use	5,400 SF Retail and 12 DU**	3,000 SF retail and 21 DU	Assumes 2 bedrooms & 2 parking spaces per unit
12	Parking Lot above Preston Rd.	1.31± acres	Residence B District	Parking	Existing Parking to Remain	Existing Parking to Remain	Existing Parking to Remain	No change in land use anticipated.
13	435-451 Middle Neck Rd.	1.04± acres	Residence E or Apartment District and MNR-MIO District	Vacant / Commercial / Parking	Mixed-Use	3 stories and 37 DU or 4 stories and 48 DU**	7,500 SF retail and 28 DU	Assumes 2 bedrooms & 2 parking spaces per unit
14	429 Middle Neck Rd.	0.19± acre	Residence E or Apartment District and MNR-MIO District	Synagogue	Synagogue w/ Residence(5)	Expansion of existing synagogue w/ residence, 5,400± SF	Expansion of existing synagogue w/ residence, 5,400± SF	Does not meet min. lot size for multifamily. Existing synagogue is 1,800± SF. No change in land use anticipated.
15	240-250 Middle Neck Rd.	4.34± acres	Residence E or Apartment District and MNR-MIO District	Multifamily Residential	Millbrook Apartments Expansion(6)	186 units total approved	186 units total approved	Proposed 100 new DU and 86 existing to remain. No change in land use anticipated.
16	Old Mill II	3.2± acres	Residence A District	Vacant and 1 single-family residence	Old Mill II(7)	11 single-family lots proposed	11 single-family lots proposed	10 single-family residences in VGN and 1 single-family residence in Great Neck Estates. No change in land use anticipated.

Notes: * Assumes all parking required for yield scenario to be surface parking.
** Assumes 1 additional floor bonus for providing community benefits.
Other assumptions: Parking ratio under new zoning for residential = 1.5 spaces/DU; parking ratio for ground floor commercial under new zoning = 3.5 spaces/1,000 SF
(1) Construction underway.
(2) The Village is considering relocating its Village Hall to this site. Therefore, a private development yield calculation is not provided.
(3) Redevelopment of this property was approved under the existing incentive zoning procedure. Construction anticipated to commence by April 2019.
(4) Application for building permit has been submitted but is on hold pending zoning amendments.
(5) Existing synagogue has been approved for expansion with addition of a single apartment unit. Construction period depends on fundraising.
(6) Construction anticipated to commence by April 2019.
(7) Construction anticipated to commence by April 2019.

The Theoretical Potential Build-Out Scenario envisions the ultimate redevelopment of several POIs along the MNR Corridor, while other POIs are not anticipated to be affected by the proposed zoning amendments due to the nature of existing land uses (e.g., parking, religious institutional use, recent redevelopment approvals). More specifically, MNR POI Nos. 3, 5, 6, 10, 12, 14, 15 and 16 are not anticipated to be subject to redevelopment applications upon adoption of the proposed zoning amendments.

Applying the proposed zoning amendments to MNR POI Nos. 1, 2, 4, 7, 8, 9, 11 and 13, it is anticipated that there would be new commercial and multifamily residential (including assisted living and affordable workforce housing) development at these sites, consistent with the Village's vision for the MNR corridor as a vibrant "downtown" environment providing a multitude of housing options for all segments of the population and a re-energized commercial sector.

While the quantitative focus of this analysis is on the identified POIs, it is anticipated that the Theoretical Potential Build-Out Scenario, at full build, would lead to future infill development along the commercial portion of the MNR Corridor within the Business A District, where there are scattered commercial vacancies, as residents living in new residential spaces would increase the demand for commercial uses.

It is the Village's intent to spur revitalization of the identified POIs and the commercial area within the MNR Corridor through the implementation of the proposed zoning amendments. By modifying and expanding the incentive overlay to allow increases in height up to five stories (where the current incentive overlay allows four), the Village has signaled its willingness to allow an incremental increase in development in order to achieve the various benefits of a vibrant "downtown" environment.

It is noted that certain existing uses along the MNR Corridor are not considered desirable while other uses that are desirable are not easily attainable under existing zoning. Specifically, the existing Village DPW facility on the MNR Corridor, comprising a portion of MNR POI 2, is not an appropriate land use for an otherwise pedestrian-oriented mixed-use corridor, and would be a more appropriate use along the ESR Corridor (see discussion below). Additionally, the existing Village Hall, located on Baker Hill Road, is located within a single-family residential neighborhood and is in need of an upgrade. It would be beneficial for the Village to relocate the Village Hall to a vacant property on the MNR Corridor to achieve enhanced walkability and a sense-of-place by introducing this civic use in proximity to the Village Green and Rose Garden and the commercial heart of the Village. The Village can leverage the revised incentive zoning to attain the relocation of Village Hall to the MNR Corridor (MNR POI 4) as a community benefit in exchange for relaxed zoning limits.

Table 20 - East Shore Road Theoretical Potential Build-Out Scenario

Property of Interest	Address	Area	Current Zoning	Current Use	Proposed or Anticipated Project	Maximum Yield Under Current Zoning*	Maximum Yield Under Proposed Zoning**	Notes
1	310 East Shore Rd.	1.56± acres	Waterfront Development District	Medical Office	Mixed-Use	1 story, 10,000 SF retail	3-story, 34 DU and 4,500 SF retail	Assumes 2 bedrooms & 2 parking spaces per unit, 3.5 spaces/1,000 SF retail under proposed zoning
2	300 East Shore Rd.	1.45± acres	Waterfront Development District	Automobile Storage / Preparation	Mixed-Use	1 story, 10,000 SF retail	3-story, 34 DU and 4,500 SF retail	Assumes 2 bedrooms & 2 parking spaces per unit, 3.5 spaces/1,000 SF retail under proposed zoning
3	280 East Shore Rd.	0.73± acre	Waterfront Development District	Undeveloped	Mixed-Use	1 story, 6,000 SF retail	2.5-story, 9 DU and 3,000 SF retail	Assumes 2 bedrooms & 2 parking spaces per unit, 3.5 spaces/1,000 SF retail under proposed zoning
4	266 East Shore Rd.	2.76± acre	Waterfront Development District	Automobile Service	Mixed-Use	2-story, 15,000-SF retail and 15,000-SF office	5-story, 66 DU and 7,500 SF retail	Assumes 2 bedrooms & 2 parking spaces per unit, 3.5 spaces/1,000 SF retail under proposed zoning
5	240 East Shore Rd.	3.90± acres	Residence G / Waterfront Residential District	Multifamily Residential	Avalon Great Neck Apartments to Remain	Avalon Great Neck Apartments to Remain	Avalon Great Neck Apartments to Remain	No change in land use anticipated.
6	236 East Shore Rd.	5.84± acre	Waterfront Development District	Great Neck WPCP	Great Neck WPCP to Remain	Great Neck WPCP to Remain	Great Neck WPCP to Remain	No Change in land use anticipated.
7	265 East Shore Rd. and 53 Vista Hill Rd.	2.96± acres	Mixed-Use District and Residence B District	Vacant	Mixed-Use: Residential/Assisted Living and Village DPW	3-story, 15,000-SF retail and 24 DU	5-story, 83 DU and 10,000 SF retail	Assumes 2 bedrooms & 2 parking spaces per unit, 3.5 spaces/1,000 SF retail under proposed zoning

*Parking for residential in Mixed-Use District is 2.5 spaces/DU.
**Assumes all parking required for yield scenario to be surface parking.

As shown in Table 20, the Theoretical Potential Build-Out Scenario envisions the ultimate redevelopment of five of the seven POIs along the ESR Corridor, while the existing Avalon Great Neck apartments (ESR POI 5) and the Great Neck WPCP (ESR POI 6) would remain. More specifically, the proposed zoning amendments would enable mixed-use development (provided that the residential portion includes affordable workforce housing or assisted living) to occur along the east side of the ESR Corridor within the Waterfront Development District, whereas currently only commercial or municipal uses are permitted. Additionally, a change of zone to Mixed-Use with the CIO District on the entirety of ESR POI 7 would enable a denser mixed-use development scenario on the currently vacant site.

Based on the yields shown in Table 20, above, it is envisioned the proposed zoning amendments would ultimately lead to the transformation of the ESR corridor from an automobile-oriented commercial corridor to a mixed-use corridor, complementary in nature to the MNR Corridor. In addition to affordable workforce housing and assisted living residential development, developers would be incentivized to provide public access improvements to connect the community to the Manhasset Bay waterfront.

In addition to the POIs which are the focus of this analysis, the proposed zoning amendments would apply to the entirety of the existing Waterfront Development District north of ESR POI 5 and the entirety of the Mixed-Use District on the west side of the ESR Corridor. It is not anticipated that the proposed zoning amendments would trigger land use changes throughout the remaining properties outside of the POIs within the ten-year Build-Out time horizon. However, should development applications arise on these other properties under the proposed zoning amendments, they would be subject to Conditions and Criteria described in Section 6 of this DGEIS.

Overall, by providing an enhanced mechanism to enable the Village to achieve a superior land use pattern along the MNR and ESR Corridors and encouraging the elimination of existing commercial vacancies, consistent with the goals set forth in the *Corridor Study*, the proposed action would result in significant beneficial land use impacts to the MNR and ESR Corridors.

3.4.3 Proposed Mitigation

As discussed above, no significant adverse land use and zoning impacts have been identified; therefore, no additional mitigation measures would be necessary. It should be noted that the intent of the proposed zoning amendments is to bring about the Village's preferred land use changes in accordance with the *Corridor Study*, including the development of affordable workforce housing, assisted living and mixed-use projects that enhance and revitalize the Village's "downtown" along the MNR Corridor and waterfront area along the ESR Corridor.

3.5 Traffic and Parking

The proposed zoning amendments being contemplated by the Village encompass sections of the two roadway corridors within the Village. On the MNR Corridor, the study area focuses on the 1.2-mile segment between Clover Drive (to the south) and Redbrook Road (to the north). On the East Shore Road Corridor, the focus in on the 0.45-mile segment between 400 feet south of Vista Hill Road (to the south) and 400 feet north of Ravine Road (to the north). This section of the DGEIS summarizes the existing conditions, data collection process, traffic analysis procedures, and conclusions.

3.5.1 Existing Conditions

3.5.1.1 Middle Neck Road

Middle Neck Road runs north-south from Great Neck Road to East Shore Road/Wildwood Road. The segment from Clover Drive north to Red Brook Road falls within the boundaries of the Village of Great Neck. The section of Middle Neck Road south of Clover Drive is within the Village of Great Neck Estates and Town of North Hempstead (Great Neck Gardens). and the section north of Redbrook Road is within the Village of Kings Point.

The MNR Corridor within the Village of Great Neck constitutes the primary business district of the Village, with commercial establishments located predominantly south of Steamboat Road. Several vacant and underutilized properties have been identified for potential redevelopment under the proposed zoning amendments being contemplated by the Village.

The section of Middle Neck Road that runs through the Village of Great Neck provides two travel lanes in each direction. There is a mix of both striped and raised medians along this section of the corridor. The Village speed limit is posted at 30 miles per hour (mph). The corridor has good roadside pedestrian facilities, with sidewalk on both sides of the roadway, and well-marked crosswalks at intersections and at mid-points. On-street parking is allowed on both sides of the roadway. The New York State Department of Transportation (NYSDOT) Traffic Data Viewer forecast for 2015 put the AADT on the section of Middle Neck Road from Piccadilly Road to Hicks Lane is approximately, 15,350 vehicles per day (vpd). The 2015 forecast of AADT on the section from Hicks Lane to Redbrook Road is approximately, 13,800 vpd.

The section Middle Neck Road that runs through the Village of Great Neck includes the following signalized intersections:

- Clover Road
- Wooleys Lane
- Old Mill Road/Piccadilly Road
- Nirvana Avenue

- Baker Hill Road
- Brokaw Lane
- Fairview Avenue
- Brach Road
- Arrandale Avenue / Hicks Lane
- Steamboat Road
- Redbrook Road

A fire station (Alert Engine Hook Ladder & Hose Company No. 1) is located just south of Brokaw Lane.

Two critical intersections were identified for analysis in the Corridor Study, as most of the properties identified for potential redevelopment under the proposed zoning amendments are located between these two intersections. They are:

- Middle Neck Road at Arrandale Avenue/Hicks Lane, as the northern limit
- Middle Neck Road at Old Mill Road/Piccadilly Road, as the southern limit

Middle Neck Road at Arrandale Avenue/Hicks Lane

Middle Neck Road at Arrandale Avenue/Hicks Lane is an offset signalized, four-legged intersection. The north-south legs of Middle Neck Road provide a shared left-turn/through lane and a shared through/right-turn lane in each direction. Northbound U-turns and right-turns-on-red in both directions are not allowed. On-street parking is allowed and is clearly delineated with pavement markings.

Arrandale Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound approach, and right-turns-on-red are not allowed. Hicks Lane provides an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach, and right-turns-on-red are not allowed. No on-street parking is allowed on both side streets close to the intersection.

This intersection is controlled by a multi-phase signal with east-west operating in a split phase.

Middle Neck Road at Old Mill Road/Piccadilly Road

Middle Neck Road at Old Mill Road/Piccadilly Road is an offset signalized, four-legged intersection. Middle Neck Road provide an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound approach; on the southbound approach it provides a shared left-turn/through lane and a shared through/right-turn lane. On-street parking is not allowed close to the intersection.

Old Mill Road provides a shared left-turn/through lane and a right-turn lane on eastbound approach. Piccadilly Road provides a single shared left-turn/ through/ right-turn lane on the westbound approach. No on-street parking is allowed on both side streets close to the intersection.

This intersection is controlled by a two-phase signal.

Existing Traffic Volume Data

Intersection turning movement counts on the two Middle Neck Road study intersections were collected between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 7:00 p.m. (weekday p.m. peak) on Thursday, March 15, 2018. These traffic counts were conducted to coincide with the heaviest traffic flows associated with commuter and shopping activities in the local area.

Summaries of the turning movement counts are provided in Appendix E of this DGEIS.

3.5.1.2 East Shore Road

East Shore Road runs north-south through the entire Village of Great Neck along its eastern border adjacent to Manhasset Bay. It runs north from Northern Boulevard (NY 25A) northward to Middle Neck Road. The section from 400 feet south of Vista Hill Road to Hicks Lane (to the north) is within the Village of Great Neck. The section south of Vista Hill Road is within the Village of Kensington and the section north of Hicks Lane is within the Village of Kings Point.

The ESR Corridor constitutes a secondary commercial corridor within the Village. Several vacant and underutilized properties have been identified for potential redevelopment under the proposed zoning amendments contemplated by the Village.

The section of East Shore Road within the Village of Great Neck provides one travel lane in each direction, with turning lanes at some intersections. The posted Village speed limit is 30 miles per hour (mph). The corridor has good roadside pedestrian facilities, with sidewalks on both sides of the roadway and well-marked crosswalks at intersections and at mid-points. Exceptions to this include gaps in pedestrian sidewalk on the east side of the roadway in front of Great Neck Water Pollution Control District site and adjacent to the vehicle storage yard south of the Post Office. On-street parking is allowed along some portions of the roadway where shoulder is available.

The section of East Shore Road that runs through the Village of Great Neck consists of the following signalized intersections:

- Vista Hill Road
- BMW Service Center Access
- Station Road/Hicks Lane

Two critical intersections were identified for analysis in this corridor study, as the properties identified for redevelopment under the proposed zoning amendments are located between these two intersections. They are:

- East Shore Road at Ravine Road (Unsignalized), as the northern limit
- East Shore Road at Vista Hill Road, as the southern limit.

East Shore Road at Ravine Road

East Shore Road and Ravine Road is an unsignalized, four-legged intersection. East Shore Road runs north-south and provides an exclusive left turn lane and a shared through/right turn lane in each direction. The westbound approach is formed by a driveway to a commercial property Road and provides a single shared left-turn/through/right-turn lane. The eastbound, Ravine Road approach is stop-controlled and provides a shared left turn/through and right turn lane.

East Shore Road at Vista Hill Road

The intersection of East Shore Road and Vista Hill Road is a signalized, four-legged intersection. East Shore Road runs north-south and provides an exclusive left turn lane and a shared through/right turn lane in each direction. On-street parking is not permitted close to the intersection.

The east-west, Vista Hill Road approaches consist of a single shared left-turn/through/right-turn lane in each direction. Right-turns-on-red are not permitted on the eastbound approach.

The intersection is controlled by a multi-phase, semi-actuated traffic signal with a northbound leading protected/permissive left turn phase.

This intersection is controlled by a two-phase signal.

Existing Traffic Volume Data

Previous (2013) intersection turning movement counts on the two critical East Shore Road study intersection were collected between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 6:00 p.m. (weekday p.m. peak) on Tuesday, May 21, 2013. These traffic counts were conducted to coincide with the heaviest traffic flows associated with commuter and shopping activities in the local area. The 2013 counts were adjusted to 2018 using a growth factor specific to the area.

Summaries of the turning movement counts are provided in Appendix E.

3.5.2 Potential Impacts

The analysis of future conditions, without and with the contemplated zoning amendments ("No-Build" and "Build" conditions, respectively), was performed to evaluate the potential effect of the proposed action on future traffic conditions in the area. Background traffic volumes on the study corridor roadways were projected to the year 2028, reflecting the year when the contemplated zoning amendments can be expected to result in significant changes in land use patterns. The No-Build Condition represents the future traffic conditions that can be expected to occur if the proposed zoning amendments were not instituted. The No-Build Condition serves as a basis of comparison to the Build Condition, which represents expected future traffic conditions after significant land use changes as a result of the proposed zoning amendments.

3.5.2.1 Future Conditions

In addition to the existing conditions, three future land-use conditions were identified for traffic condition evaluation to gauge the potential impact of the proposed action:

Normal Growth 2028 – This condition assumes only normal background growth along the corridor and in traffic volumes due to identified planned projects that are likely to be constructed and operational.

Full-Yield Existing Zoning – This condition assumes normal background growth, and additional traffic volumes due to other planned projects and full build-out of the identified properties of interest (POIs) under the existing zoning (see Figure 1 and Figure 2 of this DGEIS). The development yield for these properties under this condition was developed in consultation with Village representatives and reflects reasonable estimations of potential development.

Full-Yield Proposed Zoning – This condition represents the effect of the proposed zoning amendments in the year 2028, due to build-out of the identified POIs, combined with normal background growth (see Figure 1 and Figure 2 of this DGEIS). The development yield of these properties under this condition was developed in consultation with Village representatives and reflects reasonable estimations of potential development.

Other Planned Developments

The following planned project has been identified as having a potential impact on future traffic conditions along the Middle Neck Road corridor.

The Rose is located at the southwest corner of Clover Drive and Middle Neck Road in the Village of Great Neck Estates. The site, currently occupied by an office-building, is proposed to be redeveloped as a 40-unit multi-family residential building. This redevelopment is expected to generate 20 trips (4 entering trips and 16 exiting trips) during a.m. peak hour and 25 trips (16 entering trips and 9 exiting trips) during p.m. peak hour. These trip generation volumes were added to the Middle Neck Road study intersections for this DGEIS based on the trip distribution patterns identified in the traffic impact study prepared for that project.

No Other Planned Developments were identified that would impact traffic on ESR Corridor.

Background Traffic Growth

To account for increases in general population and background growth not related to development under the proposed action, an annual growth factor was applied to existing traffic volumes. Based on the published NYSDOT data, the growth rate for the Town of North Hempstead in Nassau County, which includes the Village of Great Neck, is 0.5 percent per year.

A total growth rate of 5.0 percent (10 years at 0.5 percent per year) was applied to the existing traffic data to develop the background traffic based on the anticipated Build year of 2028.

Future Traffic Conditions

In the Middle Neck Road study area, 16 POIs were identified which potentially would see changes in land use as a result of the proposed zoning amendments. In the East Shore Road study area, seven such sites were identified. The location of the sites along each of these corridors is presented in Figure 1 and Figure 2 in Section 2.1.

The POIs could also be either expanded or redeveloped under the current zoning. Therefore, to provide an objective comparison of future conditions, this study evaluated a build-out of the POIs under prevailing zoning, as well as the proposed zoning amendments.

3.5.2.2 Middle Neck Road Corridor

Full-Yield Existing Zoning – Middle Neck Road

The MNR Corridor contains 16 POIs. For each of these sites, a future development yield was considered, in consultation with the Village, that represented a reasonable level of expansion or redevelopment under existing zoning. Table 21 presents these 16 sites, along with their current use and Full Yield under Existing Zoning.

Table 21 - Middle Neck Road Land Use - Existing Condition and Full-Yield Under Existing Zoning

Property of Interest	Lot Size/Area (SF)	2018 - Existing		2028 - Full Yield Existing Zoning	
		Current Use	Size	Use	Size
1	63,580	Multi-family	40 units	Multi-family	56 units
2	114,298	DPW and Undeveloped	11,312 SF	Multi-family	80 units
3	7,950	Synagogue	Under Construction	Synagogue	3,500 SF
4	10,641	Vacant		Single Family	1 unit
5	49,450	Parking		Parking	
6	6,550	Vacant		Retail	696 SFt
				Multi-family	3 units
7	95,019	Multi-family	62 units	Single Family	1 unit
				Multi-family	62 units
8	61,974	Housing Authority Age-Restricted Apartments	74 units	Housing Authority Age-Restricted Apartments	74 units
9	20,321	Commercial	Office: 8,657 SF, Retail: 13,513 SF, Restaurant: 1,400 SF	Multi-family	11 units
				Retail	5,100 SF
10	20,894	Parking		Parking	
11	22,186	Drive-thru Bank	2,806 SF	Multi-family	12 units
				Retail	5,400 SF
12	57,218	Parking		Parking	
13	45,450	Commercial	Office: 3,177 SF, Retail: 7,102 SF Restaurant: 4,015 SF	Multi-family	48 units
14	8,154	Synagogue	1,800 SF	Synagogue	5,400 SF
15	189,050	Multi-Family	119 units	Multi-family	119 units
16	139,495	Vacant/One Single Family	1 Unit	Single Family	11 units

To determine traffic conditions under the Full-Yield under the existing zoning scenario, it is necessary to estimate the trip generation from the 16 POIs under this condition. These estimates were calculated using the ITE publication Trip Generation Manual, 10th Edition, a nationally recognized source for forecasting the trip generation for numerous land uses. For comparison, the sum of trips generated by the 16 POIs under the existing development condition was estimated as well. Table 21 presents the total trips generated by the POIs under both conditions in the a.m. and p.m. weekday peak hours.

Table 22 shows that in 2028, with Full-Yield under Existing Zoning, the land use and size changes at the POIs would add approximately 9 trips (-38 entering trips and 47 exiting trips) during the a.m. peak hour when compared to the existing 2018 trips. During the p.m. peak hour, there would be a negative growth of -65 trips (-11 entering trips and -54 exiting trips). This reduction in trips compared to the existing condition is due to the elimination of several commercial uses (office, retail and restaurant).

Table 22 – Middle Neck Road Properties of Interest – Study Area Trips - Existing

Condition	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Full-Yield Under Existing Zoning 2028	67	169	236	188	125	313
Existing 2018	105	122	227	199	179	378
Net Change	-38	47	9	-11	-54	-65

Full-Yield Proposed Zoning Amendments – Middle Neck Road

This condition reflects the expansion or redevelopment of the 16 POIs under the proposed zoning amendments. The development yield on these properties under this condition was developed in consultation with Village representatives and reflects reasonable estimations of potential development by 2028. Table 23, presents these 16 sites, along with their current use and Full Yield under the Proposed Zoning Amendments.

Table 23 – MNR Land Use - Existing Condition and Full-Yield under Proposed Zoning Amendments

Property of Interest	Lot Size/Area (SF)	2018 - Existing		2028 - Full Yield Proposed Zoning Amendments	
		Current Use	Size	Use	Size
1	63,580	Multi-family	40 units	Multi-family	50 units
				Retail	7,500 SF
2	114,298	DPW and Undeveloped	11,312 SF	Multi-family	70 units
				Retail	10,500 SF
3	7,950	Synagogue	Under Construction	Synagogue	3,500 SF
4	10,641	Vacant		Village Hall	5,000 SF
5	49,450	Parking		Parking	
6	6,550	Vacant		Retail	696 SF
				Multi-family	3 units
7	95,019	Multi-family	62 units	Multi-family	82 units
8	61,974	Housing Authority Age-Restricted Apartments	74 units	Housing Authority Age-Restricted Apartments	100 units
9	20,321	Commercial	Office: 8,657 SF, Retail: 13,513 SF, Restaurant: 1,400 SF	Assisted Living	200 Beds (100 units)
10	20,894	Parking		Parking	
11	22,186	Drive-thru Bank	2,806 SF	Multi-family	21 units
				Retail	3,000 SF
12	57,218	Parking		Parking	
13	45,450	Commercial	Office: 3,177 SF, Retail: 7,102 SF Restaurant: 4,015 SF	Multi-family	28 units
				Retail	7,500 SF

14	8,154	Synagogue	1,800 SF	Synagogue	5,400 SF
15	189,050	Multi-Family	119 units	Multi-family	186 units
16	139,495	Vacant/One Single Family	1 Unit	Single Family	11 units

To determine the traffic conditions with the building-out under the proposed zoning amendments, it is necessary to estimate the traffic generated by the 16 POIs under this development scenario during the a.m. and p.m. peak hour periods.

Table 24 presents the total trips generated by the POIs along the Middle Neck Road corridor under both full yield conditions (i.e., existing zoning and proposed zoning).

Table 24 - Middle Neck Road Properties of Interest - Study Area Trips – Full Yield under Existing Zoning and Full Yield under Proposed Zoning Amendments

Condition	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Full-Yield under Proposed Zoning Amendments 2028	119	210	329	257	204	461
Full-Yield Under Existing Zoning 2028	67	169	236	188	125	313
Net Change	+52	+41	+93	+69	+79	+148

Table 24 indicates that, when compared to existing zoning in 2028, the potential land use changes for the POIs under the proposed zoning amendments would be expected to add approximately 93 trips (52 entering trips and 41 exiting trips) during the weekday a.m. peak hour and 148 trips (69 entering trips and 79 exiting trips) during the weekday p.m. peak hour.

Details regarding the trips generated by each property in each condition can be found in the Appendix E.

Based on the above, development of the POIs along the MNR Corridor would generate additional peak-hour trips in 2028 under the proposed zoning, as compared to conditions that would occur under the existing zoning. To determine

the impacts that these changes would have on traffic conditions along the corridor, detailed capacity analyses were performed for the two signalized study intersections, as described below.

3.5.2.3 Trip Distribution and Assignment

The trips originating from and destined to the POIs were assigned to the adjacent roadways and the two study intersections based on the land use, the characteristics of the roadway network, the location of the POIs, existing travel patterns and likely origin and destination points.

As can be seen from Tables 1 and 3, the types of development can be broadly categorized as residential (including Synagogue and Assisted Living, which function similarly to residential uses in terms of traffic generation characteristics) and commercial for the purposes of trip distribution assignment. Since the trip-making patterns differ between these two types of developments, separate trip distribution patterns were developed.

As mentioned in a previous section, two critical intersections were identified for detailed analysis on the Middle Neck Road corridor:

- Middle Neck Road at Arrandale Avenue/Hicks Lane
- Middle Neck Road at Old Mill Road/Piccadilly Road

As depicted on Figure 1, POIs 1-7 are located north of the northern study intersection, POIs 8-14 are located between the two study intersections, and POIs 15 and 16 are located south of the southern study intersection. Hence, three different directional distributions were adopted according to the location of the site – north of northern study intersection, between the two study intersections and south of southern study intersection – for both residential and commercial uses.

The net trips anticipated to be generated by the residential and commercial components in 2028 was estimated for each POI, which was then assigned to area roadways and the study intersections based on the location of the site relative to the study intersections. The 2028 volumes at the two study intersections were used in the performance of intersection capacity analysis to determine the traffic operational conditions and potential impacts under the two Full-Yield conditions.

3.5.2.4 Capacity Analysis

Capacity analyses were performed for the two study intersections on Middle Neck Road – at Arrandale Avenue/Hicks Lane and at Old Mill Road/Piccadilly Road – for the Existing condition, Normal Growth 2028 condition, Full-Yield under Existing Zoning 2028 condition, and Full-Yield Proposed Zoning 2028. Table 25 and Table 26 present the capacity analysis results for the weekday a.m. peak hour and weekday p.m. peak hour, respectively.

Table 25 - LOS Summary – Middle Neck Road – Weekday AM Peak Hour

Intersection	Movement	Lane Group	Existing 2018		Normal Growth 2028		Full-Yield under Existing Zoning 2028		Full-Yield under Proposed Zoning Amendments 2028	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Neck Road & Arrandale Avenue/Hicks Lane	EB	L	36.9	D	36.7	D	36.7	D	36.9	D
		TR	42.9	D	43.0	D	42.9	D	43.0	D
		Approach	40.9	D	40.9	D	40.8	D	40.9	D
	WB	L	35.5	D	35.5	D	35.5	D	35.3	D
		TR	57.7	E	58.3	E	58.4	E	58.4	E
		Approach	51.5	D	51.9	D	52.0	D	51.9	D
	NB	LTR	20.0	B	21.0	C	21.0	C	21.7	C
		Approach	20.0	B	21.0	C	21.0	C	21.7	C
	SB	LTR	20.7	C	21.8	C	22.1	C	22.7	C
		Approach	20.7	C	21.8	C	22.1	C	22.7	C
	Overall		**30.8**	**C**	**31.6**	**C**	**31.6**	**C**	**31.8**	**C**
Middle Neck Road & Old Mill Road/Piccadilly Road	EB	LT	44.8	D	44.7	D	43.9	D	44.7	D
		R	9.6	A	9.3	A	9.4	A	9.3	A
		Approach	22.2	C	22.0	C	21.6	C	22.0	C
	WB	LTR	46.8	D	46.8	D	47.1	D	46.8	D
		Approach	46.8	D	46.8	D	47.1	D	46.8	D
	NB	L	9.5	A	11.0	B	11.4	B	11.8	B
		TR	5.9	A	6.3	A	6.1	A	6.3	A
		Approach	6.4	A	7.0	A	7.0	A	7.2	A
	SB	LTR	6.7	A	7.3	A	7.4	A	7.5	A
		Approach	6.7	A	7.3	A	7.4	A	7.5	A
	Overall		**12.0**	**B**	**12.4**	**B**	**12.2**	**B**	**12.4**	**B**

Table 25 indicates that during the weekday a.m. peak hour, the intersection operations under both Full-Yield conditions are very similar to operations in the Normal Growth condition. Intersection delays are only marginally increased (less than one second) and overall intersection and movement levels of service (LOS) are unchanged. Accordingly, during this peak hour, there would be no significant impact due to changes in land use under the proposed zoning amendments, and no mitigation is warranted.

Table 26 - LOS Summary – Middle Neck Road – Weekday PM Peak Hour

Intersection	Movement	Lane Group	Existing 2018		Normal Growth 2028		Full-Yield under Existing Zoning 2028		Full-Yield under Proposed Zoning Amendments 2028	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Neck Road & Arrandale Avenue/Hicks Lane	EB	L	33.3	C	33.3	C	33.5	C	33.8	C
		TR	42.4	D	42.7	D	42.6	D	42.7	D
		Approach	40.1	D	40.3	D	40.2	D	40.2	D
	WB	L	45.8	D	45.6	D	44.5	D	44.0	D
		TR	56.3	E	56.5	E	56.6	E	56.9	E
		Approach	53.0	D	53.1	D	53.0	D	53.1	D
	NB	LTR	14.7	B	15.5	B	15.5	B	16.3	B
		Approach	14.7	B	15.5	B	15.5	B	16.3	B
	SB	LTR	15.6	B	16.6	B	16.7	B	17.8	B
		Approach	15.6	B	16.6	B	16.7	B	17.8	B
	Overall		**24.8**	**C**	**25.4**	**C**	**25.4**	**C**	**25.8**	**C**
Middle Neck Road & Old Mill Road/Piccadilly Road	EB	LT	48.1	D	49.2	D	48.7	D	49.5	D
		R	9.8	A	9.7	A	9.7	A	9.5	A
		Approach	30.1	C	30.3	C	30.0	C	30.6	C
	WB	LTR	38.0	D	39.1	D	39.3	D	39.2	D
		Approach	38.0	D	39.1	D	39.3	D	39.2	D
	NB	L	7.8	A	8.5	A	8.2	A	8.8	A
		TR	5.6	A	5.8	A	5.8	A	6.1	A
		Approach	5.9	A	6.2	A	6.2	A	6.5	A
	SB	LTR	5.3	A	5.5	A	5.4	A	5.6	A
		Approach	5.3	A	5.5	A	5.4	A	5.6	A
	Overall		**10.4**	**B**	**10.7**	**B**	**10.6**	**B**	**10.9**	**B**

Table 26 indicates that during the weekday p.m. peak hour, the intersection operations under both Full-Yield conditions are very similar to operations in the Normal Growth condition. Intersection delays are only marginally increased (less than a second) and overall intersection and movement levels of service (LOS) are unchanged. Accordingly, during this peak hour, there would be no significant impact due to changes in land use under the proposed zoning amendments, and no mitigation is warranted.

3.5.2.5 East Shore Road Corridor

Full-Yield Existing Zoning – East Shore Road

Seven POIs have been identified along the East Shore Road corridor. For each of these sites, a future development yield was considered that represents a reasonable level of expansion or redevelopment under the existing zoning.

Table 27 presents these seven properties of interest, along with their current use and Full Yield under existing zoning.

Table 27 - East Shore Road Land Use - Existing and Full-Yield Existing Zoning

Property of Interest	2018 - Existing		2028 - Full Yield Under Existing Zoning	
	Current Use	Size	Use	Size
1	Medical Office	35,423 SF	Retail	10,000 SF
2	Automobile Storage / Preparation	61,998 SF	Retail	10,000 SF
3	Undeveloped	30,702 SF	Retail	6,000 SF
4	Automobile Service (Not Public)	35,480 SF	Retail	15,000 SF
			Office	15,000 SF
5	Multi-family	191 units	Multi-family	191 units
6	Water Pollution Dept.	248,448 SF	Water Pollution Dept.	248,448 SF
7	Vacant	75,794 SF	Multi-family	24 units
			Retail	15,000 SF

To determine traffic conditions for the Full-Yield under existing zoning scenario, it is necessary to estimate the traffic generated by these seven properties. Again, ITE's *Trip Generation Manual, 10th Edition*, was used. For comparison, the sum of trips generated by the seven POIs under the existing condition was estimated as well. Table 28 presents the total trips generated by the ESR POIs under both conditions during the a.m. and p.m. weekday peak hours.

Table 28 - East Shore Road Properties of Interest - Study Area Trips: Existing and Full Yield Existing Zoning

Condition	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Full-Yield under Existing Zoning 2028	45	24	69	92	109	201
Existing 2018	103	36	139	61	118	179
Net Change	-58	-12	-70	31	-9	22

Table 28 shows that in 2028, for Full-Yield under Existing Zoning, the land use changes for the POIs would result in negative growth of -70 trips (-58 entering trips and -12 exiting trips) during the weekday a.m. peak hour and would add 22 trips (31 entering trips and -9 exiting trips) during the weekday p.m. peak hour, when compared to the existing 2018 trips. The reduction in trips during the weekday a.m. peak hour is attributed to the elimination of a medical office building currently located at the north end of the corridor and its replacement with a small mixed-use (multi-family and retail) development.

Full-Yield Proposed Zoning – East Shore Road

This condition reflects the expansion or redevelopment of the seven POIs under the proposed zoning amendments. The development yield of these properties under this condition was developed in consultation with Village representatives and reflects reasonable estimations of potential development by 2028.

Table 29 shows the list of seven POIs with their current use and Full-Build component and size under the proposed zoning amendments.

Table 29 - East Shore Road Land Use – Existing and Full-Yield Zoning

Property of Interest	2018 - Existing		2028 - Full Yield under Proposed Zoning Amendments	
	Current Use	Size	Use	Size
1	Medical Office	35,423 SF	Multi-family	34 Units
			Retail	4,500 SF
2	Automobile Storage / Preparation	61,998 SF	Multi-family	34 Units
			Retail	4,500 SF
3	Undeveloped	30,702 SF	Multi-family	9 Units
			Retail	3,000 SF
4	Automobile Service (Not Public)	35,480 SF	Multi-family	66 units
			Retail	7,500 SF
5	Multi-family	191 units	Multi-family	191 units
6	Water Pollution Dept.	248,448 SF	Water Pollution Dept.	248,448 SF
7	Vacant	75,794 SF	Multi-family	83 units
			Retail	10,000 SF

To determine the traffic impact of the Full-Yield scenario under the proposed zoning amendments, it is necessary to estimate the traffic generated by these seven POIs in the Full-Yield under proposed zoning amendments condition, as compared to the Full-Yield scenario under the existing zoning. Table 30 presents the total trips generated by the POIs under both the conditions.

Table 30 - East Shore Road Properties of Interest – Study Area Trips – Full Yield Existing Zoning and Full Yield Proposed Zoning

Condition	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Full-Yield under Proposed Zoning Amendments 2028	39	88	127	120	94	214
Full-Yield under Existing Zoning 2028	45	24	69	92	109	201
Net Change	-6	+64	+58	+28	-15	+13

Table 30 indicates that the net change in trip-making that could be expected to occur on the East Shore Road corridor due to implementation of the proposed zoning amendments is minor compared to what may occur under the existing zoning. During the weekday a.m. peak hour, an increase in 58 new net trips would occur. This is an average of less than one new trip per minute. Likewise, during the weekday p.m. peak hour only 13 new trips would be generated, which is an average of one new trip every four minutes.

Additional trips at this level would not result in significant impacts to traffic conditions. In addition, these new trips are distributed in various directions from various properties along East Shore Road, and would not be seen at this level at any one location.

3.5.2.6 Future Parking Conditions

As discussed previously, information from the Village indicates that existing parking availability along the Middle Neck Road and East Shore Road corridors generally is more than sufficient to accommodate the demand created by current uses and activities, such that there is not an existing deficit in parking availability that would significantly constrain future development and redevelopment under the proposed action.

The proposed zoning legislation includes parking relaxations among the possible incentives. In order to prevent a request for such relief from creating new parking problems, each application for an incentive will require a discretionary approval from the Village Board of Trustees, after a public hearing; and each request for a parking relaxation will be reviewed on a case-by-case basis to demonstrate that the reduced capacity of on-site parking would still be sufficient to accommodate the anticipated demand for the proposed development.

3.5.2.7 Conclusions

Based on the results of the analyses conducted for the purpose of this DGEIS, the following conclusions have been developed.

- The implementation of the proposed zoning amendments would not result in large increases in traffic volumes on Middle Neck Road or East Shore Road.
- The effect of the proposed zoning amendments would be moderated by the fact that the majority of the POIs along both corridors are currently developed and generating traffic.
- Based on the anticipated Full Yield build-out on the POIs on both corridors, the proposed zoning amendments would result in modest increases in peak-period traffic levels when compared to Full Yield build under current zoning.
- Based on the capacity analysis performed for the Middle Neck Corridor study intersections, the levels of service would be unchanged, with very minor increases in delay for Full Yield under the proposed zoning amendments, as compared to Full Yield under the existing zoning.
- On East Shore Road, projected peak period traffic increases under the Full Yield scenario with the proposed zoning amendments are small, and do not require capacity analysis to conclude they would not result in significant adverse impacts to traffic conditions.
- Based on the analysis performed herein, it is concluded that the application of the proposed zoning amendments on the Middle Neck Road and East Shore Road corridors would not result in significant adverse impacts to traffic conditions.

3.5.3 Proposed Mitigation

As no significant adverse impacts were identified above with respect to traffic conditions under the proposed action, no mitigation is needed or proposed with respect to same.

Procedural mitigation would be provided under the proposed action to avoid significant impacts with respect to parking, as follows:

- Each application for development under the proposed zoning that includes a requested parking relaxation will require discretionary approval from the Village Board of Trustees, after a public hearing, and shall be reviewed on a case-by-case basis to demonstrate that the reduced capacity of on-site parking would still be sufficient to accommodate the anticipated demand for the proposed development.

3.6 Air Quality

3.6.1 Existing Conditions

The purpose of the air quality study is to assess whether the 2028 Build Condition complies with the state and federal air quality requirements, and whether it complies with the 1990 Clean Air Act Amendments (CAAA) following the NYSDEC, the NYSDOT, and the United States Environmental Protection Agency (USEPA) policies and procedures.

This section of the DGEIS presents background information and existing air quality conditions.

3.6.1.1 Background

Six principal air pollutants have been designated by the USEPA as "criteria" pollutants that are proven detriments to public health. These air pollutants include sulfur dioxide (SO2), carbon monoxide (CO), ozone (photochemical oxidants), particulate matter less than 10 micrometers (PM10) and less than 2.5 micrometers (PM2.5), nitrogen dioxide (NO2) and lead (Pb). National Ambient Air Quality Standards (NAAQS) have been established for these pollutants.

The 1990 U.S. Clean Air Act Amendments resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air quality control regions are classified and divided into one of three categories: attainment, unclassified, or non-attainment depending upon air quality data and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the respective NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. An unclassified area is a region where data are insufficient to make a determination and is generally considered as an attainment area for administrative purposes. A single area can be in attainment of the standards for some pollutants while being in non-attainment for others.

Nassau County is designated as a non-attainment area (moderate severity) for the 8-hour ozone standard. Nassau County is designated as either a maintenance or attainment status for the remainder of the pollutants as follows. Nassau County is no longer subject to the 1-hour ozone standard as of June 15, 2005. Nassau County has been re-designated from a non-attainment area and is currently a maintenance area for CO as of May 20, 2002. Similarly, Nassau County has also been re-designated from a non-attainment area and is currently a maintenance area for $PM_{2.5}$ (for the 2006 standard) as of April 18, 2014. Nassau County is in "attainment" for all of the remaining criteria pollutants (PM_{10}, lead, nitrogen dioxide, and sulfur dioxide) for ambient (outdoor) air.

3.6.1.2 Air Quality Standards

The USEPA has established NAAQS that set limits on air pollutants considered harmful to public health. The State of New York has adopted similar standards as those set by the USEPA, with the exception of lead, total suspended particulates (TSP), particulate matter (PM10, PM2.5), and hydrocarbons. The respective Federal and State standards are summarized in Table 31, below. There are no specific local air quality standards for the Village of Great Neck; therefore, the NAAQS are the criteria that individual projects built under the proposed zoning amendments would need to adhere to.

Carbon Monoxide. CO is a product of incomplete combustion. It is a colorless and odorless gas that prevents the lungs from passing oxygen to the blood stream. Brief exposure to high levels of CO can also impair vision, physical coordination, and the perception of time. According to the USEPA, 60 percent of CO emissions result from motor vehicle exhaust, while other sources of CO emissions include industrial processes, non-transportation fuel combustion and natural sources (i.e., wildfires). In cities, as much as 95 percent of CO emissions result from mobile sources.[29]

Ozone: Volatile Organic Compounds (VOCs) and Nitrogen Oxide (NO_X). VOCs and NO_X are important pollutants because of their role in forming ozone, which is also referred to as photochemical smog. Both of these pollutants are emitted from vehicular sources. VOCs are evaporative emissions from unburned fuel. NO_X, a brownish gas with a pungent odor, is a product of high temperature combustion. It is a pulmonary irritant, and short exposure may increase susceptibility to acute respiratory disease.

Particulate Matter. Particulate matter (PM) is a term referring to particles found in the air. Some particles are large enough to be seen as dust, soot, or smoke, while others are too small to be visible. As previously discussed, PM_{10} refers to particulate matter that is 10 micrometers or smaller in size. Similarly, $PM_{2.5}$ refers to particulate matter that is 2.5 micrometers or smaller in size. Small particles can have adverse health effects because of their ability to reach the lower regions of the respiratory tract. Particulate matter comes from a variety of sources. Emissions from highway and non-road vehicles comprise approximately 28 percent of total PM emissions.[30] Fuel combustion in power plants and industrial processes accounts for another five percent of PM. The largest direct source of PM is fugitive dust from paved and unpaved roads, agricultural and forestry activities, wind erosion, wildfires, and managed burning. PM is also formed indirectly in the atmosphere by the reaction of gaseous pollutants, such as NO_X.

[29] Environmental Protection Agency, *National Air Quality and Emissions Trends Report*, 1999, March 2001.

[30] Ibid.

The predominant sources of air pollution anticipated from the theoretical potential buildout scenario for the proposed action are emissions of CO, volatile organic compounds (VOCs), nitrogen oxides (NO_X), PM_{10}, $PM_{2.5}$, and greenhouse gases (GHG).

Table 31 - National (Federal) and State of New York Ambient Air Quality Standards

Pollutant	Primary Standards		Secondary Standards	
	Level	Averaging Times	Level	Averaging Times
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour	None	
	35 ppm (40 mg/m^3)	1-hour		
Lead	0.15 µg/m^3 (1)	Rolling 3-month Average	Same as Primary	
Nitrogen Dioxide	53 ppb(23)	Annual (Arithmetic Mean)	Same as Primary	
	100 ppb	1-hour	None	
Particulate Matter (PM_{10})	150 µg/m^3	24-hour	Same as Primary	
Particulate Matter ($PM_{2.5}$)	12.0 µg/m^3	Annual (Arithmetic Mean)	15.0 µg/m^3	
	35 µg/m^3	24-hour	Same as Primary	
Ozone	0.07 ppm (2015 std)	8-hour(3)	Same as Primary	
	0.075 ppm (2008 std)	8-hour (3)	Same as Primary	
	0.08 ppm (1997 std)	8-hour (3)	Same as Primary	
Sulfur Oxides	75 ppb(4)	1-hour	0.5 ppm (1300 µg/m^3)	3-hour

Notes: (1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m3 as a calendar quarter average) also remain in effect.
(2) The level of the annual NO2 standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.
(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O3 standards additionally remain in effect in some areas. Revocation of the previous (2008) O3 standards and transitioning to the current (2015) standards will be addressed in the implementation rule for the current standards.
(4) The previous SO2 standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2)any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO2 standards or is not meeting the requirements of a SIP call under the previous SO2 standards (40 CFR 50.4(3)). A SIP call is a USEPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

3.6.1.3 Site and Area Conditions

NYSDEC maintains an air quality monitoring system that measures and records the concentrations of various air pollutants within the State. These monitoring data were used to assess the existing air quality levels, or background concentrations, in the area. Background concentrations are ambient pollution levels from other stationary, mobile, and area sources.

The study area is located in NYSDEC Region 1. The background concentrations of criteria pollutants in the study area were determined using the monitoring data collected at receptor locations closest to the study area within Region 1. For those pollutants not monitored in Region 1, their background concentrations were determined using the monitoring data collected at the closest receptor locations to the study area from Region 2 (New York City). The location of the relevant monitoring locations is presented in Appendix F. The following summarizes the relevant air quality monitoring data for the study area.

A review of the NYSDEC monitoring data indicates that the closest monitoring site to the study area that monitors CO is the Queens College 2 (Region 2) monitor. The maximum 1-hour and 8-hour (2015 - 2017) CO background concentration is 1.9 ppm and 1.4 ppm, respectively.[31] This existing 1-hour background concentration of CO is approximately five percent of the maximum 1-hour levels of CO allowed by the NAAQS. This existing 8-hour background concentration of CO is approximately 16 percent of the maximum 8-hour levels of CO allowed by the NAAQS.

The nearest NO_2 monitoring site with complete data is Queens College 2 in Region 2. For NO_2, the average annual arithmetic mean background value is 16.1 ppb for the most recent three years (2015 - 2017). The existing background concentration level of NO_2 represents approximately 30 percent of the maximum annual concentration of NO_2 allowed by the NAAQS. The 1-hour NAAQS NO_2 standard, effective in January 2010, is based upon the average of the 98th percentile over the most recent three years (2015-2017), which is 59.7 ppb, or 60 percent of the NAAQS.

For ozone, the closest monitoring site to the study area is Queens College 2 (Region 2). The 8-hour ozone NAAQS is based upon the average of the annual fourth-highest daily maximum 8-hour concentrations over the most recent three years. The average 8-hour ozone background value over the most recent three years of data (2015-2017) is 0.074 ppm, equivalent to 106 percent of the maximum 2017 8-hour concentration of ozone allowed by NAAQS. Nassau County is a "Previous Nonattainment Area" which is no longer subject to the 1-hour ozone standard as of June 15, 2005; and, therefore, the 1-hour value is not reported. The background concentrations are summarized in Table 32 below.

For Pb, the monitoring site with available data nearest to the study area is "IS 52" in Region 2. At this receptor location, the maximum rolling three-month average background concentration over the most recent available three years (2015 - 2017) is .0061 micrograms per cubic meter ($\mu g/m^3$). This background concentration level of

[31] New York State Ambient Air Quality Reports (2013 through 2017), http://www.dec.ny.gov/chemical/8536.html

Pb represents approximately four percent of the maximum lead concentration allowed by the NAAQS, well below the standard.

For PM_{10}, the closest monitoring site to the study area is Queens College 2 (Region 2). The 2nd highest 24-hour background value for PM_{10} averaged over the most recent three years (2015-2017) is 33 µg/m^3. This existing 24-hour background concentration of PM_{10} is approximately 22 percent of the maximum 24-hour levels of PM_{10} allowed by the NAAQS.

For $PM_{2.5}$, the closest monitoring site to the study area is Eisenhower Park (Region 1). The 24-hour $PM_{2.5}$ NAAQS is based upon the average of the 98th percentile over the most recent three years. The average 24-hour $PM_{2.5}$ background value over the most recent three years of data (2015-2017) is 16.0 µg/m^3. Similarly, the average annual arithmetic mean background value for $PM_{2.5}$ over the most recent three years is 6.7 µg/m^3. The existing 24-hour background concentration level of $PM_{2.5}$ represents approximately 46 percent of the maximum 24-hour concentration of $PM_{2.5}$ allowed by the NAAQS. Similarly, the existing annual background concentration level of $PM_{2.5}$ is equivalent to approximately 56 percent of the maximum $PM_{2.5}$ concentration allowed by the NAAQS for a one-year period.

For SO_2, the closest monitoring site to the study area is Eisenhower Park (Region 1). The average of the 99th percentile 1-hour background value over the most recent three years (2015-2017) for SO_2 is 6.33 ppb, approximately eight percent of the maximum 1-hour concentration levels of SO2 allowed by the NAAQS.

The background concentrations for all criteria air pollutants are summarized in table 32 below.

Table 32 - Existing Monitored Pollutant Concentrations

Pollutant	Location	Averaging Time	Background Pollutant Concentration (NYSDEC)	NAAQS (USEPA and NYSDEC)
Carbon Monoxide (CO)	Queens College 2	8-Hour	1.4 ppm	9 ppm
	Queens College 2	1-Hour	1.9 ppm	35 ppm
Nitrogen Dioxide (NO2)	Queens College 2	Annual	16.1 ppb	53 ppb
	Queens College 2	1-Hour	59.7 ppb	100 ppb
Ozone (O3)	Queens College 2	8-Hour	0.074 ppm	0.07 ppm
Lead	IS 52	3 Month	0.0061 µg/m³	0.15 µg/m³
Particulate Matter (PM10)	Queens College 2	24-Hour	33.0 µg/m³	150 µg/m³
Particulate Matter (PM2.5)	Queens College 2	Annual	6.7 µg/m³	12 µg/m³
	Queens College 2	24-Hour	16.0 µg/m³	35 µg/m³
Sulfur Dioxide (SO2)	Eisenhower Park	1-Hour	6.33 ppb	75 ppb
	Eisenhower Park	3-Hour	N/A	500 ppb

Source: 2017, 2016 and 2015 New York State Ambient Air Quality Reports for Region 1 and Region 2 (http://www.dec.ny.gov/chemical/8536.html).

Notes: ppm = parts per million; ppb = parts per billion; µg/m³= micrograms per cubic meter

A review of the NYSDEC monitoring data (see Table 32)) indicates that existing monitored concentrations for all criteria pollutants are well below the respective NAAQS, except for 8-hour Ozone.

3.6.1.4 Existing Greenhouse Gas Emissions

NYSDEC has issued a policy[32] for the assessment of greenhouse gas (GHG) emissions impacts, which sets forth guidance procedures for Department staff to utilize in reviewing EISs pursuant to SEQRA and its implementing regulations.

[32] *Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements*. New York State Department of Environmental Conservation. Office of Air, Energy and Climate. July 15, 2009.

According to the NYSDEC policy, there are six main GHGs, including carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHG emissions are produced by a variety of sources (e.g., fuel combustion, electricity distribution, refrigerant substitutes, municipal waste), with fuel combustion accounting for approximately 89 percent of total GHG emissions in New York State (as of 2007, expressed in CO_2 equivalents).[33]

GHGs are not considered by the USEPA to be "criteria pollutants," as discussed above, nor are NAAQS established for same. Similarly, NYSDEC does not establish impact thresholds of significance for GHG emissions for evaluating proposed actions in accordance with SEQRA. However, the NYSDEC's GHG policy provides guidance for reporting GHG emissions associated with a proposed project, where applicable, thereby enabling decision-making agencies to assess GHG emissions impacts associated with a project and to make meaningful quantitative and/or qualitative comparisons of reasonable alternatives in considering a proposed action. The NYSDEC policy also provides a sample inventory of mitigation measures that may be considered for incorporation into a project's design in order to minimize GHG emissions to the maximum extent practicable. According to the NYSDEC's *The SEQR Handbook* (3rd Edition, 2010):

> "Analysis and comparison of energy demands, including means to reduce energy use, within an EIS will enable involved agencies to identify reasonable energy conservation measures in their SEQR findings; by doing so, individual project contributions to GHG emissions can be minimized." (Page 121)

Existing Emissions Sources

NYSDEC maintains an Environmental Facilities Navigator, which is an interactive online map utility that identifies various facilities of environmental interest, including air emissions sources.[34] According to a review of the Environmental Facilities Navigator (accessed September 2018), no air emissions sources are identified in the study area.

The USEPA also maintains a publicly-accessible electronic database of air emissions sources within its Envirofacts Data Warehouse system, known as the Air Facility System (AFS).[35] The AFS contains compliance and permit data for stationary air pollution sources regulated by the USEPA, State, and local agencies. According to a review of the Environmental Facilities Navigator and the AFS data (accessed September 2018), there are currently two air emissions sources identified within the MNR portion of the study area, including (see Appendix F):

[33] New York State Greenhouse Gas Emissions Inventory and Forecasts for the 2009 State Energy Plan. New York State Energy Research and Development Authority. August 06, 2009.

[34] Available at http://www.dec.ny.gov/imsmaps/facilities/viewer.htm.

[35] Available at https://www.epa.gov/sites/production/files/widgets/ef-afs.html.

Facility Name	Address (Great Neck, NY)
Connie French Cleaners, Inc.	801 Middle Neck Road
Great Neck Cleaners	723 Middle Neck Road

The two sites identified above are, however, only operating with minor emissions. Additionally, all other sources identified are inactive and no longer operating. Thus, there are currently no air emissions sources identified within the ESR portion of the study area. Lastly, there are no major direct sources of air emissions located within the study area.

3.6.2 Potential Impacts

The air quality assessment included below was performed to evaluate the impacts associated with the Theoretical Potential Build-Out Scenario, in compliance with the 1990 CAA Amendments, the NYSDOT, and the USEPA policies and procedures. The air quality assessment has reviewed if the proposed action will interfere with the attainment or maintenance of the New York and/or National Ambient Air Quality Standards (NAAQS) established by the 1990 CAAA. The primary pollutants of concern include:

- Ozone;
- Volatile organic compounds;
- Oxides of nitrogen;
- Carbon monoxide;
- Sulfur dioxide;
- Particulate matter;
- Greenhouse gas; and
- Lead.

3.6.2.1 Short-Term Impacts – Construction/Demolition

Construction and demolition activities associated with the Theoretical Potential Build-Out Scenario would result in a slight, short-term increase in air pollution emissions. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., clearing, grading). Fugitive dust consists of soil particles that become airborne when disturbed by heavy equipment operations or through wind erosion of exposed soil after groundcover (either lawn or pavement) is removed. To minimize fugitive dust emissions, a water truck would be kept on construction sites during excavation activities. This construction-related air-quality impact (i.e., fugitive dust) would be of relatively short duration. Also, during construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling on-site. Overall, therefore, the impacts on ambient air quality from construction activities associated with site-specific development are not expected to be significant.

Overall, air quality in the study area is not expected to be substantially affected by potential development because of emission control procedures and the temporary nature of construction activities. Emissions from the operation of construction machinery (CO, NOx, PM, VOCs and GHGs) are short-term and not generally considered substantial. With the implementation of the various mitigation measures to minimize construction-related air quality impacts, no significant adverse impacts are expected.

3.6.2.2 Long Term Impacts

The predominant source of air pollution that would be anticipated from potential redevelopment activities associated with the Theoretical Potential Build-Out Scenario would be emissions from project-related motor vehicle traffic and building operations. The proposed action encourages multi-family residential and mixed-use development within a short walk of the primary business district and associated downtown amenities; thus, reducing vehicular emissions within the study area.

Local Impacts. Specifically, the change in motor vehicle emissions is directly related to the change in traffic parameters as a result of implementation of the proposed action. As discussed in the Existing Condition section, Nassau County is in a maintenance area for CO and $PM_{2.5}$. The projected increase in traffic would likely result in only small increases in CO and PM concentrations from vehicles traveling through the study area, that would not be expected to exceed the NAAQS. The background concentrations (presented in Table 32) show that the background concentrations for CO is currently only 16% of the NAAQS and PM ranges from 22 to 56% of the NAAQS so once the minor traffic increases are considered the Project impacts are not expected to exceed the NAAQS. The project-generated traffic would not have a significant impact on local air quality.

Regional Impacts. If similar increases are realized in ozone precursor emissions (VOCs and NOx), then development in accordance with the Theoretical Potential Build-Out Scenario would have no impact on the ozone NAAQS because the mobile source emissions are small when compared to the total emissions for the entire nonattainment area. Ozone is a regional problem that is addressed over the nonattainment area that is much larger than the study area.

Because the remaining pollutants are in attainment, the impacts do not need to be reviewed related to the project impacts. However, the emissions related to the Theoretical Potential Build-Out Scenario are expected to have unsubstantial increases to the corresponding background concentrations of the various study pollutants.

GHG Emissions. The NYSDEC has taken the lead on assessing and potentially mitigating for impacts related to GHG emissions from new developments by establishing a Greenhouse Gas Emissions Policy issued in July 15, 2009. The policy calls for proponents of projects to quantify GHG emissions (mobile, direct, and indirect sources) and to identify measures to avoid, minimize, and mitigate those emissions. With mitigation measures such as the installation of high-efficiency

heating, ventilating and air conditioning systems, the mobile source GHG emissions would be expected to meet the NYSDEC GHG policy.

3.6.2.3 Short and Long-Term Impacts Summary

There are no short or long-term air quality impacts expected from development in accordance with the Theoretical Potential Build-Out Scenario. The primary intent of the proposed zoning amendments is to enhance and revitalize the Village as an economically vibrant and livable community. The proposed action lays the groundwork for addressing current commercial vacancies by encouraging multi-family residential and mixed-use development within a short walk of the primary business district and associated downtown amenities; thus, reducing vehicular emissions within the study area.

Site-specific applications for redevelopment may be subject to air discharge permit requirements for fossil fuel burning emission sources, such as heating boilers and emergency diesel generators. Air regulations in the study area are administered through and enforced by the NYSDEC, and thus, all site-specific applications involving such systems would be subject to the review and permitting of the NYSDEC.

Overall, based on the foregoing analysis, no significant adverse long-term air quality impacts would be expected. Based on the guidance from both the EPA and the NYSDEC where the air quality methodologies and review criteria for analyses are defined pursuant to the 1990 Clean Air Act Amendments (CAAA), the Project is not projected to:

- Cause any new violation of the NAAQS;
- Increase the frequency or severity of any existing violations; or
- Delay attainment of any NAAQS.

3.6.3 Proposed Mitigation

While no significant adverse air quality impacts are anticipated as a result of the proposed action, several mitigation measures should be considered as site-specific development occurs under the proposed zoning amendments.

- During construction of future projects under the proposed zoning amendments, emissions controls for construction vehicle emissions would be employed and include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacture's muffler equipment or other regulatory-required emissions control devices.
- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

› Regular sweeping of pavement of adjacent roadway surfaces during construction would be conducted to minimize the potential for vehicular traffic to create airborne dust and PM.

3.7 Noise

3.7.1 Existing Conditions

3.7.1.1 Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. The individual human response to noise is subject to considerable variability since there are many emotional and physical factors that contribute to the differences in reaction to noise.

Sound (noise) is described in terms of loudness, frequency, and duration. Loudness is the sound pressure level measured on a logarithmic scale in units of decibels (dB). For community noise impact assessment, sound level frequency characteristics are based upon human hearing, using an A-weighted (dBA) frequency filter. The A-weighted filter is used because it approximates the way humans hear sound. The A-weighting scale was developed and has been shown to provide a good correlation with the human response to sound and is the most widely used descriptor for community noise assessments.[36] The faintest sound that can be heard by a healthy ear is about 0 dBA, while an uncomfortably loud sound is about 120 dBA.

Table 33 presents a list of common outdoor and indoor sound levels. The duration characteristics of sound account for the time-varying nature of sound sources.

[36] Harris, Cyril M. *Handbook of Acoustical Measurements and Noise Control*. Third ed. N.p.: McGraw-Hill, n.d. Print.

Table 33 - Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*	Sound Level (dBA)**	Indoor Sound Levels
Jet Over-Flight at 300 m	6,324,555	110	Rock Band at 5 m
		105	
Gas Lawn Mower at 1 m	2,000,000	100	Inside New York Subway Train
		95	
Diesel Truck at 15 m	632,456	90	Food Blender at 1 m
		85	
Noisy Urban Area—Daytime	200,000	80	Garbage Disposal at 1 m
		75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	70	Vacuum Cleaner at 3 m
		65	Normal Speech at 1 m
Suburban Commercial Area	20,000	60	
		55	Quiet Conversation at 1 m
Quiet Urban Area—Daytime	6,325	50	Dishwasher Next Room
		45	
Quiet Urban Area—Nighttime	2,000	40	Empty Theater or Library
		35	
Quiet Suburb—Nighttime	632	30	Quiet Bedroom at Night
		25	Empty Concert Hall
Quiet Rural Area—Nighttime	200	20	
		15	Broadcast and Recording Studios
Rustling Leaves	63	10	
		5	
Reference Pressure Level	20	0	Threshold of Hearing

Source: *Highway Noise Fundamentals*. Federal Highway Administration, September 1980.

* μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.

** dBA – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

Sound level data can be presented in statistical terms to help describe the noise environment. A near infinite variation in sound levels (various intensities and temporal patterns) can be combined into the same value. The equivalent sound level, or L_{eq}, is used as the monitoring and modeled sound level descriptor. The L_{eq} averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

The following general relationships exist between noise levels and human perception:

- A one or two dBA increase is not perceptible to the average person;
- A three-dBA increase is a doubling of acoustic energy, but is just barely perceptible to the human ear; and
- A 10-dBA increase is a tenfold increase in acoustic energy, but is perceived as a doubling in loudness to the average person.

3.7.1.2 Noise Impact Criteria

New York State Department of Environmental Conservation

On October 6, 2000, NYSDEC issued a program guidance document entitled "Assessing and Mitigating Noise Impacts." The NYSDEC guidance discusses various aspects of noise and suggests steps for performing noise assessments. Further, it provides suggestions on evaluating significant increases in noise levels.

The NYSDEC guidance notes that an increase in ambient noise of 10 dBA is perceived by the majority of people to be a doubling of the loudness of a sound. For example, if the ambient sound level is 50 dBA and is then increased to 60 dBA, most people would perceive the new noise level as twice as loud. The guidance recommends that for non-industrial settings, the SPL (Sound Pressure Level) should probably not exceed ambient noise levels by more than 6 dBA at a given receptor. The addition of any noise source in a non-industrial setting should not raise the total future ambient noise level above a maximum of 65 dBA. This would be considered the "upper end" limit since 65 dBA allows for undisturbed speech at a distance of approximately three feet. Noise levels in industrial or commercial areas should not exceed 79 dBA.

The NYSDEC guidance explicitly states that the 6 dBA increase is to be used as a general guideline. There are other factors which should also be considered. For example, in settings with very low ambient sound levels, a greater increase may be acceptable since sound levels are so low.

The NYSDOT and NYSDEC impact criteria are both 6 dBA increases over ambient conditions. As such this criterion will be assessed in the potential impacts section (see Section 3.7.2) below.

FHWA and NYSDOT Impact Criteria

Implementation of the proposed action leading to the Theoretical Potential Build-Out Scenario would result in both vehicular traffic and building operation noise sources. The vehicular traffic sound levels will be compared herein to the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT) noise impact criteria and the building operations will be compared to the Village's noise ordinance.

Traffic noise can adversely affect human activities, such as communication. The FHWA has established Noise Abatement Criteria (NAC) to help protect the public health and welfare from excessive vehicular traffic noise. Recognizing that different areas are sensitive to noise in different ways, the NAC varies according to land use. The NAC are described in

Table 34.

Table 34 - Noise Abatement Criteria, One-Hour A-Weighted Sound Levels in Decibels (dBA)

Activity Category	Leq(h)*	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

* Leq(h) is energy averaged, one-hour, A-weighted sound level in decibels (dBA).

The NYSDOT has developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts for transportation (motor vehicles) and non-highway projects (building mechanical equipment). It has also established technical procedures for evaluating sound levels and potential impacts from proposed projects. The NYSDOT guidelines, presented in Table 35 set forth appropriate sound levels based upon the contemplated land uses within the study area.

Table 35 - NYSDOT Noise Impact Criteria

Activity Category	Noise Impact Criteria
Overall Sound Level	Approach within one decibel of NAC.
Transportation Projects	Project increases of six (6) or more decibels
Non-Highway Projects	Project increases of three (3) or more decibels

Source: New York State Department of Transportation, *Environmental Procedure Manual,* Chapter 3.1, August 1998.

The NYSDOT endorses the FHWA's procedures and considers adverse noise impacts to occur when existing or future sound levels approach (within one dBA) or exceed the NAC, or when future sound levels exceed the highest existing sound levels by six dBA or more.[37] For non-highway projects (building mechanical equipment), adverse noise impacts are considered to occur when the future sound levels exceed the existing sound levels by three dBA or more. These guidance criteria are the recommended maximum levels for identifying locations that may be affected by noise and are more stringent than FHWA criteria, which considers future sound level increases of 10 dBA as a noise impact.

Village of Great Neck Noise Ordinance

The Village has adopted a noise ordinance, contained in Chapter 391, *Noise*, of the Code of the Village of Great Neck (hereinafter the "Village Noise Ordinance").[38]

The intent of the Village Noise Ordinance, as stated in Section 391-1, is,

> "to prevent any unreasonable, loud, disturbing and unnecessary noise. Noise of such character, intensity and duration as to be detrimental to the life or health of any reasonable person of normal sensitivities or contrary to the public welfare is prohibited."

As described in Section 391-2, prohibited noises in the Village include, but are not limited to, the following sources (in excess of specified sound levels or outside of specified hours): the sounding of horns and vehicle signal devices; operation of speakers during overnight hours; unusual noise from pets; abnormally loud vehicles; steam whistles; engines without muffler; construction (except during specified hours); noises created near sensitive receptors such as schools or hospitals; loading or unloading of vehicles; street vending; HVAC equipment; lawn maintenance equipment; electric generators, etc.

Additionally, the Village Noise Ordinance limits construction activities within the Village to the hours between 8:00 a.m. and 7:00 p.m. on weekdays (Mondays

[37] Highway Traffic Noise: Analysis and Abatement Guidance, June 2010 (Revised December 2011), U.S. Department of Transportation Federal Highway Administration.

[38] Village of Great Neck Village Code. Chapter 391, Noise. https://ecode360.com/6305916. Accessed March 2018.

through Fridays, excluding holidays) and 9:00 a.m. and 7:00 p.m. on Saturdays and holidays.

3.7.1.3 Existing Noise Environment

In general, the existing noise environment along the MNR Corridor is characterized by noise generated by vehicular traffic on the area roadways, mechanical sounds (i.e., HVAC units), and natural sounds (e.g., birds, wind). However, there are periods of temporary increases in noise levels from select locations within the MNR Corridor, such as from emergency sirens and the Alert Fire Company fire station, located at 555 Middle Neck Road, and from idling and accelerating trucks into and out of commercial establishments. Additionally, as indicated in Section 2.2.2, the Great Neck DPW and its associated parking and work area (Property of Interest No. 2) occupy a property between Gutheil Road and North Road. As the site includes an outdoor equipment and material storage area, it is anticipated that periods of temporary increases in noise levels occur at this site due to movement of trucks and machinery.

Similarly, sound levels under existing conditions along the ESR Corridor are characterized by roadway noise and natural sounds. Existing noise levels are temporarily exceeded by idling and accelerating trucks arriving and departing the various automobile-related facilities and a lumber store along East Shore Road, as well as trucks entering and exiting the Great Neck Water Pollution Control Plant. The U.S. Post Office also operates a fleet of delivery vehicles out of its Carrier Annex at 308 East Shore Road (between ESR POI 1 and ESR POI 2). It is expected that baseline noise levels are exceeded during peak entry and exit times from this facility due to mail truck startup and idling.

3.7.2 Potential Impacts

Although in and of itself, adoption of the proposed zoning amendments would not have noise impacts, realization of the Theoretical Potential Build-Out Scenario in the 2028 Build Condition within the study area would have the potential to result in noise related impacts. Potential noise impacts from the theoretical build-out scenario could be caused by increased noise levels associated with short-term construction activities, increases in vehicular traffic on the surrounding roadways, and building operations.

3.7.2.1 Construction Noise

As indicated in Section 3.7.1, above, construction activities within the Village of Great Neck are prohibited, except between the hours of 8:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 7:00 p.m. on Saturdays and holidays; construction activities are not permitted within the Village of Great Neck on Sundays (Village Noise Ordinance, Section 391-2.G).

Construction activities associated with individual developments envisioned in the Theoretical Potential Build-Out Scenario may result in temporary increases above

existing ambient conditions due to the intermittent use of heavy machinery. Development within the study area is expected to generate typical sound levels from construction activities, including foundation construction, truck movements, and heavy equipment operations. Heavy machinery, such as front-end loaders, graders, bulldozers, and backhoes, would be expected to be used intermittently throughout construction of individual developments. However, it is noted that no existing regulations currently preclude construction along either of the study corridors. Construction activities that may occur due to implementation of the proposed action would be similar in nature and duration to those that may occur under existing conditions. Furthermore, due to the mixed-use nature of the study area, with common commercial truck and passenger vehicle traffic, it is not anticipated that construction activities would significantly impact the existing noise environment.

3.7.2.2 Mobile Sources

The NYSDOT requires that the proposed action not approach (within one dBA) or exceed the NAC criteria of 66 dBA for a one-hour period and that it not increase sound levels by more than six dBA above existing sound levels. As indicated in Section 3.4.1 of this DGEIS, the MNR and ESR Corridors are both mixed-use corridors that are frequently travelled by passenger vehicles and commercial truck traffic, such that under existing conditions, noise levels are likely to already approach or exceed the NAC criteria during peak periods.

As indicated in Section 3.5.2 of this DGEIS, it is anticipated that the implementation of the theoretical potential buildout scenario would add approximately 93 trips (52 entering trips and 41 exiting trips) during the weekday a.m. peak hour and 148 trips (69 entering trips and 79 exiting trips) during the weekday p.m. peak hour, along Middle Neck Road, and approximately. It is anticipated that implementation of the theoretical potential buildout scenario along East Shore Road, however, would lead to negative growth of -70 trips (-58 entering trips and -12 exiting trips) during the weekday a.m. peak hour and add 22 trips (31 entering trips and -9 exiting trips) during the weekday p.m. peak hour. The reduction in trips during the weekday a.m. peak hour along East Shore Road is attributed to the elimination of a medical office building currently located at the north end of the corridor. See Section 3.5.2 of this GEIS for an analysis of the transportation and parking impacts of the proposed action on the Middle Neck Road and East Shore Road corridors.

Additionally, posted vehicle traffic speeds would not be affected by the proposed action or theoretical potential build-out. Vehicle mixes are also anticipated to be essentially the same as under existing conditions.

It is noted, however, that roadway sound levels are a function of traffic volumes and vehicle speeds. Although traffic volumes on the roadways within the study area are projected to increase under the 2028 Build Condition, it is not expected that the proposed action would increase noise levels by more than six dBA above existing noise levels (in accordance with NYSDOT and FHWA criteria). Therefore, it is expected that the 2028 Build Condition sound levels would likely remain unchanged, as compared to the existing conditions. As such, it is not expected that

implementation of the proposed action would result in significant adverse noise impacts related to increases in traffic volumes.

3.7.2.3 Stationary Sources

The study area is located in an area where the existing noise environment is largely affected by sounds from vehicular traffic, commercial activities, and mechanical equipment (i.e., HVAC noises) along the MNR and ESR Corridors. As the existing noise environment along MNR and ESR contains commonly occurring noise sources typical of urban settings, it is anticipated that the theoretical potential build-out, which includes multi-family residential, mixed-use and municipal development, would not have any significant noise generating sources and would follow similar noise level patterns as the existing condition noise environment.

It is anticipated that buildings to be included as part of the theoretical potential build-out would include building HVAC units typical of those associated with residential and commercial uses. Low-noise equipment and noise abatement measures would be incorporated during the design of the buildings. Therefore, noise from these units is also anticipated to be in compliance with the Village Noise Ordinance, as outlined above.

3.7.2.4 Noise Related to Facility Operations

The loading and unloading areas for properties within the study area under the theoretical potential build-out are to be designed and operated to ensure that there would be no adverse noise impacts to the existing residential receptors in the surrounding area. The loading and service activities for these uses would be required to be internally situated or screened to minimize noise associated with loading activities; thus, resulting in no adverse noise impacts to the sensitive receptor locations. In addition, the building operations would be scheduled, to the extent practicable, to minimize noise impacts.

All private uses within the study area would be subject to compliance with Section 391-6.A. and B. which state:

A. No person shall permit or cause the loading or unloading of any trash, garbage, debris, goods, wares, or merchandise of any kind whatsoever from or upon any truck or other vehicle in any part of the Village between the hours of 11:00 p.m. and 8:00 a.m. on any day.

B. Notwithstanding the foregoing, such loading or unloading shall be permitted in the Village's Business A, Mixed-Use, and Waterfront Development Districts between the hours of 7:00 a.m. and 8:00 a.m., other than for the collection of solid waste as set forth in §477-14 of this Code, on any day other than a Saturday, Sunday, or public holiday, as defined in the New York State General Construction Law, so long as prior to, during, and subsequent to such loading or unloading, prior to and during such one-hour period, no horn, beeper, siren, or other device from such truck or other vehicle, including, but not limited to, an audible back-up

warning device, emits a sound that is audible to a person at a distance of 25 feet or more from such vehicle.

As such, required compliance with the Village Noise Ordinance would minimize the potential for significant adverse noise impacts from facility operations.

3.7.3 Proposed Mitigation

No significant adverse noise impacts associated with the proposed action or the theoretical potential build-out is anticipated. However, as noted above, the Village Noise Ordinance limits construction activities to between the hours of 8:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. and 7:00 p.m. on Saturdays and holidays. Construction activities associated with the theoretical potential build-out would only be scheduled for these hours in accordance with the noise ordinance. Limiting construction to these hours would minimize any short-term impacts that might occur during the construction phase.

3.8 Socioeconomics

3.8.1 Existing Conditions

This section establishes a baseline of demographic conditions from which impacts of the proposed action can be assessed. It includes information on population, age distribution, housing units and tenure, employment by occupation and employment by industry from the 2000 and 2010 Decennial Censuses, as well as the 2016 American Community Survey (ACS) prepared by the U.S. Census Bureau. The 2016 ACS is a five-year estimate based on data from 2012- 2016.

The MNR and ESR Corridors are located within the Incorporated Village of Great Neck (the Village). Socioeconomic characteristics of Village, as well as the Town of North Hempstead (the Town) and Nassau County (the County) are presented for comparison purposes.

3.8.1.1 Population Trends

According to the 2016 ACS, from 2000 to 2010, the Village experienced a 4.7± percent population increase, while the Town and the County, as a whole, experienced only minor increases in population (approximately 1.7 percent and 0.4 percent, respectively) (see Table 36). In 2016, the Village contained 10,183 residents, 1.9± percent more than its 2010 population of 9,989. The Village continued to grow at a faster rate than the Town and County (approximately 1.5 percent and 1.3 percent, respectively) (see Table 36).

Table 36 - Population Characteristics

	2000	2010 (% Change from 2000)	2016 (% Change from 2010)
Village of Great Neck			
Population	9,538	9,989 (+4.7%)	10,183 (+1.9%)
Town of North Hempstead			
Population	222,611	226,322 (+1.7%)	229,640 (+1.5%)
Nassau County			
Population	1,334,544	1,339,532 (+0.4%)	1,356,801 (+1.3%)

Sources: U.S. Census Bureau, 2000 and 2010 Decennial Census, 2012-2016 American Community Survey 5-year estimates.

Table 37 shows the percent of the total population in each age category in 2000, 2010 and 2016, for the Village, the Town and the County. Between 2000 and 2016, there was a considerable drop in population in the 35-54 age group, with increases of young adults aged 20-34 and children aged 0-19. More specifically, in the Village, the percentage of children aged 0-19 rose from 28.2 in 2000 to 31.5 in 2016, with a corresponding increase in the percentage of those aged 20-34 (from 14.5 in 2000 to 17.6 in 2016). This shift has resulted in a significant decrease in median age from 40.0 in 2000 to 35.8 in 2016.

Table 37 - Age Distribution as Percent of Total Population, 2000-2016

Area	2000 (Percent of Total Population)						2010 (Percent of Total Population)						2016 (Percent of Total Population)					
	0-19	20-34	35-54	55-64	65+	Median Age (years)	0-19	20-34	35-54	55-64	65+	Median Age (years)	0-19	20-34	35-54	55-64	65+	Median Age (years)
Village of Great Neck	28.2	14.5	29.7	10.0	17.5	40.0	28.2	15.1	25.5	12.6	18.5	41.2	31.5	17.6	21.5	11.3	18.0	35.8
Town of North Hempstead	25.9	16.7	30.6	10.2	16.6	39.9	25.5	15.2	28.6	13.3	17.3	42.4	25.2	15.5	26.8	13.6	19.2	42.8
Nassau County	26.9	17.3	31.3	9.4	15.0	38.5	25.7	16.5	29.5	12.9	15.2	41.1	24.7	17.6	27.5	13.8	16.4	41.4

Sources: U.S. Census Bureau, 2000 and 2010 Decennial Census, 2012-2016 American Community Survey 5-year estimates.

As compared to the population of the Town and the County, as a whole, the population in the Village in 2016 consisted of a higher proportion of children (0-19 years), and lower proportions of those aged 35-54 years and 55-64 years. In 2016, the median age was also considerably lower in the Village as compared to the Town and County. Whereas median age has increased over the years in the Town and County an average of 42 years, median age has decreased within the Village to 35.8 years. As a comparison, the median age in Suffolk County in 2016 was 40.9, in New York State it was 38.2 and in the United States it was 37.7. Therefore, the Village has a population that is younger than the surrounding area, while the Town and the County have populations that are older than the Village, the state and the nation.

3.8.1.2 Housing Trends

As seen in table 38, according to the 2016 ACS, the Village contained 3,410 housing units, a 6.4 percent decrease since 2010 (3,645 units), but only slightly fewer units than in 2000 (3,442). Similarly, while the number of housing units in the Town and County increased from 2000 to 2010, the same areas saw minor decreases from 2010 to 2016.

According to the information in Table 39 and Table 40, in 2016, the owner occupancy rate in the Village (75.7 percent) was lower than in the Town and County (approximately 78.6 percent and 80.3 percent, respectively). Between 2000 and 2016, the percentage of renter-occupied units in the Village, Town and the County remained relatively stable, hovering around 25 percent in the Village, 21 percent in the Town and 20 percent in the County. As indicated in these tables, the renter-occupied to owner-occupied ratio of housing units in the Village continues to be significantly higher than the Town and County.

Table 38 - Housing Units

Area	2000	2010	2016	Percentage Change 2000 to 2010	Percentage Change 2010 to 2016
Village of Great Neck	3,442	3,645	3,410	+5.9%	-6.4%
Town of North Hempstead	78,927	81,961	81,533	+3.8%	-0.5%
Nassau County	458,151	468,346	467,127	+2.2%	-0.3%

Sources: U.S. Census Bureau, 2000 and 2010 Decennial Census, 2012-2016 American Community Survey 5-year estimates.

Table 39 - Housing Tenure, 2000-2010

	Owner-Occupied Housing Units				Renter-Occupied Housing Units			
	2000		2010		2000		2010	
Area	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Village of Great Neck	2,469	73.8	2,667	73.0	877	26.2	986	27.0
Town of North Hempstead	60,270	78.5	60,989	78.1	16,550	21.5	17,091	21.9
Nassau County	359,264	80.3	358,300	79.9	88,123	19.7	90,228	20.1

Sources: U.S. Census Bureau, 2000 and 2010 Decennial Census.

Table 40 - Housing Tenure, 2010-2016

	Owner-Occupied Housing Units				Renter-Occupied Housing Units			
	2010		2016		2010		2016	
Area	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Village of Great Neck	2,667	73.0	2,352	75.7	986	27.0	757	24.3
Town of North Hempstead	60,989	78.1	60,168	78.6	17,091	21.9	16,400	21.4
Nassau County	358,300	79.9	353,420	80.3	90,228	20.1	86,810	19.7

Sources: U.S. Census Bureau, 2010 Decennial Census, 2012-2016 American Community Survey 5-year estimates.

As per the 2016 ACS estimate, as compared to the Town and County, the Village had the lowest proportion of detached single-family homes, representing 66± percent of the total housing units in the Village (see Table 41). The Town had the second highest percentage of detached single-family homes, at 71.5± percent; while the County had the highest percentage of detached single-family homes, at 75.7± percent. This reflects the fact that the eastern portion of the County is generally dominated by single-family homes, while multifamily structures are more common in the western portion of the County. Table 41 also shows a shift away from detached single-family homes as a percentage of all housing units at all three geographic levels, and a commensurate rise in attached single-family units and units in large, multi-family buildings (both 10-19 units and 20 units or more), particularly

in the Village. This trend is less pronounced in the Town and in the County, as a whole. Within the Village, the second most prominent housing type after detached single-family homes are multi-family buildings (20 units or more), followed by two-unit homes (i.e., duplexes). The housing type figures are reflected in the renter-occupied v. owner-occupied statistics indicated in Table 39 and Table 40, above.

Table 41 - Units in Structure (Housing Type)

	Village of Great Neck			Town of North Hempstead			Nassau County		
Housing Type	**2000**	**2016**	**% Change**	**2000**	**2016**	**% Change**	**2000**	**2016**	**% Change**
Single-Family Detached	74.5%	66.0%	-8.5%	73.8%	71.5%	-2.3%	77.6%	75.7%	-1.9%
Single-Family Attached	1.3%	1.3%	--	3.3%	3.9%	+0.6%	2.6%	3.0%	+0.4%
2-Units in structure	2.5%	5.7%	+3.2%	6.1%	6.4%	+0.3%	6.8%	7.1%	+0.3%
3 or 4 units in structure	3.8%	2.4%	-1.4%	2.3%	2.2%	-0.1%	2.2%	2.1%	-0.1%
5 to 9 units in structure	1.9%	2.6%	-0.7%	1.9%	1.7%	-0.2%	1.5%	1.5%	--
10 to 19 units in structure	1.0%	3.1%	-2.1%	2.0%	2.0%	--	1.8%	2.1%	+0.3%
20 or more units in structure	15.0%	18.9%	+3.9%	10.5%	12.1%	+1.6%	7.4%	8.5%	+1.1%
Mobile home	0.0%	0.0%	--	0.0%	0.2%	+0.2%	0.1%	0.2%	+0.1%
Boat, RV, van, etc.	0.0%	0.0%	--	0.0%	0.0%	--	0.0%	0.0%	--

Sources: U.S. Census Bureau, 2000 Decennial Census, 2012-2016 American Community Survey 5-year estimates.
Note: Due to rounding, percentages may not add up to 100%.

3.8.1.3 Current Employment

As indicated in Table 42, by far, the most common occupational category of employment for the residents of the Village is "management, business, science, and arts." The proportion of residents working in the respective occupational categories follows a similar trend in each of the observed geographies – the top three occupational categories are: "management, business, science and arts;" "sales and office occupations;" and "service occupations."

Table 42 - Employment by Occupation, Civilian Population 16 Years and Over

Occupation	Village of Great Neck		Town of North Hempstead		Nassau County	
	Employed Population	Percentage	Employed Population	Percentage	Employed Population	Percentage
Management, business, science, and arts	2,238	51.3%	42,792	54.5%	294,648	43.8%
Service Occupations	383	8.8%	7,456	9.5%	110,052	16.4%
Sales and office occupations	1,293	29.6%	18,788	23.9%	174,061	25.9%
Natural resources, construction, and maintenance occupations	202	4.6%	4,323	5.5%	45,374	6.8%
Production, transportation, and material moving occupations	247	5.7%	5,112	6.5%	48,020	7.1%
TOTAL:	**4,363**	**100.0%**	**78,471**	**100.0%**	**672,155**	**100.0%**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year estimates.

The top employment industry for the Village, the Town and the County was the same: "educational services, health care and social assistance." The second highest employment industry for the Village, the Town and the County was "professional, scientific, and management, and administrative and waste management services. The third highest employment industry for all three geographies was "retail trade". The Village had much higher percentages than the Town and County in the wholesale trade, manufacturing, as well as the finance/insurance/real estate, industries, and much lower percentages in the construction, transportation/ warehousing/utilities and public administration industries.

Table 43 - Employment by Industry, Civilian Population 16 Years and Over

Occupation	Village of Great Neck		Town of North Hempstead		Nassau County	
	Employed Population	Percentage	Employed Population	Percentage	Employed Population	Percentage
Agriculture, forestry, fishing and hunting, and mining	0	0.0%	80	0.1%	923	0.1%
Construction	155	3.6%	4,154	5.3%	38,708	5.8%
Manufacturing	342	7.8%	4,377	5.6%	30,981	4.6%
Wholesale trade	468	10.7%	3,647	4.6%	22,479	3.3%
Retail trade	561	12.9%	6,254	8.0%	69,213	10.3%
Transportation and warehousing, and utilities	17	0.4%	3,825	4.9%	34,944	5.2%
Information	107	2.5%	2,467	3.1%	20,607	3.1%
Finance and insurance, and real estate and rental and leasing	506	11.6%	11,401	14.5%	67,037	10.0%
Professional, scientific, and management, and administrative and waste management services	572	13.1%	11,734	15.0%	85,837	12.8%
Educational services, and health care and social assistance	1079	24.7%	20,316	25.9%	189,323	28.2%
Arts, entertainment, and recreation, and accommodation and food services	275	6.3%	3,720	4.7%	48,946	7.3%
Other services, except public administration	163	3.7%	2,949	3.8%	30,962	4.6%
Public administration	118	2.7%	3,547	4.5%	32,195	4.8%
TOTAL:	**4,363**	**100.0%**	**78,471**	**100.0%**	**672,155**	**100.0%**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year estimates.

3.8.2 Potential Impacts

To understand the impacts of the proposed action, this section includes comparisons of the existing and anticipated population, including overall population and public school-aged children, housing projections, and employment projections for the Theoretical Potential Build-Out Scenario. Other sections of this DGEIS discuss impacts on environmental and built resources and services that may occur as a result of the projected increase in population and business growth along the MNR and ESR Corridors and are referenced below.

3.8.2.1 Projected Population

In order to determine the projected increase in residential population, including public school-aged children, which would be generated under the Theoretical Potential Build-Out Scenario, which includes an incremental increase of 256 total residential units and 100 assisted living units in the MNR Corridor and an incremental increase of 226 total residential units in the ESR Corridor, residential demographic multipliers published by Rutgers University, Center for Urban Policy Research (CUPR)[39] were used. Table 44 provides an estimate for both the existing residential population and public school-aged children, based on existing land use conditions at each of the POIs within the MNR Corridor, as well as the anticipated residential and public school-aged children population to be generated at each POI within the MNR Corridor. Table 45 provides the same information for the ESR Corridor. See Section 3.4 of this DGEIS for additional information regarding existing and anticipated land uses within the MNR and ESR Corridors.

As indicated in Table 44 and Table 45, the POIs along the MNR Corridor currently have a total residential population of 638± persons, including 36± public school-aged children. The POIs along the ESR Corridor currently have a total residential population of 442± persons, including 31± public school-aged children.

[39] Burchell, Robert W., David Listokin, William Dolphin Center for Urban Policy Research, Edward J. Bloustein School of Planning and Public Policy; *Residential Demographic Multipliers, Estimates of the Occupants of New Housing (Residents, School-Age Children, Public School-Age Children) by State, Housing Type, Housing Size, and Housing Price*. June 2006.

Table 44 - Projected Residential and Public School-Aged Children Generation (Middle Neck Road)

Property of Interest	Existing Unit Count	Residential Multiplier	Estimated Existing Total Population	Public School-Aged Children Multiplier	Estimated Existing Public School-Aged Children	Projected Total Unit Count	Projected Total Population	Projected Total Public School-Aged Children
1	40	2.31[(2)]	92.4	0.16[(2)]	6.4	50	115.5	8
2	0	2.31[(2)]	0	0.16[(2)]	0	70	161.7	11.2
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	0	3.81	0	0.63	0	3	11.43	1.89
7	62	2.31	143.2	0.16[(2)]	9.92	82	189.4	13.12
8	74	1.67[(1)]	123.6	--	0[(7)]	100	167	0[(7)]
9	0	1.67[(1)]	0	--	0	100 (assisted living)	167	0[(7)]
10	--	--	--	--	--	--	--	--
11	0	2.31[(2)]	0	0.16[(2)]	0	21	48.51	3.36
12	--	--	--	--	--	--	--	--
13	0	2.31[(2)]	0	0.16[(2)]	0	28	64.68	4.48
14	0	2.95[(4)]	0	0.5[(4)]	0	1	2.95	0.5
15	119	2.31[(2)]	274.9	0.16[(2)]	19.04	186	429.7	29.76
16	1	2.95 (exist.); 3.67[(5)] (prop.)	2.95	0.5[(4)] (exist.); 0.87[(5)] (prop.)	0.5	11[(6)]	40.37	9.57
Total:	**296**	**N/A**	**638**	**N/A**	**36**	**652**	**1,399**	**82**

See notes below.

Notes: (1) 5+ Units-Rent, 1 BR (More than $1,000)
(2) 5+ Units-Rent, 2 BR (More than $1,100)
(3) Single-Family Detached, 2 BR (More than $164,500)
(4) Single-Family Detached, 3 BR (More than $194,500)
(5) Single-Family Detached, 4 BR (More than $329,500)
(6) Includes 11 single-family dwelling units in an 11-lot residential subdivision
(7) Age-restricted. No school-aged children would be generated.
Source: Burchell, Robert, et. al., Residential Demographic Multipliers, Estimates of the Occupants of New Housing (New York). Rutgers University, Center for Urban Policy Research. June 2006.

Table 45 - Projected Residential and Public School-Aged Children Generation (East Shore Road)

Property of Interest	Existing Unit Count	Residential Multiplier	Estimated Existing Total Population	Public School-Aged Children Multiplier	Estimated Existing Public School-Aged Children	Projected Total Unit Count	Projected Total Population	Projected Total Public School-Aged Children
1	0	2.31(1)	0	0.16(1)	0	34	78.54	5.44
2	0	2.31(1)	0	0.16(1)	0	34	78.54	5.44
3	0	2.31(1)	0	0.16(1)	0	9	20.79	1.44
4	0	2.31(1)	0	0.16(1)	0	66	152.46	10.56
5	191	2.31(1)	441.21	0.16(1)	30.56	191	441.21	30.56
6	--	--	--	--	--	--	--	--
7	0	2.31(1)	0	0.16(1)	0	83	191.73	13.28
Total:	**191**	**N/A**	**442**	**N/A**	**31**	**417**	**964**	**67**

Notes: (1) 5+ Units-Rent, 2 BR (More than $1,100)
Source: Burchell, Robert, et. al., Residential Demographic Multipliers, Estimates of the Occupants of New Housing (New York). Rutgers University, Center for Urban Policy Research. June 2006.

As shown in Table 44 and Table 45, the Theoretical Potential Build-Out Scenario would result in a new residential population of approximately 1,283± persons, including approximately 82± new public school-aged children. However, it should be noted that there are currently developments pending approval or approved under existing zoning at MNR POIs 6, 14, 15 and 16 and there is untapped development capacity at other sites along both corridors under the existing zoning maximum build-out scenario (see Section 7 for further discussion of projected population growth and increase in school-aged children under existing zoning). The total expected population growth attributable only to the proposed zoning amendments (i.e., discounting developments pending approval or approved under existing zoning at MNR POIs 6, 14, 15 and 16) would be 630± persons, including 28± public school-aged children. For the purposes of a conservative analysis, the maximum gross figures of 1,283± persons and 82± public school-aged children under the proposed zoning amendments are used herein. See Section 3.9 for a detailed analysis of impacts related to public school-aged children.

As indicated in Table 36 above, the population of the Village grew from 9,538 in 2000 to 10,183 in 2016, a change of approximately 6.8 percent over 16 years. The Theoretical Potential Build-Out Scenario would add, over the course of approximately 10 years, 1,283± new persons to the Village and, specifically, along the two corridors. Based on the 2016 population of the Village, this would represent a 12.6± percent increase in population of the Village. This is a conservative estimate which assumes that all the new residents under the Theoretical Potential Build-Out Scenario would come from outside the Village, and that none of the POIs would be developed with residences under existing zoning. As noted above, there are pending or approved developments at MNR POIs 6, 14, 15 and 16 which are expected to result in 207± new residents. Subtracting those expected residents from the projection, a total of 1,076± new residents would be expected, representing a 10.6± percent increase in the population of the Village from a 2016 baseline year.

3.8.2.2 Projected Housing

As indicated in Sections 2 and 3.4, respectively, the Theoretical Potential Build-Out Scenario would result in an additional 582 housing units within the Village (356 units including 100 assisted living units in the MNR Corridor and 226 units in the ESR Corridor, as noted above). As there are currently 3,410 housing units within the Village as of the 2016 ACS (see Table 38), implementation of the proposed action could potentially increase the Village's housing stock by approximately 17.1 percent, and further the Village's goal of providing more diversified housing options. However, as noted above, several of the POIs are subject to approved or pending residential developments with a total of 81 new housing units expected at MNR POIs 6, 14, 15 and 16, and there is untapped development potential under existing zoning (see Section 3.7). Subtracting those expected housing units from the projection, a total of 501 new housing units would be expected, representing a 14.7± percent increase in the Village's housing stock. This potential increase in the Village's housing stock advances the intended goals and objectives of encouraging more mixed-use development and diversified housing options, including single-family and multifamily residences and senior housing options in the MNR Corridor and in the ESR Corridor.

3.8.2.3 Projected Employment

The Theoretical Potential Build-Out Scenario would create temporary employment during the construction period. While the addition of construction jobs represents only temporary employment, it is anticipated that these positions would have a net economic benefit on the Village in total economic output over the course of the 10-year build-out horizon.

Upon completion of construction, it is anticipated that the Theoretical Potential Build-Out Scenario would result in 227± full-time equivalent (FTE) jobs,[40] based on factors of 2.5 employees per 1,000 square-feet of commercial space,[41] 0.36 employees per bed for assisted living facilities, 3 employees per residential development (non-assisted living) and 5 employees for religious institutional use. Table 46 provides projected employment calculations for the MNR Corridor and Table 47 provides projected employment calculations for the ESR Corridor.

Table 46 - Direct Operational Employment (Middle Neck Road)

Property of Interest	Projected Gross Square Feet of Commercial Space	Residential Component?	Multiplier	# of FTE Employees
1	7,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	21.75
2	10,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	29.25
3	N/A – Synagogue	N	5 employees for religious institutional	5
4	N/A – Village Hall relocation	N	--	--
5	N/A - Parking	N	--	--
6	696	Y	2.5 employees per 1,000 sf + 3 employees for residential	4.74
7	--	Y	3 employees for residential	3
8	--	Y	3 employees for residential	3
9	Assisted Living 100 units	Assisted Living	0.36 employees per bed	36
10	N/A - Parking	N	--	--
11	3,000	Y	2.5 employees per 1,000 sf + 3 employees for residential	10.5
12	N/A - Parking	N	--	--

[40] Full-time equivalent employees equal the number of employees on full-time schedules plus the number of employees on part-time schedules converted to a full-time basis. The number of full-time equivalent employees in each industry is the product of the total number of employees and the ratio of average weekly hours per employee for all employees to average weekly hours per employee on full-time schedules.

[41] Burchell, Robert W., David Listokin, et al. *Development Impact Assessment Handbook*. Washington, D.C.: ULI-the Urban Land Institute, 1994.

Property of Interest	Projected Gross Square Feet of Commercial Space	Residential Component?	Multiplier	# of FTE Employees
13	7,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	21.75
14	N/A - Synagogue	Private Residence	--	--
15	--	Y	3 employees for residential	3
16	--	Private Residences	--	--
Total:	**29,196**	**--**	**--**	**138± jobs**

Table 47 - Direct Operational Employment (East Shore Road)

Property of Interest	Gross Square Feet of Commercial Space	Residential Component?	Multiplier	# of Workers
1	4,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	14.25
2	4,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	14.25
3	3,000	Y	2.5 employees per 1,000 sf + 3 employees for residential	10.5
4	7,500	Y	2.5 employees per 1,000 sf + 3 employees for residential	21.75
5	--	N/A – Existing Apartments	--	--
6	N/A – Existing Great Neck WPCP	N	--	--
7	10,000	Y	2.5 employees per 1,000 sf + 3 employees for residential	28
Total:	**29,500**		**--**	**89±**

It should be noted that the calculations provided in Table 46 and Table 47, above, provide a rough estimate of total direct employment based on published factors (for commercial space), observed factors (for assisted living space) and reasonable assumptions (for multifamily residential developments and religious institutions). These estimates do not include indirect and induced employment effects, which would result from household spending of residents and direct employees, nor do they account for jobs which may be replaced by the conversion of commercial space to residential space. However, it is expected that any jobs which may be replaced through residential conversion would be replaced by the induced effect of infill development at other vacant properties within the Village.

3.8.2.4 Conclusion

Overall, the proposed action would result in increased commercial and residential development in the Village, resulting in increased residential population, employment, and property taxes at each of the POIs in the MNR Corridor and ESR Corridor. An increase in employment is a beneficial impact of the proposed action, while the increase in population, coupled with an increase of 501 new housing units over the course of 10± years, would not result in significant adverse impacts to the socioeconomic characteristics of the Village. Moreover, potential impacts associated with implementation of the Theoretical Potential Build-Out Scenario would be consistent with the Village's goals to provide more diversified housing options and increase economic activity along both corridors. For a discussion on the potential impacts of the anticipated increase in population on community facilities and services (see Section 3.9).

3.8.3 Proposed Mitigation

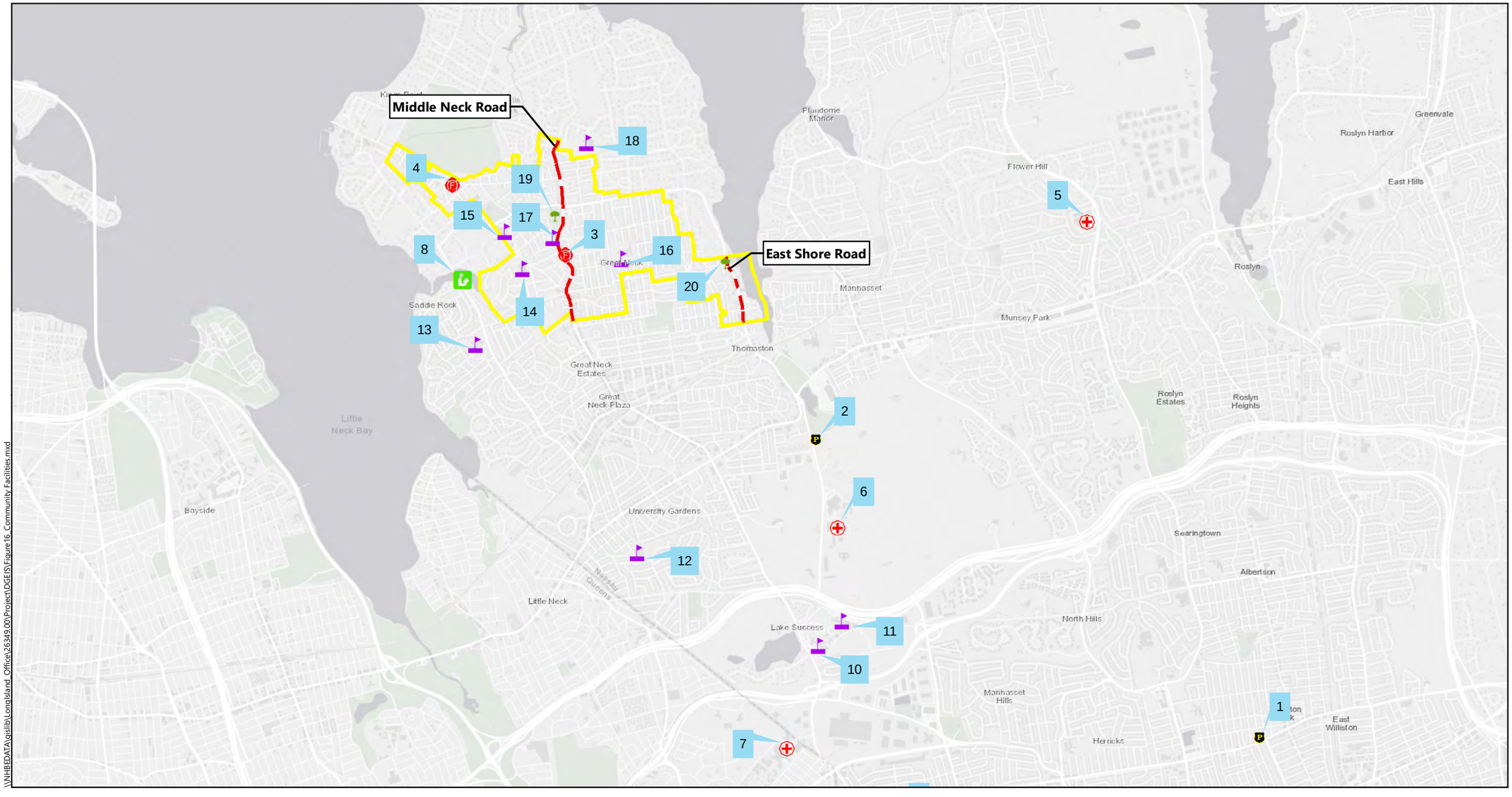
Based on the foregoing analysis, it is not only anticipated that there would be no significant adverse socioeconomic impacts due to implementation of the proposed action, but, in fact, the proposed action would result in beneficial socioeconomic impacts, as contemplated by the Village. Therefore, no mitigation is proposed.

3.9 Community Facilities and Services

The existing community facilities and services and utilities (i.e., police, fire, ambulance, schools, parks and recreational facilities, solid waste, water supply, sewage disposal, electricity and natural gas) are discussed in this section of the DGEIS. The anticipated impacts upon these community facilities and services due to implementation of the proposed action are also discussed herein, as well as any mitigation measures to reduce potential impacts upon these resources.

3.9.1 Existing Conditions

The existing fire and ambulance services, police protection, school district, health care services water supply, sewer services, solid waste, parks and recreational facilities, and electric and natural gas utilities serving the study area are discussed in the subsections below. Figure 16, below, depicts the locations of community facilities (including schools, libraries, hospitals, parks, police and fire protection facilities) that serve the study area. Table 48 provides general information for the community facilities identified in Figure 16.



\\NHBEDATA\gisilib\Longisland_Office\26349.00\Project\DGEIS\Figure16_Community Facilities.mxd

N

0 1650 3300 6600 Feet

Legend

- Police
- Fire
- Library
- Hospital
- Schools
- Parks and Recreation
- Village of Great Neck Boundary

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | **Village of Great Neck, New York**

Community Facilities

Sources: NYS Office of Information Techology Services, GIS Program Office

Table 48 - Community Facilities

Label on Figure	Name and Address	Type
1	Nassau County Police Department 214 Hillside Avenue Williston Park, NY 11596	Police
2	Nassau County Police Department 100 Community Drive Manhasset, NY 11030	Police
3	Great Neck Alert Fire Company 555 Middle Neck Road Great Neck, NY 11023	Fire/EMS
4	Great Neck Alert Fire Company Annex 142 Steamboat Road Great Neck, NY 11024	Fire/EMS
5	St. Francis Hospital, The Heart Center 100 Port Washington Boulevard Roslyn, NY 11576	Hospital
6	North Shore University Hospital 300 Community Drive Manhasset, NY 11030	Hospital
7	Long Island Jewish Medical Center 270-05 76th Avenue New Hyde Park, NY 11040	Hospital
8	Great Neck Public Library – Main Building 159 Bayview Avenue Great Neck, NY 11023	Library
9	Parkville School 10 Campbell Street New Hyde Park, NY 11040	School
10	Great Neck South Middle School 349 Lakeville Road, Great Neck, NY 11020	School
11	William A. Shine Great Neck South High School 341 Lakeville Road, Great Neck, NY 11020	School
12	Lakeville Elementary School 47-27 Jayson Avenue, Great Neck, NY 11020	School
13	Saddle Rock Elementary School 10 Hawthorne Lane, Great Neck, NY 11023	School
14	John L. Miller Great Neck North High School 35 Polo Road, Great Neck, NY 11023	School
15	Richard S. Sherman Great Neck North Middle School 77 Polo Road, Great Neck, NY 11023	School
16	Elizabeth M. Baker Elementary School 69 Baker Hill Road, Great Neck, NY 11023	School
17	Village School 614 Middle Neck Road, Great Neck, NY 11023	School
18	John F. Kennedy Elementary School 1A Grassfield Road, Great Neck, NY 11024	School

Label on Figure	Name and Address	Type
19	Village Green Park and Rose Garden 5 Beach Road Great Neck, NY 11023	Parks and Public Recreation
20	Ravine Park 323 East Shore Road, Great Neck, NY 11023	Parks and Public Recreation

3.9.1.1 Fire Protection and Ambulance Services

The Great Neck Alert Fire Company (GNAFC) provides fire protection services throughout the Village.[42] The GNAFC headquarters are located at 555 Middle Neck Road, within the study area. A GNAFC Annex firehouse is located at 142 Steamboat Road in Great Neck. According to the GNAFC website, the GNAFC is comprised of approximately 150 volunteers and seven paid fire housemen.

The Nassau County Police Department (NCPD) provides primary ambulance service throughout Nassau County. The NCPD ambulance service offers cardiac-equipped, advanced life support ambulances operated by Police Medics.

The Great Neck Vigilant Engine & Hook & Ladder Co, Inc. (GNV) also provides ambulance services throughout the Village.[43] The GNV rents space within the GNAFC Annex at 142 Steamboat Road to house an ambulance to ensure the fastest response possible to the northern part of the Great Neck peninsula.

3.9.1.2 Police Protection

The study area is within the jurisdiction of the Nassau County Police Department (NCPD) – Third Precinct North Subdivision.[44] The NCPD Third Precinct North Subdivision provides Police Protection services to the communities of East Hills, Flower Hill Great Neck Plaza, Harbor Hills, Manorhaven, Munsey Park, North Hills, Plandome, Plandome Manor, Plandome Heights, Roslyn, Roslyn Estates, Roslyn Harbor, Russell Gardens, Saddle Rock, Sea Cliff, Thomaston, Glen Head, Glenwood Landing, Great Neck, Greenvale, Manhasset, Roslyn Heights and University Gardens. The precinct is located at 214 Hillside Avenue in the Village of Williston Park, approximately 4.4 miles southeast of the ESR Corridor and approximately 5.4 miles southeast of the MNR Corridor. Additionally, the Third Precinct Police Center is located at 100 Community Drive in Manhasset, approximately 0.9 mile south of the ESR Corridor and approximately 1.8 miles southeast of the MNR Corridor.

3.9.1.3 Health Care Facilities

As shown on Figure 16, there are three receiving hospitals near the study area. These facilities are discussed below.

[42] Great Neck Alert Fire Company. *History*. http://www.alertfd.org/history.php. Accessed September 2018.

[43] Great Neck Vigilant Engine & Hook & Ladder Co, Inc. *History*. http://vigilantfd.com/history/. Accessed October 2018.

[44] Nassau County Police Department. *About Third Precinct*. https://www.pdcn.org/278/About-Precinct. Accessed September 2018.

North Shore University Hospital (NSUH), located at 300 Community Drive in Manhasset, is the closest hospital to the study area, located approximately 1.4 miles south of the ESR corridor and approximately 2.1 miles southeast of the MNR Corridor. NSUH, which is also a teaching hospital, has 764 beds, and is located within a 58-acre campus in Manhasset. Some of the medical facilities offered at NSUH include a Comprehensive Wound Healing Center, the Sandra Atlas Bass Heart Hospital, the Katz Women's Hospital, the Harvey Cushing Institutes for Neuroscience and the Don Monti Pavilion for inpatient cancer treatment. NSUH's Emergency Department is an American College of Surgeons-designated Level 1 Trauma Center, caring for more than 90,000 patients per year.[45]

Long Island Jewish Medical Center (LIJMC), located at 270-05 76th Avenue in New Hyde Park, is a not-for-profit teaching hospital. LIJMC has 524 beds and is located within a 48-acre campus featuring facilities such as Long Island Jewish Hospital, Cohens Children's Medical Center, Zucker Hillside Hospital, Zuckerberg Pavilion, Katz Women's Hospital, Sandra Atlas Bass Cardiology Center and Harris Chasanoff Heart Institute, Francis and Alexander Cohen Institute of Oncology, Joel Finkelstein Cancer Foundation Radiation Oncology Institute and outpatient programs at the Center for Advanced Medicine.[46] LIJMC is located approximately 2.8 miles south of the ESR Corridor and approximately 3.2 miles south of the MNR Corridor.

St. Francis Hospital, The Heart Center (St. Francis Hospital), is located at 100 Port Washington Boulevard in Roslyn, approximately 2.3 miles east of the ESR corridor and approximately 3.4 miles east of the MNR Corridor. St. Francis Hospital is part of the Catholic Health Services system and has 364 beds at its main campus. It is a designated Stroke Center and offers services including ambulatory surgery, cardiac catheterization, adult cardiac surgery, dental O/P, emergency department, MRI, primary medical care and acute renal dialysis.[47]

3.9.1.4 Educational Facilities

The study area is located within the Great Neck Union Free School District (UFSD). The Great Neck UFSD is comprised of one pre-kindergarten and kindergarten (Parkville School), four elementary schools housing grades K-five (Elizabeth M. Baker Elementary School, John F. Kennedy Elementary School, Saddle Rock Elementary School and Lakeville Elementary School), two middle schools housing grades six-eight (Richard S. Sherman Great Neck North Middle School and Great Neck South Middle School), two high schools housing grades nine-12 (John L. Miller Great Neck North High School and William A. Shine Great

[45] North Shore University Hospital. *About*. https://www.northwell.edu/find-care/locations/north-shore-university-hospital/about. Accessed September 2018.

[46] Long Island Jewish Medical Center. *About*. https://www.northwell.edu/find-care/locations/long-island-jewish-medical-center/about. Accessed March 2018.

[47] NYS Health Profiles. *St. Francis Hospital*. https://profiles.health.ny.gov/hospital/view/103000. Accessed October 2018.

Neck South High School) and one public alternative school housing grades 11-12 (Village School).[48] The locations of these schools is depicted on Figure 16 and Table 48, above.

Based on data from the New York State Education Department (NYSED), the total 2017-2018 school year enrollment for the Great Neck UFSD was 6,527 students. The projected enrollment for the 2018-2019 school year is approximately 6,595 students, an increase of approximately 68 students (one± percent increase).[49] According to enrollment data for the past five years, as depicted in Table 49, enrollment decreased between the 2015-2016 and 2016-2017 school years, before increasing in the following two school years.

Table 49 - Great Neck UFSD Enrollment by Year

School Year	Enrollment	Net Change (Percentage Change) from Prior Year
2018-2019	6,595	+68 (+1.0%)
2017-2018	6,527	+173 (+2.7%)
2016-2017	6,354	-53 (-0.8%)
2015-2016	6,407	+8 (+0.1%)
2014-2015	6,399	--

According to information from the Property Tax Report Card, the total budget for the 2018-2019 school year is approximately $229,845,028, of which approximately $203,571,382 (88.57 percent) is raised by the real property tax levy. Therefore, the total per pupil expenditure for the 2018-2019 school year is approximately $34,851, or $30,868 based on the real property tax levy. While the average total per-pupil cost is a useful metric for certain tasks, such as overall district budgeting, it is not appropriate for evaluating the marginal cost of educating a new student. This is because the average cost includes administrative and capital expenditures that are not affected by the introduction of new students (e.g., superintendent salary, debt service, etc.). Instructional program costs provide a more accurate assessment of the cost of educating additional students generated by new residences. The program costs (non-capital or administrative) account for approximately 79.82 percent of the total budget;[50] a cost per pupil of approximately $27,818. However, as above, only a portion of this cost is currently paid from the local property tax levy. The

[48]Great Neck Public Schools. https://www.greatneck.k12.ny.us/domain/22. Accessed September 2018.

[49] New York State Education Department. *2018-2019 Property Tax Report Cards*. http://www.p12.nysed.gov/mgtserv/propertytax/. Accessed October 2018.

[50] Great Neck Public Schools. *Budget* (August 2018). Available from: https://www.greatneck.k12.ny.us/cms/lib/NY02208059/Centricity/domain/41/2018-19%20budget/FinalBudget2018-19.pdf. Accessed November 2018.

portion of the program costs paid by the local real estate property tax is approximately $24,638 per pupil.

As shown in Table 44 and Table 45, it is estimated that 67± public school-aged children currently reside at the Properties of Interest (POIs) that currently contain residential uses.

3.9.1.5 Library

The study area is within the service area of the Great Neck Library District. The Great Neck Library includes a Main Building, and three additional branches (Lakeville, Parkville and Station).[51] The locations of the Great Neck Library District's facilities are depicted on Figure 16 and Table 48, above.

Services at the Great Neck Library include book and document scanners, WiFi and public computers, museum passes, children, teen and adult services, copy and printing, audio-visual services and circulation and borrower's services. The adopted budget for the 2017-2018 operating year was $9,766,026, of which $9,657,326 (98.9 percent) came from local property tax levy.[52]

3.9.1.6 Solid Waste

The collection and disposal of solid waste generated by commercial and industrial properties in the Village is performed by licensed private carters. The collection of solid waste generated by residences is performed by the Village Department of Sanitation.[53]

As shown in Table 50 and Table 51, the MNR POIs are estimated to currently generate 99.24± tons/month of solid waste and ESR POIs are estimated to currently generate 51.10± tons/month of solid waste, for a combined solid waste generation rate of 150.34 tons/month.

[51] Great Neck Library. *Library Hours and Directions*. Available from: https://www.greatnecklibrary.org/branches/branches.php. Accessed September 2018.

[52] Great Neck Library. *2018-2019 Budget Proposal*. Available from: https://www.greatnecklibrary.org/libinfo/pdfs/2019Budget.pdf. Accessed November 2018.

[53] *Code of the Village of Great Neck. Chapter 477:* Solid Waste. Available from: https://ecode360.com/6306479. Accessed November 2018.

Table 50 - Existing Solid Waste Generation: MNR Corridor Properties of Interest

MNR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
1	Apartment building	4.0 lbs. per capita	92.4 people	5.62
2	Warehouse	2.0 lbs. per 100 SF	11,312 SF	3.44
3	Commercial office building[(a)]	1.0 lb. per 100 SF	3,500 SF	0.53
4	Vacant	0	0	0
5	Parking	0	0	0
6	Vacant	0	0	0
7	Apartment building	4.0 lbs. per capita	143.2 people	8.71
8	Apartment building	4.0 lbs. per capita	123.6 people	7.52
9	Retail and service facility	13.0 lbs. per 1,000 SF	13,513 SF	2.67
9	Commercial office building	1.0 lb. per 100 SF	8,657 SF	1.32
9	Restaurant	2.0 lbs. per meal	420 meals	12.78
10	Parking	0	0	0
11	Commercial office building	1.0 lb. per 100 SF	2,806 SF	0.43
12	Parking	0	0	0
13	Commercial office building	1.0 lb. per 100 SF	3,177 SF	0.48
13	Retail and service facility	13.0 lbs. per 1,000 SF	7,102 SF	1.40
13	Restaurant	2.0 lbs. per meal	1,204.5 meals	36.64
14	Commercial office building[(a)]	1.0 lb. per 100 SF	5,400 SF	0.82
15	Apartment building	4.0 lbs. per capita	274.9 people	16.72
16	Household	3.5 lbs. per capita	2.95 people	0.16
Total (tons/month):				**99.24±**

Source: Salvato, et al. *Environmental Engineering*. Fifth Edition (2003). Table 5-3: Approximate Solid Waste Generation Rates from Various Sources in the United States. John Wiley & Sons, Inc

Notes: (a) Commercial office building substituted for religious institutional use in absence of a specific rate for such use.

Table 51 - Existing Solid Waste Generation: ESR Corridor Properties of Interest

ESR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
1	Commercial office building	1.0 lb. per 100 SF	49,893 SF	7.59
2	Warehouse	2.0 lbs. per 100 SF	19,323 SF	5.88
3	Undeveloped Automobile Storage Lot	0	0	0
4	Warehouse	2.0 lbs. per 100 SF	35,480 SF	10.79
5	Apartment building	4.0 lbs. per capita	441.21 people	26.84
6	Water Pollution Control Plant[(a)]	N/A	N/A	N/A
7	Vacant	0	0	0
Total (tons/month):				**51.10±**

Source: Salvato, et al. *Environmental Engineering*. Fifth Edition (2003). Table 5-3: Approximate Solid Waste Generation Rates from Various Sources in the United States. John Wiley & Sons, Inc

Notes: (a) Although included as a POI, the Great Neck Water Pollution Control Plant would not be affected by zoning changes and would remain in its current use upon implementation of the proposed action. Therefore, it is not necessary to evaluate solid waste generation at this site.

3.9.1.7 Water Supply

The study area is within the 7.5-square-mile service area of the Water Authority of Great Neck North (WAGNN). According to the *Annual Drinking Water Quality Report For the Year Ending December 2017* (the *2017 Water Quality Report*), the WAGNN serves approximately 32,400 people throughout the Villages of Great Neck, Great Neck Estates, Kensington, Kings Point, Saddle Rock, and portions of Great Neck Plaza, Thomaston, and unincorporated areas of the Town of North Hempstead. In 2017, the WAGNN pumped 1.49± billion gallons through eight operating wells in the service area and three wells located off the Great Neck peninsula.[54]

Water supply connections are accessible throughout the study area along both the MNR and ESR Corridors. The WAGNN has indicated in correspondence (Appendix G) that there is an eight-inch water main on Middle Neck Road, which was installed 1903-1907 and is currently meeting the demand for fire flow and potable water supply. The WAGNN also indicated that there is a newer, larger-diameter water main on East Shore Road. The main on East Shore Road serves as a transmission main to bring water supply onto the Great Neck Peninsula to provide potable water and fire protection to properties along the road. The WAGNN is currently evaluating its water supply infrastructure throughout the Great Neck Peninsula.

[54] Water Authority of Great Neck North. *Annual Drinking Water Quality Report For the Year Ending December 2017*. Available from: http://www.waterauthorityofgreatnecknorth.com/waterquality.pdf. Accessed September 2018.

As shown in Table 52 for the MNR POIs, it is estimated that existing uses currently generate 93,378± gallons per day (gpd) of potable water demand, based on Nassau County Department of Health (NCDH) sewage design flow rate standards. As shown in Table 53, for the ESR POIs, it is estimated that the existing uses currently generate 64,481± gpd of potable water demand. Thus, the combined existing water demand for the POIs is estimated to be 157,859± gpd.

Table 52 - Existing Potable Water Demand/Sewage Generation: MNR Corridor Properties of Interest

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
1	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	40 (assume 2-bedroom)	12,000±
2	Industrial Space	0.04 gpd/sf	11,312	452±
3	"Church"[(a)]	1.50 gpd/capita	500[(b)]	750±
4	Vacant	0	0	0
5	Parking	0	0	0
6	Vacant	0	0	0
7	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	62 (assume 2-bedroom)	18,600±
8	Apartment/Condo	200 gpd/unit	74 (assume 1-bedroom for senior housing)	14,800±
9	Dry Store	0.03 gpd/sf	13,513	405±
9	Non-Medical Office Space	0.06 gpd/sf	8,657	519±
9	Restaurant	30 gpd/seat	70[(c)]	2,100±
10	Parking	0	0	0
11	Non-Medical Office Space	0.06 gpd/sf	2,806	168±
12	Parking	0	0	0
13	Non-Medical Office Space	0.06 gpd/sf	3,177	191±
13	Dry Store	0.03 gpd/sf	7,102	213±
13	Restaurant	30 gpd/seat	200.75[(c)]	6,023±
14	"Church"[(a)]	1.50 gpd/capita	771	1,157±
15	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	119 (assume 2-bedroom)	35,700±

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
16	Single Family Residence	300	1	300±
Total (gpd):				**93,378±**

Source: Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates*.
Notes: (a) The factor for all religious institutional uses is defined in the *Minimum Design Sewage Flow Rates* as "Church."
(b) Occupancy of a religious institutional use calculated by applying the Building Code 2015 of New York State standard for a concentrated assembly area without fixed seats, in absence of more site-specific information on synagogue seating (https://up.codes/viewer/new_york/ibc-2015/chapter/10/means-of-egress#1004).
(c) Assumes 60% of floor area to be for seating and 15 SF per seat (https://totalfood.com/how-to-create-a-restaurant-floor-plan/).

Table 53 - Existing Potable Water Demand/Sewage Generation: ESR Corridor Properties of Interest

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
1	Medical Arts	0.10 gpd/sf	49,893	4,989±
2	Industrial Space	0.04 gpd/sf	19,323	773±
3	Undeveloped Automobile Storage Lot	0	0	0
4	Industrial Space	0.04 gpd/sf	35,480	1,419±
5	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	191 (assume 2-bedroom)	57,300±
6	Water Pollution Control Plant	N/A[(a)]	N/A	N/A
7	Vacant	0	0	0
Total (gpd):				**64,481±**

Source: Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates*.
Notes: (a) Existing Water Pollution Control Plant is the endpoint for sanitary sewage in the Village and is not a relevant factor in water use/sanitary sewage generation among the POIs with respect to the proposed action.

3.9.1.8 Sewage Treatment and Disposal

The POIs are within the service area of the Great Neck Water Pollution Control District (GNWPCD).[55] The GNWPCD serves more than 25,000 residents living in the Villages of Great Neck, Saddle Rock, Kensington, and those parts of Thomaston and Great Neck Plaza east of Middle Neck Road, as well as the unincorporated areas north of the LIRR tracks in Great Neck and a part of Manhasset.

[55] Great Neck Water Pollution Control District. http://gnwpcd.net/. Accessed September 2018.

Sanitary sewer connections are accessible throughout the study area along both the MNR and ESR Corridors. The Great Neck Water Pollution Control Plant (WPCP), which is identified as ESR POI 6, is designed for a daily flow of 5.3 million gallons per day (MGD). Once treated through the wastewater system, effluent is discharged into Manhasset Bay. As shown in the tables, above, the MNR POIs currently generate 93,378± gpd of sanitary wastewater and the ESR POIs currently generate 64,481± gpd of sanitary wastewater, for a total existing sewage generation of 157,859± gpd. Correspondence has been forwarded to the GNWPCD requesting information related to existing conditions in the sewage conveyance and treatment system (Appendix G). A response is pending.

3.9.1.9 Electricity and Natural Gas

The POIs are served by PSEG Long Island for electricity and National Grid for natural gas, with utility connections available along both the MNR and ESR Corridors.

3.9.1.10 Public Parks and Recreation

The Great Neck Park District (GNPD) administers public open space and recreational facilities in the Village. The Village Green and Rose Garden, located on the west side of Middle Neck Road between Arrandale Avenue and Beach Road, is the primary open space amenity located along the MNR Corridor. The Village Green and Rose Garden contains walking paths, a playground for children, a gazebo, a fountain, benches, picnic tables, gardens, and a veterans' memorial. There are no other public open spaces with direct access from Middle Neck Road; however, the Memorial Athletic Fields, Parkwood Sports Complex, and Wooleys Lane Park are all within walking distance. Ravine Park, which is located at the north end of the ESR Corridor, is the only public open space along the ESR Corridor. The ESR Corridor runs along the waterfront of Manhasset Bay, although land-side access in the study area is limited to a small dock at the multifamily residential building at the northern end and a private waterfront walkway at the Avalon development at the southern end.

3.9.2 Potential Impacts

In order to assess the potential impacts of the proposed action on community facilities and services, the projected increase in the population of the study area was calculated (see Table 44 and Table 45). It is anticipated that the proposed action would result in a future population that is 1,283± persons greater than the existing population of Great Neck (10,303± persons per 2017 U.S. Census Bureau estimates). However, it should be noted that the expected increase in population is a conservative estimate that does not account for natural growth in the Village, including growth that may occur with full build-out under existing zoning. The difference between the expected population under the proposed action (2,361±) and for full build-out under existing zoning (1,732±) is projected to be 629± persons. Thus, the results of this analysis approximate the upper limit of potential impacts on community facilities and services due to the proposed action.

3.9.2.1 Fire Protection and Ambulance Services

Under the proposed action, fire protection services would continue to be provided by the GNAFC and ambulance services would continue to be provided by NCPD Police Medics and the GNV.

It is important to note that the study area is an already-developed area that is currently served by the GNAFC, NCPD Police Medics and GNV. In order to ensure that there would be no significant adverse impacts to the services provided by these agencies, all development plans would be required to ensure compliance with the latest New York State Building and Fire Code, and also be reviewed by the Nassau County Fire Marshal.

An analysis of the potential impacts on fire and ambulance services is included in Table 54.

Table 54 - Impact on Ambulance, Fire Protection and Police Services

Public Safety Service	Demand Projection Rate	Projected Increased Demand for 1,283± Persons
Ambulance Services		
Calls per year	36.5 per 1,000 population	47.83±
Vehicles	1 per 30,000 population	0.04±
Full-time Personnel	1 per 30,000 population	0.04±
Fire Protection Services		
Personnel	1.65 per 1,000 population	2.12±
Vehicles	0.2 per 1,000 population	0.26±
Facilities	250 SF per 1,000 population	320.75± SF
Police Services		
Personnel	2 per 1,000 population	2.57±
Vehicles	2 per 1,000 population	2.57±
Facilities	200 SF per 1,000 population	256.60± SF

Source: Urban Land Institute, *Development Impact Assessment Handbook*, 1994

Based on factors published by the Urban Land Institute (*Development Impact Assessment Handbook*, 1994), the projected demand on fire and ambulance services is determined by the projected increase in population. As indicated in Section 3.8.2 of this DGEIS, the theoretical potential build-out is projected to increase the population of the Village by 1,283± persons (including 654± persons of projected growth with full build-out under existing zoning). Published factors indicate that for a population of this size, there is a potential demand for less than three full-time equivalent personnel for fire and ambulance services. An additional 48± ambulance calls per year is also projected. The potential increased demand for vehicles includes less than one for both fire and ambulance services. There is a minimal impact on resultant facilities needs for fire protection (i.e., 321± SF). However, fire and ambulance services are already provided in the Village, and thus, it is not expected that the proposed action would actually require additional personnel, vehicles or facility improvements.

Overall, the proposed action and the Theoretical Potential Build-Out Scenario associated with same would not be expected to result in significant adverse impacts to fire protection and ambulance services.

3.9.2.2 Police Protection

Under the proposed action, police protection services would continue to be provided by the NCPD – Third Precinct North Subdivision.

As indicated in Table 54 above, there is a potential demand for three± personnel and vehicles to serve a population of 1,283± persons. There would also be a minimal impact on resultant facilities needs for police protection (i.e., 257± SF). It is important to note that the study area is an already-developed area that is currently served by the NCPD – Third Precinct North Subdivision. As individual site plans are developed, property owners would be expected to supplement police protection with on-site private security protection measures, as appropriate. These measures could include a doorman, site lighting, controlled access and security cameras. Furthermore, mixed-use development creates "eyes-on-the-street" and reduced vacancies would be less attractive to criminal activity. As such, it is not expected that the proposed action would actually require additional police personnel to serve the Village.

Overall, it is not expected that the proposed action and the Theoretical Potential Build-Out Scenario would result in a demand that causes significant adverse impacts to police services.

3.9.2.3 Health Care Facilities

There are three hospitals within approximately 3.5 miles of the study area, with a total of 1,652± beds. It is expected that many of the potential additional residents foreseen in the Theoretical Potential Build-Out Scenario would be existing residents from the Great Neck peninsula or other nearby municipalities. As NSUH, LIJMC and St. Francis Hospital are health care facilities that already serve this community, it is not anticipated that the proposed action and associated Theoretical Potential Build-Out Scenario would adversely impact health care services in the area.

3.9.2.4 Educational Facilities

As discussed above, the Village is within the Great Neck UFSD. As the Theoretical Potential Build-Out Scenario includes the addition of approximately 456 non-age-restricted residential units, it is expected that public school-aged children would reside in potential future developments at the POIs. It is anticipated that 149± public school-aged children would reside within these projects, as detailed in Table 44 and Table 45 in Section 3.8. Of the 149± public school-aged children, approximately 82 would be newly introduced into the school district as approximately 67 are expected to reside at existing developments at the POIs.

The 82± new students projected from the Theoretical Potential Build-Out Scenario would comprise approximately 1.2 percent of the total school district enrollment for the 2018-2019 school year (i.e., 6,595 students). It is noted that, under existing zoning, it is projected

that the POIs could house up to 53± new students under a full build-out scenario (see Section 7.2). Thus, it is estimated that new development capacity enabled by the proposed action would account for only 29± new students within the Great Neck UFSD, or less than one-half percent of the total school district enrollment for the 2018-2019 school year. Furthermore, it is expected that the additional students would be absorbed into the school district over a ten-year period, such that any year-to-year increases would be minimal and would not be expected to adversely impact school district capacity.

As noted above, the total budget for the Great Neck UFSD in the 2018-2019 school year was $229,845,028, of which $203,571,382 (88.57 percent) was raised from the local property tax levy. Therefore, based on a total enrollment of 6,595 students, the per-student cost from property taxes alone was approximately $30,068. However, only a portion of this amount is used for instructional programs, which is a more accurate projection of cost per pupil. Where only part of this total is generated from property taxes, for conservative purposes, as explained above, a total per-pupil expenditure of $27,818, based on instructional program costs as a percentage of the total budget for the 2018-2019 school year, was used to calculate potential impacts to the Great Neck UFSD. As mentioned above, the Theoretical Potential Build-Out Scenario is projected to generate 82± new public school-aged children. Therefore, based on the foregoing, approximately $2,281,076 would need to be raised in property taxes to support the projected enrollment of 82± new students in the Great Neck UFSD.

As a lower-end estimate, when considering that new development capacity enabled by the proposed action is only expected to account for 29± new students, the total cost to the Great Neck UFSD would be approximately $806,722.

While future property tax revenues associated with the Theoretical Potential Build-Out Scenario have not been calculated, it is noted that in addition to tax-paying residential uses, the Theoretical Potential Build-Out Scenario includes new commercial development throughout the MNR and ESR Corridors, as well as an assisted living facility, which generate property taxes without contributing new students to the school district. As such, it can reasonably be concluded that future property taxes generated as a result of development under the proposed action would exceed the higher-end estimated $2,281,076 total increased cost per year to the Great Neck UFSD.

Based on the foregoing analysis, no significant adverse impacts to the Great Neck UFSD are anticipated.

3.9.2.5 Library

The Theoretical Potential Build-Out Scenario anticipates a population increase at the POIs of approximately 1,283 people over the course of 10 years. It is expected that a portion of these residents would use the services of the Great Neck Library District. However, the utilization of library services would vary among the population such that existing facilities are not expected to be strained by an increase in patronage. Additionally, while only a portion of residents are expected to use public library services, all developments would generate property tax revenue to the Great Neck Library District, which is expected to more than cover any potential increase in costs associated with increased library patronage due

to development under the proposed action. Therefore, no significant adverse impacts on library services are anticipated.

3.9.2.6 Solid Waste

As indicated in Table 55 and Table 56, the Theoretical Potential Build-Out Scenario is expected to generate 151.29± tons of solid waste per month. As indicated above, the existing POIs generate 150.34± tons of solid waste per month. Thus, the net increase in solid waste generation would be only 0.95± ton per month.

Table 55 - Projected Solid Waste Generation: MNR Corridor Properties of Interest

MNR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
1	Apartment building	4.0 lbs. per capita	115.5 people	7.03
1	Retail and service facility	13.0 lbs. per 1,000 SF	7,500 SF	1.48
2	Apartment building	4.0 lbs. per capita	161.7 people	9.84
2	Retail and service facility	13.0 lbs. per 1,000 SF	10,500 SF	2.08
3	Commercial office building[(a)]	1.0 lb. per 100 SF	3,500 SF	0.53
4	Commercial office building	1.0 lb. per 100 SF	5,000	0.76
5	Parking	0	0	0
6	Apartment building	4.0 lbs. per capita	11.4 people	0.70
6	Retail and service facility	13.0 lbs. per 1,000 SF	696	0.14
7	Apartment building	4.0 lbs. per capita	189.4 people	11.52
8	Apartment building	4.0 lbs. per capita	167 people	10.16
9	Home for aged	4.0 lbs. per bed	100 beds	4.56
10	Parking	0	0	0
11	Apartment building	4.0 lbs. per capita	48.5 people	2.95
11	Retail and service facility	13.0 lbs. per 1,000 SF	3,000 SF	0.59
12	Parking	0	0	0

MNR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
13	Apartment building	4.0 lbs. per capita	64.7 people	3.93
13	Retail and service facility	13.0 lbs. per 1,000 SF	7,500 SF	1.48
14	Commercial office building[(a)]	1.0 lb. per 100 SF	5,400 SF	0.82
15	Apartment building	4.0 lbs. per capita	429.7 people	26.14
16	Household	3.5 lbs. per capita	40.37 people	2.15
Total (tons/month):				**86.86±**

Source: Salvato, et al. *Environmental Engineering*. Fifth Edition (2003). Table 5-3: Approximate Solid Waste Generation Rates from Various Sources in the United States. John Wiley & Sons, Inc

Notes: (a) Commercial office building substituted for religious institutional use in absence of a specific rate for such use.

Table 56 - Projected Solid Waste Generation: ESR Corridor Properties of Interest

ESR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
1	Apartment building	4.0 lbs. per capita	78.5 people	4.78
1	Retail and service facility	13.0 lbs. per 1,000 SF	4,500 SF	0.89
2	Apartment building	4.0 lbs. per capita	78.5 people	4.78
2	Retail and service facility	13.0 lbs. per 1,000 SF	4,500 SF	0.89
3	Apartment building	4.0 lbs. per capita	20.8 people	1.26
3	Retail and service facility	13.0 lbs. per 1,000 SF	3,000 SF	0.59
4	Apartment building	4.0 lbs. per capita	152.5 people	9.27
4	Retail and service facility	13.0 lbs. per 1,000 SF	7,500	1.48
5	Apartment building	4.0 lbs. per capita	441.2 people	26.84
6	Water Pollution Control Plant[(a)]	N/A	N/A	N/A

ESR POI	Solid Waste Use Category	Solid Waste Generation Rate (per day)	Unit Count	Total Solid Waste Generation (tons/month)
7	Apartment building	4.0 lbs. per capita	191.7 people	11.66
7	Retail and service facility	13.0 lbs. per 1,000 SF	10,000 SF	1.98
Total (tons/month):				**64.43±**

Source: Salvato, et al. *Environmental Engineering*. Fifth Edition (2003). Table 5-3: Approximate Solid Waste Generation Rates from Various Sources in the United States. John Wiley & Sons, Inc

Notes: (a) Although included as a POI, the Great Neck Water Pollution Control Plant would not be affected by zoning changes and would remain in its current use upon implementation of the proposed action. Therefore, it is not necessary to evaluate solid waste generation at this site.

As indicated in Section 3.9.1.6 of this DGEIS, the collection and disposal of solid waste generated by commercial and industrial properties in the Village is performed by licensed private carters. The collection of solid waste generated by residences is performed by the Village Department of Sanitation.[56]

Overall, as a minimal increase in solid waste generation is expected, the proposed action would not result in significant adverse impacts to solid waste management practices or facilities.

3.9.2.7 Water Supply

Potential developments under the Theoretical Potential Build-Out Scenario would connect to the WAGNN for potable water supply. Table 57 and Table 58 show projected potable water demand and sanitary sewage generation at the POIs, based on NCDH sewage design flow rate standards.

[56] *Code of the Village of Great Neck. Chapter 477:* Solid Waste. Available from: https://ecode360.com/6306479. Accessed November 2018.

Table 57 - Projected Potable Water Demand/Sewage Generation: MNR Corridor Properties of Interest

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
1	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	50 (assume 2-bedroom)	15,000±
1	Wet store with food[a]	0.15 gpd/sf	7,500 sf	1,125±
2	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	70 (assume 2-bedroom)	21,000±
2	Wet store with food[a]	0.15 gpd/sf	10,500 sf	1,575±
3	"Church"[b]	1.50 gpd/capita	500[c]	750±
4	Non-Medical Office Space	0.06 gpd/sf	5,000 sf	300±
5	Parking	0	0	0
6	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	3 (3-bedrooms)	1,200±
6	Wet store with food[a]	0.15 gpd/sf	696 sf	1004±
7	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	82 (assume 2-bedroom)	24,600±
8	Apartment/Condo	200 gpd/unit	100 (assume 1-bedroom for senior housing)	20,000±
9	Assisted living	100 gpd/bedroom	100 bedrooms	10,000±
10	Parking	0	0	0
11	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	21 (assume 2-bedroom)	6,300±
11	Wet store with food[a]	0.15 gpd/sf	3,000 sf	450±
12	Parking	0	0	0
13	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	28 (assume 2-bedroom)	8,400±
13	Wet store with food[a]	0.15 gpd/sf	7,500 sf	1,125±

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
14	"Church"[(b)]	1.50 gpd/capita	771	1,157±
15	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	186 (assume 2-bedroom)	55,800±
16	Single Family Residence	300	11	3,300±
Total (gpd):				**172,186±**

Source: Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates*.
Notes: (a) Wet store with food is used to provide an estimate on the higher end of a number of possible uses in commercial space.
(b) The factor for all religious institutional uses is defined in the *Minimum Design Sewage Flow Rates* as "Church."
(c) Occupancy of a religious institutional use calculated by applying the Building Code 2015 of New York State standard for a concentrated assembly area without fixed seats, in absence of more site-specific information on synagogue seating (https://up.codes/viewer/new_york/ibc-2015/chapter/10/means-of-egress#1004).

Table 58 - Projected Potable Water Demand/Sewage Generation: ESR Corridor Properties of Interest

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
1	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	34 (assume 2-bedroom)	10,200±
1	Wet store with food[(a)]	0.15 gpd/sf	4,500 sf	675±
2	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	34 (assume 2-bedroom)	10,200±
2	Wet store with food[(a)]	0.15 gpd/sf	4,500 sf	675±
3	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	9 (assume 2-bedroom)	2,700±
3	Wet store with food[(a)]	0.15 gpd/sf	3,000 sf	450±
4	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	66 (assume 2-bedroom)	19,800±
4	Wet store with food[(a)]	0.15 gpd/sf	7,500 sf	1,125±
5	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	191 (assume 2-bedroom)	57,300±
6	Water Pollution Control Plant	N/A[(b)]	N/A	N/A

MNR POI	Structure or Establishment	Design Sewage Flow Rate (gpd)	Unit Count	Total Water Demand/Sewage Flow (gpd)
7	Apartment/Condo	200 gpd/unit + 100 gpd per each additional bedroom	83 (assume 2-bedroom)	24,900±
7	Wet store with food[(a)]	0.15 gpd/sf	10,000 sf	1,500±
Total (gpd):				**129,525±**

Source: Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates*.

Notes: (a) Wet store with food is used to provide an estimate on the higher end of a number of possible uses in commercial space.
(b) Existing Water Pollution Control Plant is the endpoint for sanitary sewage in the Village and is not a relevant factor in water use/sanitary sewage generation among the POIs with respect to the proposed action.

As shown in Table 57 and 58, it is projected that the POIs under the Theoretical Potential Build-Out Scenario would create a demand for 301,711± gpd of potable water. However, as discussed in Section 3.9.1.7 of this DGEIS, the POIs currently create a demand for 157,859± gpd of potable water. Thus, the net increase in potable water demand is projected to be 143,852± gpd or 52,505,980 gallons per year. This represents 3.5± percent of the WAGNN's 2017 pumpage of 1.49± billion gallons. However, it should be noted that the "peak" demand during the day would be less pronounced as the different uses contemplated under the build-out scenario would have peak water consumption at different hours of the day.

As indicated in email correspondence (Appendix G) the WAGNN is currently undertaking investigations into its capabilities and needs, as discussed in Section 3.9.1.7 of this DGEIS. Although significant impacts are not expected to result from the incremental increase in potential development that could occur under the proposed action, as compared to what could occur under the existing zoning, individual developments would be evaluated on a case-by-case basis and would be required to secure water availability from WAGNN prior to construction.

Therefore, based on the above, implementation of the proposed action is not expected to have a significant adverse impact on the local water supply.

3.9.2.8 Sewage Treatment and Disposal

As discussed in Section 3.9.1.8 of this DGEIS, the POIs are within the service area of the GNWPCD. As shown in Table 57 and Table 58, the total estimated sanitary sewage flow under the Theoretical Potential Build-Out Scenario, using the same calculations as for potable water, is projected to be 301,711± gpd with a net increase over the existing uses at the POIs of 143,852± gpd. This represents 2.7± percent of the Great Neck WPCP's designed daily flow of 5.3 million gpd. However, it should be noted that the "peak" demand during the day would be less pronounced as the different uses contemplated under the build-out scenario would have peak water consumption at different hours of the day.

The GNWPCD is currently undergoing investigations into its capabilities and needs. Although significant impacts are not expected to result from the incremental increase in

potential development that could occur under the proposed action, as compared to what could occur under the existing zoning, individual developments would be evaluated on a case-by-case basis and would be required to secure sewer availability from the GNWPCD prior to construction.

Therefore, implementation of the proposed action is not anticipated to have a significant adverse impact on the sanitary sewer system.

3.9.2.9 Electricity and Natural Gas

As indicated in Section 3.9.1.9 of this DGEIS, the POIs are within the service areas of PSEG Long Island for electricity and National Grid for natural gas. As the developments anticipated under the Theoretical Potential Build-Out Scenario would likely increase the demand for both electricity and natural gas, consultations would be undertaken with PSEG Long Island and National Grid for review of any future development plans and to confirm service availability. Overall, it is expected that both PSEG Long Island and National Grid would have the capacity to accommodate future developments under the Theoretical Potential Build-Out Scenario, such that there would not be significant adverse impacts to these utility providers.

3.9.2.10 Parks and Public Recreation

As indicated in Section 3.9.1.10 of this DGEIS, the GNPD administers public open space and recreational facilities in the Village. The GNPD would continue to oversee the operation and maintenance of parks within the Village upon implementation of the proposed action. It is not expected that the projected increase in development under the Theoretical Potential Build-Out Scenario would lead to a strain on nearby parks and public recreational resources.

Additionally, the proposed zoning amendments would encourage developers to provide community benefits, which may include improvements to public spaces, including access to the Manhasset Bay waterfront, in exchange for development bonuses.

Therefore, it is expected the implementation of the proposed action would not have significant adverse impacts on parks and public recreational resources.

3.9.3 Proposed Mitigation

In the analysis above, no significant adverse impacts to community facilities or services due to projected development under the proposed action have been identified; and, as such, mitigation is not required. However, the following measures would assist in ameliorating project-related effects on community facilities and services:

- Increased tax revenues from new developments would benefit the various community service providers.
- The integration of residential and non-residential uses in mixed-use development ensures that there would be a population presence along the MNR and ESR Corridors at all times, providing additional security and public safety.

- Future developments would be constructed to the latest New York State Building and Fire Codes.
- The mixed-use nature of development under the proposed action would not result in "peaked" utility demands, including water, electricity and natural gas demands, because the highest usage/demand peaks for the individual uses would not occur at the same time of day. Therefore, the respective utility providers would not have to provide for true peak demands like single-use developments would require.
- It is likely that many future tenants would provide private security, thus minimizing the impact on the NCPD.
- Future benefits provided along the study corridors in exchange for development incentives may include improvements to public spaces, including access to the Manhasset Bay waterfront.

3.10 Aesthetics

3.10.1 Existing Conditions

In order to determine the visual characteristics of the two corridors and the surrounding area, field surveys were conducted, and photographs were taken to document the existing conditions. As included in Sections 2.2.2.2 and 2.2.2.3 of the *Corridor Study*, photographs were used to supplement the field surveys and to identify the surrounding land uses and existing aesthetic conditions of the POIs within the study area (see Attachments B and C in Appendix B).

In general, the aesthetic character of the MNR Corridor has been long-established and its architectural features and characteristics include myriad building types, ages and styles, reflecting the development that has occurred over time. This corridor consists of commercial and mixed uses that transition to sections of multi-family residences. At the southern end of the corridor, dense development, including a variety of houses of worship, multifamily residential buildings, and one-to-two-story shops, are prevalent. The location and density of the buildings, in addition to substantial street tree cover, makes the views in the southern portion of the corridor more confined as the street trees and landscaping in the median encroach into the line of sight. Proceeding north, the corridor turns more boulevard-like, as a landscaped median gives way to a small area containing multi-family buildings on the west side of the street with dense street trees and then transitions to one-to-two story shops on both the east and west sides of the street. The northernmost portion of the corridor becomes less dense, with multi-family and single-family residential neighborhoods and one-to-two-story shops in a more spread out configuration. This lends to larger swaths of open spaces in the northern portion of the corridor, particularly Village Green Park located on the west side of Middle Neck Road. This provides more open views, as the landscaped median terminates and the number and size of street trees decreases.

Throughout the corridor, building identification signage is uncoordinated, and several buildings are outdated in appearance. There are several vacant storefronts and lots that are visually unappealing and detract from the character of the corridor, as do the myriad overhead utility wires that are prominent along the corridor. Some properties have vegetated buffers along road frontages that help to soften the appearance of the structures. Buildings along the corridor appear to be compliant with prevailing height regulations and do not exceed the four-story height limit. In fact, most of the commercial buildings are one to four stories in height (containing ground floor retail space with offices or residences above in some cases), and the residential buildings are generally two to four stories in height (see Figure 17).

Located just off Middle Neck Road is the Old Mill II property – Property of Interest (POI) 16, which is currently vacant and generally wooded, with one single-family residence fronting on Old Mill Road. Unlike other POIs within the study area, the majority of MNR POI 16 is located off the main corridor and its primary visual characteristic is the presence of dense woodland.

\\nhbedata\gislib\LongIsland_Office\26349.00\Project\DGEIS\Figure17_ExistingConditions.mxd

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Mass Rendering
Existing Conditions

Source Info: VHB

The ESR Corridor is predominantly industrial and commercial in character, with numerous automobile service and storage uses, as well as the Great Neck Water Pollution Control Plant, located along Manhasset Bay. However, the corridor is bookended by multifamily residential uses to the north and south, which provide a different aesthetic, and is adjacent to single-family residential uses to the west, located on the hills above East Shore Road. Although located adjacent to Manhasset Bay, there are only limited views of the water from the public realm. Furthermore, Manhasset Bay is an underutilized resource, as businesses and municipal uses located along the corridor have no relationship with the water and do not take advantage of its proximity. In addition, there are no public access points from East Shore Road to the waterfront that could be used for either passive or active recreational purposes. Varying building heights and building mass along the east side of East Shore Road obstruct some views of Manhasset Bay from the roadway and lower vantage points along the west side of East Shore Road. In instances where buildings on the west side are taller than those on the east side, some may capture views of Manhasset Bay.

East Shore Road contains overhead utility wires, street trees and street lights that line the corridor. Concrete and brick sidewalks run along both sides of East Shore Road, and are in various states of disrepair. The new five-story Avalon at Great Neck multifamily residential use along the east side of the corridor has up-to-date architecture and is of higher visual quality than most of the other uses along the roadway; its landscaping and other features (including the brick sidewalk along the roadway frontage) enhance the otherwise lackluster visual resources along much of the corridor.

3.10.2 Potential Impacts

A key objective of the proposed zoning amendments is to permit development with multiple stories on existing developed lots and encourage affordable workforce housing, assisted living, ground-floor commercial development, and other public amenities. In addition to modifying the density and use mix, the provision of enhanced signage, streetscape and pedestrian facilities would improve the attractiveness of the commercial district, while providing community benefits. Under the recommended zoning amendments, an additional story of building height (above the currently allowed four stories), up to a maximum of five stories or 52 feet, would be permitted as an incentive to encourage uses that are considered community benefits by the Board of Trustees.

To ensure that impacts to neighboring properties, particularly sensitive land uses (such as single-family residences) are minimized, and to keep the massing of taller structures from overwhelming the streetscape, the proposed zoning amendments require mandatory building setbacks. As proposed, all buildings along a public street shall have a maximum 30-foot base height. For buildings above 30-feet in height, the minimum building setback shall be no less than five feet for buildings with one setback (as defined in the proposed zoning amendments in Appendix C) and shall be no less than three feet for setbacks above the first building setback.

The building setback provision would allow for setbacks of the building from the street, which would reduce the mass of the building along the street line. The setbacks would eliminate the potential for a continuous wall above the 30-foot level. Thus, the visual impact of such taller buildings would be minimized (see Section 3.4.2.1).

Parking within both corridors would be in one or more of several forms: structured parking as part of the buildings; parking located behind the buildings and/or at the rear of lots; or parking on-street along either East Shore Road or Middle Neck Road. The aim of this approach is to encourage a development pattern that avoids the fragmented look of large-format, "big-box" buildings sitting in the middle of a site, surrounded by a sea of parking. Instead, the emphasis would be on visual continuity between the buildings and streets, and to enhance the pedestrian connection to the businesses along the corridors.

Under the Theoretical Potential Build-Out Scenario, structures would respect the scale and massing of existing development outside of the study area by completing projects over the course of time. Incrementally increasing building heights on specific properties in the corridors over time would minimize visual impacts. These changes would only be granted with the provision of community benefits, as outlined in the proposed zoning amendments (Appendix C). However, the proposed zoning amendments would allow for greater density, and a variety of building types, roof forms, and skyline treatment that would enhance the visual interest within the study area and the Village overall. Variation of building heights is part of the diversity of many attractive urban and suburban centers. There would be selected opportunities for taller, signature building elements and design features that would be allowed to extend above surrounding buildings as prominent visual features within the community fabric (see Figure 18).

As part of the recommended zoning amendments proposed in the Corridor Study, it is suggested that parking requirements (i.e., number of required parking spaces) be relaxed on a case-by-case basis in exchange for other public-oriented improvements, such as the provision of sidewalks, benches, park improvements, traffic-calming measures, or other future investments to enhance visual character, as well as vehicular and pedestrian movement along the corridors.

Overall, development under the proposed zoning amendments would not only promote redevelopment of the POIs described in Section 2.1, but also the infill development of vacant properties along each corridor. Populating vacant parcels affords visual, as well as economic benefits, and generally promotes a more vibrant downtown atmosphere. All development under the proposed zoning amendments would be subject to approval by the Committee of Architectural Review. It is the purpose of this Committee to preserve and promote the character, appearance and aesthetics of the Village through procedures to review new construction and modifications of existing buildings. Under the proposed zoning amendments, no changes to the Committee's review procedures are proposed – this would continue to ensure that the aesthetic objectives of the Village are being met. It is anticipated that approval of the zoning amendments, and subsequent development under such zoning, would encourage owners and tenants of existing buildings to update building façades and signage to help refresh and revitalize the appearance of both corridors.

3.10.2.1 Middle Neck Road Corridor

It is the intent of the proposed zoning amendments to facilitate future development along Middle Neck Road that would mirror the aesthetic character of similar mixed-use, downtown areas on Long Island (e.g., Village of Farmingdale, Franklin Avenue in Garden City, Tulip Avenue in Floral Park, Cold Spring Harbor, Patchogue, and Huntington). As mentioned previously, incentives in the form of parking relaxations (which could potentially remove some surface parking or garage spaces) could result in the provision of pedestrian accommodations, streetscape improvements and open space enhancements; requests for such parking relaxations would be evaluated on a case-by-case basis to ensure that the benefits to be provided are directed at achieving the Village's goals and objectives for the corridor. Particularly, the potential reduction in required parking in exchange for the addition of amenities along the corridor is expected to result in enhanced visual character.

\\nhbedata\gisllib\LongIsland_Office\26349.00\Project\DGEIS\Figure18_PotentialDevUnderProposedZoning.mxd

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Mass Rendering
Potential Development Under Proposed Zoning

Source Info: VHB

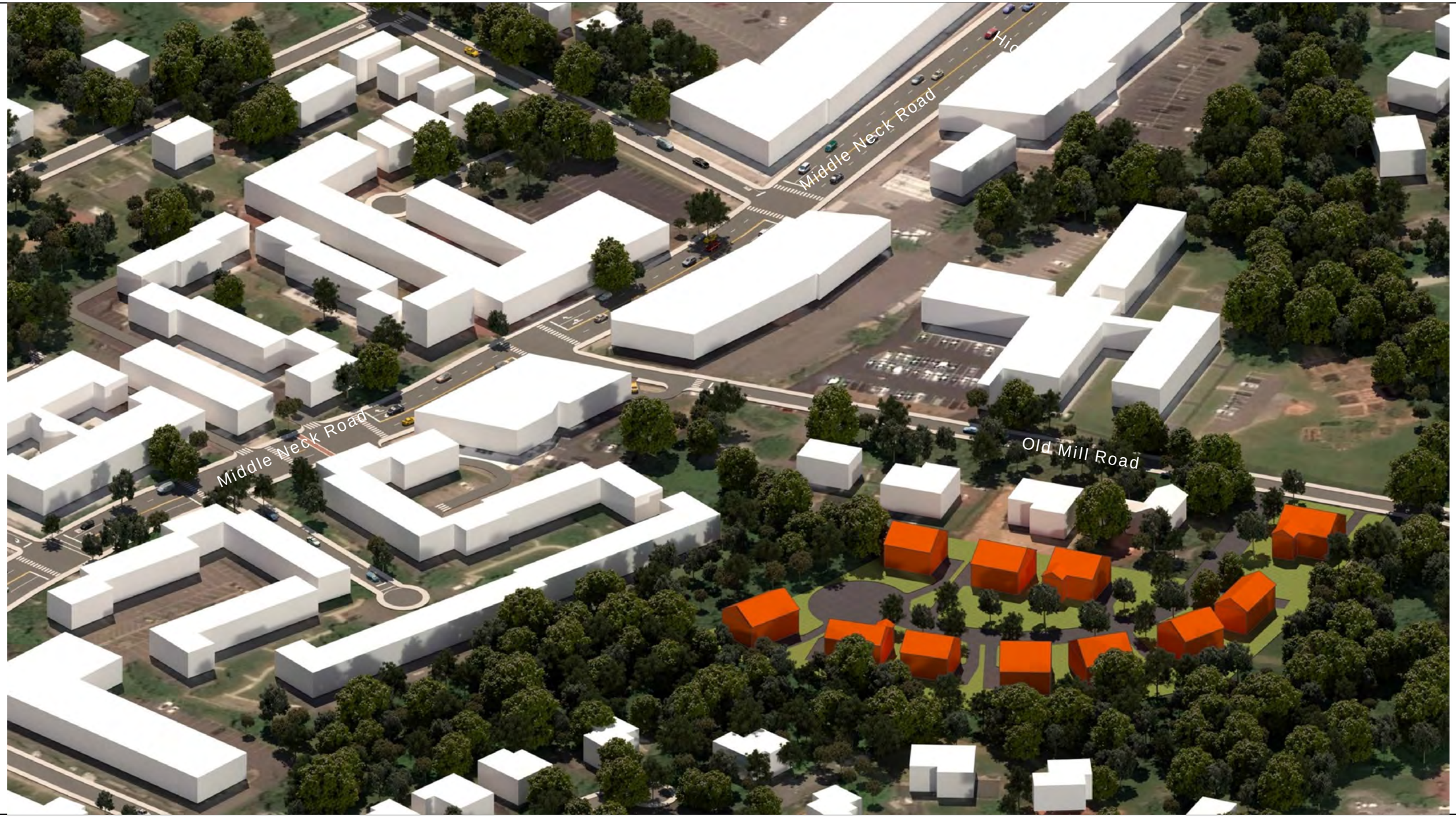
The proposed zoning amendments, which provide development incentives, such as parking relaxations and increases in height, may result in streetscape improvements, façade improvements and other features that would also contribute to enhancing the appearance along the Middle Neck Road corridor.

The Village Green and Rose Garden are primary community amenities in the Middle Neck Road corridor area. Future development of nearby POIs for new or denser residential uses under the proposed zoning would be expected to encourage greater access to these facilities, including possible improvements to pedestrian connections as a public benefit of such development. It is anticipated that this would encourage new foot traffic in the area, thereby taking better advantage of the Village Green and Rose Garden as a community focal point, consistent with one of the goals of the Corridor Study.

The removal of a number of trees would result from the proposed single-family development on the Old Mill II property (POI 16), which is a project separate from the proposed action. Such tree removal would thin out what presently is a dense vegetative buffer between the residences west of Old Mill Road and the taller buildings along the Middle Neck Road corridor, although it is likely that trees and other landscaping would be retained around the new single-family residences to maintain the buffering and screening. Additionally, the new residences would be in character with other single-family residences in the area, and, thus, would minimize impacts to the visual character (see Figure 19).

3.10.2.2 East Shore Road Corridor

The East Shore Road Corridor runs parallel to the shoreline of Manhasset Bay. As previously described, access to the bay (both visually and physically) within the study area currently is hindered by development, mostly commercial/municipal, on the east side of the corridor. The proposed zoning amendments would encourage pedestrian access to the bay and promote water-dependent and water-enhanced uses, advancing the bay-front area as a prominent visual resource. The new Avalon Great Neck development has set a precedent by providing a pedestrian walkway and deck to overlook the Manhasset Bay. Through coordination between private property owners on the bay-side of East Shore Road, it may be feasible for walkways to interconnect and form a more continuous scenic pathway. In addition, by allowing for development incentives, such as parking relaxations and increases in height, in exchange for public benefits, the area may see developer-funded streetscape improvements, façade improvements and other features that would enhance the appearance along this corridor.



\\nhbedata\gisilib\LongIsland_Office\26349.00\Project\DGEIS\Figure19_ProposedOldMillIIDevelopment.mxd

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Mass Rendering
Proposed Old Mill
II Development

Source Info: VHB

3.10.2.3 Conclusion

The proposed zoning amendments allow for incentives, such as increased buildings heights, in exchange for community amenity benefits for specific types of desirable development such as affordable workforce housing and assisted living facilities. Such incentives are expected to encourage revitalization along the two study corridors, thereby gradually improving architectural consistency and other aesthetic characteristics throughout these areas. The evaluation of new development considers the siting of buildings, location and design of parking areas, building façades, landscape design and plantings, lighting, site furnishings, and the type, size and materials used for signage, in accordance with the existing standards for architecture, landscaping, signage, and other features set forth in the zoning. These standards will continue to be implemented through the review and approval process of the Committee of Architectural Review, which will ensure that all new development and modifications to existing buildings pursuant to the proposed action are consistent with the Village's aesthetic objectives.

3.10.3 Proposed Mitigation

No significant adverse visual impacts have been identified. The proposed zoning amendments include mitigative provisions to step back additional building stories granted as incentives above a base of 30 feet. Therefore, no mitigation is proposed, beyond the measures already in place as outlined above.

3.11 Cultural Resources

This section examines the cultural resources within the Village of Great Neck that may be impacted by implementation of the proposed action. Cultural resources include both architectural historic (above-ground) resources, and archaeological (below-ground) resources. Historic resources include buildings, structures, objects, and sites or groups of such within "districts" that are listed or may be eligible for listing in the State and/or National Register of Historic Places (NRHP). Artifacts and archaeological sites are examples of archaeological resources, which are typically found buried within and on the ground. These resources are investigated by archaeologists to identify and interpret human behavior for hundreds or thousands of years. Archaeological deposits range in date from 50 years old to several thousands of years old. Like historic resources, archaeological resources are reviewed for their eligibility for inclusion in the NRHP.

The potential for encountering archaeological resources within a proposed area of potential effect is determined by a series of factors, including: data from sensitivity models (which are based on proximity to freshwater and other vital natural resources); documentation of known, nearby archaeological sites (these are recorded in State Historic Preservation Office (SHPO) site files and are often maintained with restrictive access); the presence of known historic properties (e.g., map-documented structures and/or cemeteries); and the presence of historic-period and/or recent ground disturbance (e.g., land development). In general, disturbed areas have a very low potential for the presence of intact archaeological deposits and subsurface features.

As part of this general review, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) was consulted to identify any State and/or National Register (S/NR) listed or previously determined eligible properties within and immediately adjacent to the project corridors. CRIS is a GIS mapping tool for documenting historic and archaeological sites, and a predictive model for assessing archaeological sensitivity throughout New York State.

Cultural resources are subject to review under Section 14.09 of the New York State Historic Preservation Act of 1980 (SHPA), as amended, for New York State agency permits and approvals (including NYSDEC, SPDES, SWPPP), and Section 106 of the National Historic Preservation Act of 1966 (NHPA), as implemented by Federal regulations at 36 CPR Part 800, for Federal agency permits and approvals. The Village of Great Neck recognizes that there are "places, sites, structures and building of special historic significance," as well as "by reasons of famous events, their antiquity or uniqueness of architectural construction and design, are of particular significance to the heritage of [the] Village, town, county, state and country." The Village wishes to conserve, protect and preserve such features, and the Board of Trustees has established a Landmarks Preservation Commission, which responsibility is to accomplish this. The LPC has the powers and duties "to designate a place, site, structure or building as a landmark or as part of a historic district, subject to the approval or disapproval of the Board of Trustees." Therefore, applications regarding the designation of landmark sites or historic districts within the Village of Great Neck are subject to review by the Village's LPC.

3.11.1 Existing Conditions

According to CRIS, there are 16 Unique Site Numbers (USNs) for historic resources within and immediately adjacent to the MNR Corridor. However, some of these resources no longer exist. Table 59 compares the documentation of historic resources in CRIS with the existing conditions.

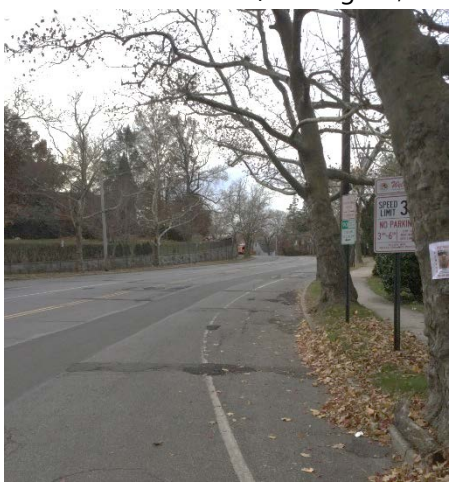
Table 59 - Historic Resources Identified Within and Immediately Adjacent to the Middle Neck Road Project Corridor

Address	USN	Site Name	Determination	Location	Description	Extant
855 Middle Neck Road	05902.001544 – 05902.001547	All Saints Episcopal Church Complex	eligible	within the corridor		yes
1 Appletree Lane	5926.000005	Reagan Farmhouse	eligible	within corridor	c. 1840-1850 farmhouse	yes
781 Middle Neck Road	5926.000012		undetermined	parcel of interest 2	c.1885-1900 residence/commercial	no
751 Middle Neck Road	5926.000013		undetermined	within corridor	c. 1840-50 farmhouse	no
3 Arrandale Ave	5926.000026	Great Neck Funeral Home	undetermined	parcel of interest 7	c. 1890-1930	no
5 Arrandale Ave	5926.000027		undetermined	parcel of interest 7	c. 1870-1890 stick house	no
7 Arrandale Ave	5926.000028		undetermined	parcel of interest 7	c. 1890-1930 residence	no
699-705 Middle Neck Road	5926.000102		undetermined	parcel of interest 9	c. 1900-1930 commercial structure, stucco façade	yes
707 Middle Neck Road	5926.000103		undetermined	within corridor	c. 1900-1930 commercial structure, brick façade	yes
7 Hicks Lane	5926.000057		undetermined	adjacent to parcel of interest 9	c. 1915-1925 Colonial Revival style residence	yes
14 Hicks Lane	5926.000058		undetermined	adjacent to parcel of interest 9	c. 1920-1930 commercial structure, stucco and brick trim	yes
675 Middle Neck Road	5926.000014	Long Island Trust Co.	undetermined	within corridor	c. 1915-1925 brick commercial structure	yes
625 Middle Neck Road	5926.000015	Gillian and Gillian Pharmacists	undetermined	within corridor	c. 1900-1910 brick commercial structure	yes
614 Middle Neck Road	5926.000120	Great Neck Village High School	not eligible	within corridor		yes
549 Middle Neck Road	5926.000010	Velvet Daisy	undetermined	within corridor	c. 1855-1860 Victorian residence	no
435 Middle Neck Road	5926.000011	Texaco Station	undetermined	parcel of interest 13	early 20th century commercial building	no

Reagan Farmstead (USN 05926.000005)

Two S/NR-eligible historic sites are documented within/adjacent to the Middle Neck Road project corridor. The Reagan Farmstead (USN 05926.000005), located within the project corridor at 1A Apple Tree Lane, has been determined eligible for listing on the S/N Register.[57]

The All Saints Episcopal Church Complex, which has also been determined S/NR eligible, is located immediately adjacent to the northern limit of the project corridor. The All Saints Episcopal Church Complex comprises four cultural resources: The All Saints Episcopal Church (USN 05902.001544), the Kirkland Husk Memorial Parish Hall (USN 05902.001545), the All Saints Episcopal Church Rectory (USN 05902.001546), and the All Saints Episcopal Church Cemetery (USN 05902.001547).



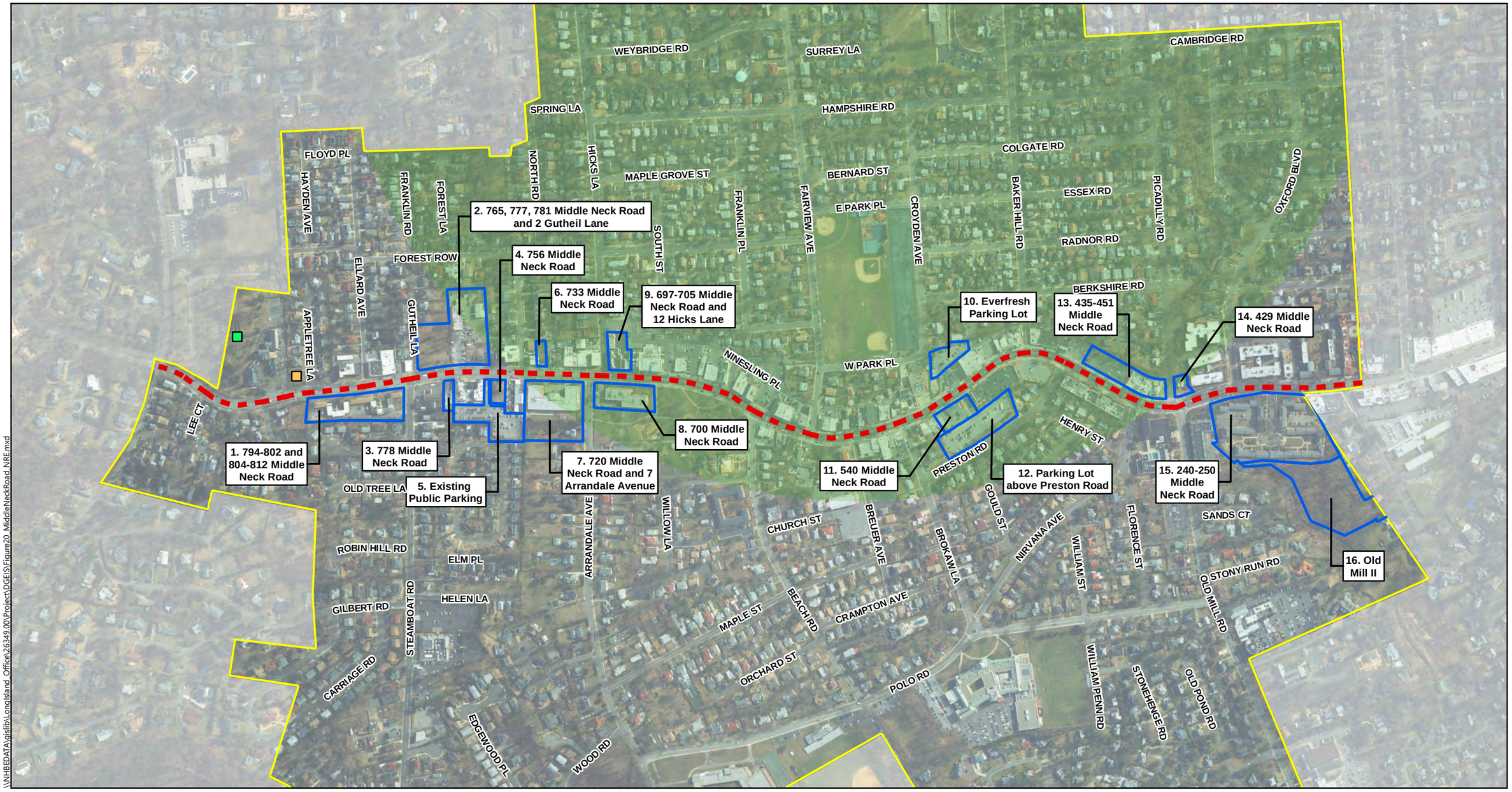
All Saints Episcopal Church Complex located beyond the cobblestone wall on the east side of Middle Neck Road. USN 05902.001544 – 05902.001547

In addition, a portion of the MNR Corridor (between Gutheil Lane and Piccadilly Road) is located within an Area of Archaeological Sensitivity, due to its proximity to the colonial-era Baker Hill archaeological site (A05926.00002). No archaeological sites have been documented within the project corridor.

For the ESR Corridor, two historic resources are documented in CRIS - 320 East Shore Road (USN 05926.000130) and 236 East Shore Road (USN 05926.000133). Neither of these sites have been determined eligible for listing on the S/NR. No S/NR-listed or previously determined eligible properties have been identified along the East Shore Road project corridor, and the corridor is not located within an Area of Archaeological Sensitivity, as defined by OPRHP and shown on CRIS.

[57] https://cris.parks.ny.gov/Default.aspx. Accessed March 2018.

A review of Nassau County and Village of Great Neck historic resources and landmarks was also conducted for the project corridors. No Village or County-designated historic properties, landmarks, or districts are situated within or adjacent to either project corridor.



\\NHBEDATA\gisilib\LongIsland_Office\26349.00\Project\DGIS\Figure20_MiddleNeckRoad_NRE.mxd

N

0 250 500 1000 Feet

Legend

- Middle Neck Road
- Properties of Interest
- Village of Great Neck

National Register Eligible Properties

- All Saints Episcopal Church (USN 05902.001544)
- Reagan Farmstead (USN 05926.000005)

Archaeological Sensitive Area

Middle Neck Road and East Shore Road Corridor Study and Proposed Zoning Amendments | Village of Great Neck, New York

Cultural Resources
Middle Neck Road Corridor

Source Info: VHB, Cultural Resource Information System (CRIS), NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program

3.11.2 Probable Impacts

As indicated in Section 3.11.1., there are two identified properties that are on the S/NRHP: All Saints Episcopal Church Complex and Reagan Farmhouse. Both these sites are located near the northern limits of the Middle Neck Road corridor, outside the area of potential effect of the MNR POIs. Therefore, the proposed development along Middle Neck Road corridor is expected to have no significant adverse impacts with respect to the identified historic resources.

According to the CRIS, eight historic resources have been identified within or adjacent to the parcels of interest (see Table 59). Some of these no longer exist, and their status should be updated in CRIS as documented structures. In addition, portions of the Middle Neck Road corridor are within an Area of Archaeological Sensitivity. Because these POIs are documented with historic resources and/or archaeological sensitivity in OPRHP's CRIS, potential impacts to known or unknown cultural resources within these properties should be reviewed by OPRHP. If State and/or Federal permits or funds are needed for the proposed development, then a formal review with OPRHP will be required to determine the potential impacts and adverse effects.

For archaeologically sensitive areas, the potential impacts to known or unknown archaeological resources may be reviewed through phased archaeological work. For instance, OPRHP and/or the lead agency may request at Phase 1 Archaeological Survey at a site that is archeologically sensitive. A Phase 1 archaeological survey includes archival research and sensitivity assessment (Phase 1A) and subsurface archaeological testing (Phase 1B) to determine the presence or absence of archaeological resources at a site. Occasionally, a Phase 1A will be requested instead of a full Phase 1(AB) to determine the archaeological sensitivity and potential for existing disturbance to have already impacted archeological resources at a site. All phased archaeological work should be conducted in accordance with the New York State Archaeological Council (NYAC) Standards for Cultural Resource Investigations and the Curation of Archeological Collection in New York State (1994) and in compliance with the State Environmental Quality Review Act (SEQRA).

3.11.3 Proposed Mitigation

As noted above, several POIs have documented historic resources and/or archaeological sensitivity. In these cases, the potential to impact known and unknown cultural resources within these parcels must be reviewed on a case-by-case basis.

Mitigation of potential impacts to historic and/or archaeological resources involves close coordination with the lead review agency, OPRHP, and applicable State and Federal agencies (when State or Federal permits and/or funding are involved in the development/redevelopment of the POIs). Mitigation measures would be detailed in a Letter of Resolution or Memorandum of Agreement (MOA) amongst OPRHP, the municipality and the project sponsor (applicant), as well as possibly other involved agencies, describing the measures for avoiding, minimizing, or mitigating the identified adverse effects on historic and/or archaeological resources.

4

Cumulative Impacts

In addition to impacts associated with the proposed action, cumulative impacts to area resources (both natural and manmade) may occur due to other ongoing, proposed, or future projects (and other actions). This section of the DEIS analyzes other pending or proposed projects in the area that, in conjunction with the proposed action, may result in impacts that would cumulatively be greater than the impacts from each project if considered individually.

As per *The SEQR Handbook*,[58] cumulative impacts are defined as follows:

> *Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from a number of individually minor but collectively significant actions taking place over a period of time. Cumulative impacts do not have to all be associated with one sponsor or applicant. They may include indirect or secondary impacts, long term impacts and synergistic effects.*

Based on the foregoing definition, an analysis was performed to determine whether other pending or proposed projects, when considered in conjunction with the proposed action (which includes development of 16 MNR POIs and seven ESR POIs), could result in significant adverse cumulative impacts on environmental resources.

[58] New York State Department of Environmental Conservation, *The SEQR Handbook*, 3rd Edition (2010) (Page 83).

4.1 Pending and Proposed Development Projects

The following planned project has been identified as potentially introducing additional demands on shared resources in conjunction with the proposed build-out under the proposed zoning amendments:

The Rose

The Rose is located at the southwest corner of Clover Drive and Middle Neck Road in the Village of Great Neck Estates, just south of Middle Neck Road corridor study area. The site, currently occupied by an office building (mostly vacant), is proposed to be redeveloped as a 40-unit multi-family residential building. As per the Final Environmental Impact Statement (FEIS) issued in February 2014, The Rose proposes one one-bedroom unit, 36 two-bedroom units, and three three-bedroom units. The following projections were assumed in the FEIS:

- Population: 100± people
- Public School-Aged Children: 8± students
- Solid Waste: 5± tons/month
- Water/Sewage (excluding irrigation): 12,200± gpd
- Traffic: AM Peak - 20 trips (4 entering trips and 16 exiting trips)
  PM Peak - 25 trips (16 entering trips and 9 exiting trips)

Although this project is not located within the same municipality as the proposed action, it does have certain community facilities and resources in common, such as school district (Great Neck UFSD), water district (WAGNN), sewer district (GNWPCD), National Grid, and PSEG Long Island. The subject property is also located on Middle Neck Road, which is a shared resource. The potential impact on these resources are evaluated below.

No other planned developments were identified that would impact other resources or traffic within the East Shore Road corridor study area.

4.2 Evaluation of Cumulative Impacts

4.2.1 Soils and Topography

There would be no cumulative impacts with respect to soils and topography for either study corridor, as there are no shared resources.

4.2.2 Water Resources

The Rose is located within the jurisdiction area of the WAGNN and GNWPCD, which are shared resources with the proposed action. As such, The Rose, if constructed, is anticipated to increase the demand on these resources by approximately four percent for potable water and sewage generation when compared to the proposed action. Since there would be no significant adverse impacts on the water supply and

sewage disposal from the proposed action, the small addition from The Rose would not have an adverse cumulative impact on these resources. The property containing the proposed Rose development does not include any mapped NYSDEC and NWI wetlands and, as such, would not have an impact on such resources. Stormwater runoff for The Rose property would be accommodated by drywells and a SWPPP would be prepared in compliance with the Village of Great Neck Estates Chapter 107. Stormwater drainage. Development of The Rose in conjunction with the development of the POI on Middle Neck Road would not have an adverse cumulative impact on stormwater. As no significant adverse impacts are anticipated from the proposed action regarding water resources, the addition of The Rose development (which would reduce impervious surface on-site, would not have a cumulative adverse impact regarding water resources.

4.2.3 Ecology

Redevelopment of The Rose property would not have a significant adverse impact on ecology, as it is almost entirely developed. No significant adverse impacts are anticipated from the proposed action nor cumulatively from The Rose development regarding ecology.

4.2.4 Land Use and Zoning

The Rose would be developed per prevailing zoning for the parcel in accordance with the Village of Great Neck Estates zoning code, as it is outside the limits of Great Neck. The proposed use is similar to those uses permitted on the Middle Neck Road corridor within Great Neck. No cumulative adverse land use or zoning impact is anticipated.

4.2.5 Traffic and Parking

The Rose is located just south of the Middle Neck Road corridor study area, within a separate Village. In the traffic analysis performed for the proposed action, traffic likely to be generated by this development was considered and added to the study intersections on Middle Neck Road. The analysis determined there would be no significant adverse cumulative impacts. No other developments were identified that would cumulatively impact traffic on East Shore Road.

4.2.6 Air Quality

While additional traffic would be generated by The Rose, the would be no significant adverse cumulative impact related to air quality due to the residential nature of the proposed development.

4.2.7 Noise

No cumulative impacts are expected with respect to noise for either study corridor.

4.2.8 Socioeconomics

The Rose development is expected to generate approximately 100 people, including and approximately eight public school-aged children. This is a small incremental increase when compared to the proposed action under the full build-out, which projects a total population of 2,362, including approximately 149 public school-aged children for both study corridors. However, while the increase in population would occur in to different municipalities, the increase in public school-aged children would impact the same school district (see discussion below). In addition, it is likely that The Rose would generate a minimal number of new jobs associated with the residential development. This is a positive cumulative impact with the new jobs projected to be generated by the proposed development.

4.2.9 Community Facilities

As noted, The Rose is projected to generate approximately 100 new residents, including eight public school-aged children. This would be a small incremental addition to the area's population as compared to development of the POIs under the proposed zoning of approximately 2,362 people, including 149± public school-aged children (total numbers including existing and approved developments expected to remain). Although they are in different municipalities, both The Rose and the study areas are within the jurisdiction of the Great Neck UFSD; therefore, the increase school-aged children would affect this school district. However, with an increase of only eight school-aged children as compared to 149± total school children in the study areas, there would be no significant adverse cumulative impact on the Great Neck UFSD.

The Rose development also shares several community resources with the study areas, including the water district, sewer district, National Grid and PSEG-LI. Cumulatively, The Rose (with a water demand of 12,200 gpd) and the Theoretical Potential Build-Out Scenario (with a total water demand of 301,711 gpd), together are not expected to have a significant adverse impact on the WAGNN. The same is true regarding sewage disposal and treatment at the GNWPCD.

The Rose is a small multifamily development that is not expected to have a significant adverse impact on either electricity or natural gas services. No significant adverse impacts related to electricity demand and natural gas usage for the development of all the POIs in both corridors were identified. Based on the availability of electricity and natural gas services, no significant adverse cumulative impacts are anticipated.

Overall, no significant adverse cumulative impacts related to community facilities and utilities are anticipated.

4.2.10 Aesthetics/Cultural Resources

No significant adverse are anticipated from the proposed action nor cumulatively from The Rose development regarding aesthetics and cultural resources. There are no identified cultural resources on the site of The Rose. Further, as a new residential development (replacing a mostly vacant, neglected commercial space), construction of The Rose would have a positive cumulative aesthetic impact on the Middle Neck Road corridor.

5

Unavoidable Adverse Impacts

The potential environmental impacts associated with the implementation of the proposed action have been identified and the proposed mitigation measures have been described in Section 3.0. Those potential environmental impacts – both short-term and long-term – that cannot be either entirely avoided or fully mitigated are described below.

5.1 Short-Term Impacts

The proposed adoption of the Corridor Study, and the rezoning of Middle Neck Road and East Shore Road, would not have any physical short-term impacts, since they are only regulatory documents and land use controls. However, in accordance with the Land Use Corridor Plan and associated proposed zoning amendments, upon development/redevelopment of the POIs within the two corridors, there would be several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with site preparation and development (including demolition, grading, excavation, installation of utilities and construction of building and parking facilities). It is anticipated that these impacts will cease upon completion of the construction at the POIs. Specific short-term impacts are identified below:

- Soils would be disturbed by grading, excavation, and mounding activities during construction and ultimate site development or redevelopment;
- Despite the use of extensive and strategically-placed erosion control devices at the specific properties, minor occurrences of erosion may occur;

- The visual quality of the area of development may be temporarily diminished by the presence and operation of construction equipment on the POIs;
- There may be temporary impact to roadways due to the movement of construction vehicles associated with site development activities along both corridors and the surrounding roadway system;
- Slight increases in noise levels at the boundaries of the POIs may result from construction activities; and
- Temporary increase in noise levels and vibrations may result during demolition activities, as applicable, at the POIs.

It is anticipated that these impacts will be of short duration, which would cease upon completion of construction.

5.2 Long-Term Impacts

Several long-term impacts associated with development/redevelopment of the POIs under the proposed zoning amendments have been identified. Mitigation measures have been proposed to reduce or eliminate most of these long-term adverse impacts. Those adverse long-term impacts, which cannot be fully mitigated, ae set forth below, namely:

- Redevelopment activities would potentially decrease the area of impervious surface (building and pavement), which would increase runoff on the subject properties. However, stormwater will be contained and recharged within property boundaries, as required Chapter 480 of the Village Code;
- There would be an increase in the amount of potable water used within the two corridors with the proposed redevelopment of the POIs;
- There would be an increase in sanitary discharge within both corridors upon development/redevelopment within the POIs;
- There would be additional solid waste generated within both corridors upon development/redevelopment within the POIs;
- Development/redevelopment of the POIs would result in an increase in the amount of energy used throughout both corridors;
- There would be an increase in the amount of traffic due to the introduction of mixed-use development consisting of commercial/retail and additional dwelling units within the POIs;
- Development/redevelopment of the POIs within the project corridors would result in an increase in demand for community facilities within Great Neck;

  Development/redevelopment of the POIs would alter the existing aesthetic and visual character of the corridors. However, all new development would be required to conform to the architectural, landscape and signage controls.

6

Conditions and Criteria Under Which Future Actions will be Undertaken or Approved including Requirements for Subsequent SEQRA Compliance

As a DGEIS, this document properly provides a **generic** assessment of potential environmental impacts associated with the proposed action, which comprises the adoption of a land use plan – i.e., the *Middle Neck Road and East Shore Road Corridor Study* (the "*Corridor Study*") – and associated revisions to the Village Zoning Code, rather than any actual development. In accordance with the SEQRA regulations, at NYCRR §617.10(a), this allows for the DGEIS to "…present and analyze in general terms a few hypothetical scenarios that could and are likely to occur."

In contrast to the generic nature of this DGEIS, the parameters for a project-specific DEIS for a development application are more definitive, which allows potential impacts to be evaluated with greater precision and certainty. This would apply, for example, to the rates of water consumption, sewage generation and vehicular trip generation associated with a particular proposal for land development. In such a case, the reviewing agency can more readily and directly assess whether the infrastructure – e.g., the water supply, sewage collection and disposal, and roadway systems – has sufficient capacity to accommodate the increased demands that would result from the proposed project, or if significant impacts would result which require the implementation of appropriate mitigation measures.

The proposed action does not entail specific development, but instead may facilitate or encourage development. Development is not directly being proposed by the *Corridor Study* and associated zoning legislation, and may never materialize. However, in order for the decision-making process to appropriately account for uncertainties related to the potential impacts of future actions, the SEQRA regulations, at 6 NYCRR §617.10(c), establish 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."

These conditions and criteria identify circumstances under which no further review under SEQRA would be required, because the GEIS demonstrates that the action contemplated, such as site-specific future development, would not result in a significant environmental impact. This may occur, for example, when the potential impacts of a specific development project proposed under the new legislation remain below the established capacity threshold for the relevant infrastructure. Conversely, other circumstances may be identified whereby supplemental SEQRA review is necessitated because a specified threshold would be exceeded if a specific development were to be constructed, or if a specific environmental issue associated with the future action was not evaluated or not sufficiently evaluated in the GEIS.

Section 6.1, below, presents a draft version of the relevant conditions and criteria, which may undergo refinement in the Final GEIS (FGEIS) based on comments received during public review of the DGEIS. Ultimately the conditions and criteria will be promulgated in the Village Board of Trustees' Findings Statement adopted at the end of the current SEQRA process.

Once the Findings Statement has been adopted, along with the *Corridor Study* and associated zoning legislation, all future actions along the Middle Neck Road and East Shore Road corridors would be required to be further evaluated under SEQRA. This evaluation will focus on determining whether a given future action would contravene any of the conditions or criteria established in the Findings Statement (i.e., the final version of the draft conditions and criteria set forth below). Should any future action pose the potential for impacts that were not addressed or not adequately assessed in the GEIS, the need for supplemental SEQRA review would be indicated. Such supplemental SEQRA review may entail the preparation of an Environmental Assessment Form (EAF), or even a project-specific EIS if it is determined that the potential impacts may be significant.

Any future action that would contravene any of the conditions or criteria set forth below would be subject to the full requirements of SEQRA. Such supplemental SEQRA review would be required to appropriately address all relevant environmental parameters, and would not necessarily be limited to the parameters associated with the specific conditions/criteria that the future action would contravene.

It is important to note that any future action under the proposed zoning legislation would involve a discretionary approval from the Village Board of Trustees, after a public hearing. These procedural requirements provide the opportunity for public review and due deliberation prior to decision-making, thereby creating a suitable framework for properly considering the SEQRA implications of any such future action.

6.1 Conditions and Criteria

The following are draft conditions and criteria that would apply if the proposed action, as described in this DGEIS, is approved by the Village. These conditions and criteria are organized and grouped by the same set of environmental parameters as are presented in the preceding sections of this DGEIS. Except as otherwise noted, further review under SEQRA would not be needed for any future action that complies with the conditions and criteria set forth below.

6.1.1 Soils and Topography

The POIs along the Middle Neck Road and East Shore Road corridors generally contain previously disturbed soils with little significant topographic relief. The predominant soil type in this area is urban land and its variants, which are characterized by mostly impervious surface coverage, as described in the Soil Survey of Nassau County, New York (the "Soil Survey," USDA, 1987). The presence of these conditions would minimize future development-related impacts to soils and topography on the POIs. Furthermore, the potential for such impacts would not be substantially increased under the proposed action because the footprint of land disturbance would not be appreciably expanded, as compared to potential development that could occur under the existing zoning. However, notwithstanding these circumstances, it shall be a condition of all future development projects within the Middle Neck Road and East Shore Road corridors that:

- an on-site investigation shall be undertaken to augment the information available in the *Soil Survey*, to better define the site-specific soil properties for each such project, and to assist in identifying appropriate measures to minimize potential impacts with respect to soils and topography; and
- suitable measures shall be incorporated into an erosion and sediment control plan for each such project, addressing potential impacts due to both stormwater runoff and wind-borne dust generation, subject to review and approval by the Village.

The foregoing measures shall be established in-place prior to the commencement of ground disturbing activities during project construction, and shall be maintained for the duration of construction until the ground surface is properly stabilized, so as to prevent the transport of sediment across the property lines onto adjacent properties and roadways.

6.1.2 Water Resources

The subject of water resources encompasses surface waters, groundwater, drinking water supply, and wastewater disposal. Each of these topics is discussed individually below.

The Middle Neck Road corridor does not contain or lie in proximity to surface water resources; and, as such, no additional conditions or criteria are necessary with respect to this parameter in this portion of the study area. POIs on the east side of the East Shore Road corridor front on Manhasset Bay. However, potential impacts to the bay are mostly related to the extent of land disturbance that occurs during development; and any redevelopment that could occur under the proposed action would only incrementally increase the spatial extent of development that could occur under existing zoning, without posing a substantially increased potential for impacts to the bay. Notwithstanding these circumstances, in order to ensure that any development activity in this area properly mitigates potential impacts to the bay, appropriate mitigation measures should be properly implemented. These measures, which shall be a condition of any future development on those properties, are the same as the measures identified to protect the ecological resources of the bay, as discussed in Section 6.1.3, below.

The entire study area is connected to the public sewage collection and treatment system of the Village of Great Neck's Water Pollution Control District. Therefore, wastewater generated on properties with the Middle Neck Road and East Shore Road corridors do not pose a potential to impact groundwater resources as would be associated with development that discharges to on-site subsurface wastewater disposal systems (e.g., septic systems). Furthermore, the types of development that are contemplated under the proposed action (e.g., multifamily residential, assisted living, and general commercial) are not typically associated with a significant risk for groundwater quality impacts that may occur with the storage and use of hazardous materials, as would pertain to industrial and certain intensive commercial uses. It is also noted that the magnitude of redevelopment that could occur under the proposed action would be only incrementally greater than that which could occur under existing zoning, which limits other potential groundwater impacts that may arise from implementation of the proposed action (e.g., via fertilizer and other landscaping treatments). Notwithstanding these circumstances, in order to minimize potential future impacts to groundwater resources due to development along the study area corridors, it shall be a condition of all future development on these properties that:

- there be strict compliance with applicable regulations for hazardous materials storage;
- there be strict compliance with Chapter 480 of the Village Code, which governs stormwater management; and
- low-maintenance, native plant species be used to the maximum extent practicable in all new development to minimize the use of fertilizers, pesticides

and other landscaping chemicals that may adversely impact groundwater or surface water quality.

The topics of drinking water supply and consumption, and sanitary waste disposal

6.1.3 Ecology

The POIs along the Middle Neck Road and East Shore Road corridors are already mostly fully developed, and any redevelopment that could occur under the proposed action would only incrementally increase the magnitude of development that could occur under existing zoning, without posing a substantially increased potential for impacts to flora and fauna. However, any development activity adjacent to Manhasset Bay, on properties along the east side of the East Shore Road corridor, can cause adverse impacts to the sensitive ecological resources in and around that water body unless appropriate mitigation measures are properly implemented. Therefore, it shall be a condition of all future development on those bay-front properties that there be:

- strict compliance with any conditions of any wetland permit issued by NYSDEC or the USACE; and
- strict conformance with proper sediment and erosion control measures, implemented pursuant to the standards outlined in Subsection 6.1.1 (*Soils and Topography*), above.

6.1.4 Land Use, Zoning and Community Character

The proposed action is specifically directed at creating an amended zoning framework for the Middle Neck Road and East Shore Road corridors, through revisions to the Village Code, to encourage development in a manner that enhances the land use setting – and, consequently, the community character – in these areas. This includes the provision of community benefits as an incentive for additional development. These benefits include certain uses – such as workforce housing, assisted living, and ground-floor commercial – that would augment the mix of uses along the two corridors, to better serve nearby residents and the Village as a whole. The proposed action also contemplates the possible provision of other incentives, such as public amenities, to improve the land use setting and community character in the *Corridor Study* area. Additionally, zoning criteria and design guidelines have been established to minimize potential adverse impacts along the corridors. Accordingly, as long as any future action is in conformance with the standards for the approval of incentives and the relevant zoning criteria and design guidelines, further review under SEQRA with respect to land use, zoning and community character would not be necessary.

6.1.5 Traffic and Parking

Section 3.5.2 of this DGEIS presents the findings of a traffic impact analysis for the Middle Neck and East Shore Road corridors, based on ten-year forecasts of future

development through 2028. Two scenarios of reasonable build-out are presented, which examine cumulative trip generation from the 16 POIs along Middle Neck Road and the seven POIs along East Shore Road, for development in accordance with the proposed zoning versus development under the existing zoning. This analysis shows that total trip generation on the Middle Neck Road corridor for the 2028 proposed build-out scenario would increase by 93 trips for the AM peak hour and 148 trips for the PM peak hour, as compared to a 2028 build-out scenario under the existing zoning; and total trip generation on the East Shore Road corridor for the 2028 proposed build-out scenario would decrease by 70 trips for the AM peak hour and would increase by 22 trips during the PM peak hour, as compared to a 2028 build-out scenario under the existing zoning.

Based on the projected decrease in AM trip generation and minor increase in PM trip generation for the POIs on East Shore Road, it is concluded that the proposed action would not result in a significant impact on traffic conditions along this roadway. Because of the projected cumulative increase in trip generation for the POIs on Middle Neck Road under the proposed action, capacity analyses were performed for two key intersections along this roadway (i.e., at Arrandale Avenue/Hicks Lane, and at Old Mill Road/Piccadilly Road); the results showed that the operation of these intersections would not be significantly impacted, in terms of level of service or delay, for the 2028 proposed build-out scenario versus a 2028 build-out scenario under the existing zoning.

Based on the foregoing, no further review would be required under SEQRA with respect to traffic if the cumulative trip generation volumes for future development remain within the analysis parameters of this DGEIS, below the following thresholds:

- MNR Corridor – 331 trips during the AM peak hour and 460 trips during the PM peak hour, which are the projected trip generation volumes for the 16 POIs under the 2028 build-out scenario for the proposed zoning; and
- ESR Corridor – 139 trips during the AM peak hour, which is the projected trip generation volume for the seven POIs for the 2028 build-out scenario under the existing zoning (which is greater than the projected 2028 trip generation under the proposed zoning); and 201 trips during the PM peak hour, which is the projected trip generation volume for 2028 build-out scenario under the proposed zoning.

With regard to parking, the proposed zoning legislation provides that:

> *Relaxation of Parking Requirements for properties adjacent to Middle Neck Road shall be determined on a case-by-case basis and favored by the Board when infrastructure-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, investment in shuttle bus service, or car sharing service), assisted living, ground floor commercial, or any such similar improvement is proposed as a community amenity. No relaxations of parking requirements for any properties adjacent to East Shore Road shall be granted without a showing of substantial hardship and minimal adverse impact to the parking then available in the vicinity.*

Thus, even along the Middle Neck Road corridor, where parking relaxations shall be "favored" when a community amenity is provided by an applicant under the proposed action's amended incentive provisions, it is specified that such decisions shall be made on a case-by-case basis, subject to a public hearing, thereby providing an appropriate deliberative framework for future decisions. More specifically, for the purposes of this DGEIS, the conclusion of no significant impact with respect to parking assumes that any future development under the proposed zoning that is granted a relaxation from the applicable parking standard has been evaluated in accordance with accepted transportation engineering practice and other relevant considerations to ensure that there would not be a significant new or exacerbated impact with respect to the availability of parking in the Middle Neck Road corridor area.

The proposed Code revision language applying to the East Shore Road corridor sets a higher threshold for parking relaxations, requiring "…a showing of substantial hardship and minimal adverse impact to the parking then available in the vicinity." This provision is explicitly directed at ensuring that future development under the proposed action avoids significant adverse impacts to parking along and in the vicinity of East Shore Road, such that compliance with same would obviate the need for future development projects to undergo further SEQRA review with respect to this parameter.

6.1.6 Air Quality

For the purposes of this DGEIS, the conclusion of no significant impact with respect to air quality assumes that future development under the proposed zoning would not cause any new violation of the National Ambient Air Quality Standards (NAAQS), would not increase the frequency or severity of any existing NAAQS violations, and would not delay attainment of any NAAQS. These are reasonable assumptions, given that the proposed action would only incrementally increase the magnitude of development that could occur along the two study area corridors under existing zoning. However, if any future action is determined to pose the potential for contravening these standards, the need for supplemental SEQRA review would be indicated.

Construction activities have the potential to cause air quality impacts, primarily associated with wind-borne dust generation from cleared land. In order to ensure that any such impacts are avoided or minimized so as not to be significant, it shall be a condition of all future development within the subject corridors that appropriate mitigation be implemented for all such development, including:

- Proper emissions controls for construction vehicles;
- Proper dust control measures during dry or windy periods, as identified in a site-specific erosion control plan; and

  Regular sweeping of the pavement surface of adjacent roadways during construction.

6.1.7 Noise

For the purposes of this DGEIS, the conclusion of no significant impact with respect to noise assumes that future development that occurs under the proposed zoning would conform with applicable, existing regulatory provisions, particularly with respect to the requirements of Chapter 391 of the Village Code (*Noise*). The standards specified therein include prohibitions on particular types of noise, in excess of specified sound levels, or outside of specified hours. Any future development in the two corridor areas that conforms to these standards can be deemed as not entailing potentially significant impacts, under which circumstances no further review would be required pursuant to SEQRA with respect to this parameter. However, if any future action is determined to pose the potential for contravening these standards, the need for supplemental SEQRA review would be indicated.

Construction activities have the potential to cause short-term noise impacts. In order to ensure that any such impacts are avoided or minimized so as not to be significant, construction activities within the two corridor areas should be undertaken in accordance with the standards specified in Chapter 391 of the Village Code (*Noise*) including, but not limited to, the time limitations specified in the Code Village: i.e., between 8:00 a.m. and 7:00 p.m. on weekdays (Mondays through Fridays, excluding holidays), and between 9:00 a.m. and 7:00 p.m. on Saturdays and holidays. The need to undertake supplemental review under SEQRA would be indicated for any development project that contravenes the standards set forth in Chapter 391, including construction that occurs outside the specified hours.

6.1.8 Socioeconomics

The proposed action is specifically intended to further refine the Village's zoning regulations along both the Middle Neck Road and East Shore Road corridors to encourage more mixed-use development and diversified housing options, and to attract land uses that contribute to the long-term vitality of the Middle Neck Road and East Shore Road corridors. Advancement of these goals under the proposed action is expected to result in an overall socioeconomic benefit to the Village.

The proposed action would allow for future development along the Middle Neck Road and East Shore Road corridors to take advantage of additional density bonuses, to encourage the types of desirable development outlined above – e.g., by allowing for one additional story of height or additional uses not currently permitted – in exchange for the provision of community benefits. Achieving these benefits would also have a positive socioeconomic on the Village.

Based on the foregoing, as long as any future development undertaken pursuant to the proposed zoning advances the intended goals of contributing to the long-term vitality of the Village and provides a meaningful benefit to the community as specified in the legislation, further review under SEQRA with respect to socioeconomics would not be necessary.

6.1.9 Community Facilities and Services

Community facilities and services addressed in this DGEIS include fire protection, ambulance service, police protection, health care facilities, educational facilities, library services, solid waste management, water supply, sewage treatment and disposal, electricity and natural gas, parks and public recreation. As a general matter, any increase in service costs due to additional development prompted by the proposed zoning revisions would be expected to be offset by increased tax revenues for each respective taxing district. However, it is noted that the Great Neck Water Pollution Control District and Water Authority of Great Neck North are both undergoing investigations into their capabilities and needs. Although significant impacts are not expected to result from the incremental increase in potential development that could occur under the proposed action, as compared to what could occur under the existing zoning, this should be verified by reviewing each future project on a case-by-case basis.

6.1.10 Aesthetics

Various aspects of the aesthetic design of land development are governed by existing standards in the Great Neck Village Code, including those pertaining to architecture, landscaping, signage, the siting of buildings, location and design of parking areas, building façades, lighting, and site furnishings. Compliance with these standards, and public review during the application and hearing process, will direct that project design conforms to these standards. Any application that seeks relief from these standards, or that substantially contravenes project-specific public input on the topic of visual character during the requisite public hearing process, should undergo further review pursuant to SEQRA in order to assess whether the project design entails a potentially significant aesthetic impact.

In order to mitigate potential aesthetic impacts of taller buildings allowed under the proposed zoning legislation, there shall be compliance with the setback requirements established therein. Specifically, a step-back shall be provided in the portion of the facades of new buildings exceeding a height of 30 feet, thereby avoiding the appearance of tall, monolithic street walls.

Development applications for properties along the Manhasset Bay shoreline, on the east side of East Shore Road, should be required to provide enhanced access to the visual resources of the waterfront, unless it is demonstrated to the satisfaction of the Village board or boards having approval jurisdiction that such access would adversely impact public health and safety, or otherwise is impractical.

6.1.11 Cultural Resources

Although the DGEIS analysis indicates that several POIs have documented historic resources and/or archaeological sensitivity, the potential for development-related impacts to such resources would not be substantially increased under the proposed action because the footprint of disturbance would not be appreciably expanded, as

compared to potential development that could occur under the existing zoning. However, notwithstanding these circumstances, it shall be a condition of any future development pursuant to the proposed zoning that the potential to impact known and unknown cultural resources be reviewed on a case-by-case basis.

As discussed in Section 3.11, the required protocol for mitigating potential impacts to historic and/or archaeological resources involves close coordination among the relevant involved agencies and the applicant, culminating in a Letter of Resolution (LOR) or Memorandum of Agreement (MOA), which describes the required measures for avoiding, minimizing, or mitigating the identified adverse effects on historic and/or archaeological resources. It is assumed for the purposes of this DGEIS that this protocol shall be followed whenever applicable.

6.1.12 Cumulative Impacts

The impact analyses in this DGEIS considers the cumulative effect of potential future development of the POIs along the Middle Neck Road and East Shore Road corridors, based on a reasonable build-out scenario under the proposed zoning, as compared to the existing zoning. At such time that the magnitude of actual development in the future reaches the magnitude of the respective build-out scenario analyzed for each corridor, any additional development that would further increase the magnitude of development along the given corridor would be required to undergo review pursuant to SEQRA in order to assess whether same entails potentially significant environmental impacts that either were not assessed or not adequately assessed in this DGEIS.

6.1.13 Energy

All development in the Village is required to comply with the energy conservation standards in the New York State Building Code, which ensures that such development minimizes impacts on the use and conservation of energy. Accordingly, as long as any new construction within the Middle Neck Road or East Shore Road corridors achieves the requisite compliance with these standards, no further mitigation is necessary to ensure that significant impacts are avoided; and, therefore, no additional conditions or criteria are necessary with respect to this parameter.

7

Alternatives

This section of the DGEIS presents an analysis of alternatives to the proposed action. This includes the SEQRA-mandated no-action alternative, pursuant to 6NYCRR §617.9(b)(5)(v) and an alternative which analyzes a build-out of the Properties of Interest (POIs) under existing zoning.

Table 60 and Table 61 provide a comparison of the quantifiable impacts of the proposed action and the alternatives for the MNR Corridor and the ESR Corridor, respectively.

Table 60 - Comparison of Alternatives (Middle Neck Road)

Parameter	No Action (Baseline Condition)	Maximum Build-Out Under Existing Zoning	Maximum Build-Out Under Proposed Zoning
Type of Development	Mixed-Use (Commercial/Residential) Commercial Residential Vacant Properties Parking Synagogues Village DPW	Mixed-Use (Commercial/Residential) Commercial Residential Synagogues Parking Village DPW	Mixed-Use (Commercial/Residential) Commercial Residential (including incentivized Affordable Workforce Housing) Assisted Living Synagogue Village Hall Parking
Number of Units/Type of Building/Gross Floor Area (SF) of New Development	296 residential units Commercial (40,670 SF) 2 Synagogues Village DPW	546 residential units Commercial (11,196 SF) 2 Synagogues	552 residential units 100 Assisted Living units Commercial (29,196 SF) Village Hall (5,000 sf) 2 Synagogues
Population (persons)	638± people	1,236± people	1,399± people
Public School-Aged Children	36± students	86± students	82± students
Direct Employment	123± jobs	64± jobs	138± jobs
Domestic Water / Sewage gallons per day (gpd)	93,378± gpd	159,176± gpd	172,186± gpd
Solid waste	100± tons/month	79± tons/month[59]	87± tons/month
Trip Generation **AM** **PM**	 227 trips 378 trips	 236 trips 313 trips	 329 trips 461 trips

[59] Solid waste generations for the theoretical potential build-out under existing zoning and under proposed zoning assume general retail occupancy in lieu of current occupancy of restaurants under the baseline condition. Therefore, solid waste generations under the theoretical potential build-out under existing zoning and under proposed zoning could potentially yield less solid waste than the baseline condition.

Table 61 - Comparison of Alternatives (East Shore Road)

Parameter	No Action (Baseline Condition)	Maximum Build-Out Under Existing Zoning	Maximum Build-Out Under Proposed Zoning
Type of Development	Commercial Automobile Storage and Service Residential Vacant Water Pollution Control Plant	Commercial Residential Mixed-Use (Commercial/Residential) Water Pollution Control Plant	Mixed-Use (Commercial/Residential) Commercial Residential (including incentivized Affordable Workforce Housing) Water Pollution Control Plant
Number of Units/Type of Building/Gross Floor Area (SF) of New Development	191 residential units Commercial (104,696 SF)	215 residential units Commercial (71,000 SF)	417 residential units Commercial (29,500 SF)
Population (persons)	442± people	497± people	964± people
Public School-Aged Children	31± students	35± students	67± students
Direct Employment	264± jobs	183± jobs	89± jobs
Domestic Water / Sewage gallons per day (gpd)	64,481± gpd	73,800± gpd	129,525± gpd
Solid waste	52± tons/month	71± tons/month	65± tons/month
Trip Generation **AM** **PM**	 139 trips 179 trips	 69 trips 201 trips	 127 trips 214 trips

7.1 No Action Alternative

The SEQRA-mandated no action alternative involves maintaining both the MNR and ESR Corridor study areas in their present state. While the implementation of this alternative would leave each corridor area unchanged and would not result in any additional environmental impacts, the Village's desire to revitalize these areas would not come to fruition. Specifically, the no action alternative would perpetuate the current, underutilized condition of both corridors and would not improve upon the existing conditions, contrary to the goals of the *Corridor Study* and the proposed zoning legislation.

As noted in Section 2, the current *Corridor Study* is the culmination of a public process and builds upon the Middle Neck Road *2013 Corridor Study*, which resulted in the adoption of amendments to Chapter 575 of the Village Code. In accordance with the *2013 Corridor Study*, the Village enacted certain zoning revisions in 2014 and 2015, with a revised zoning map, including the Middle Neck Road Multifamily Incentive Overlay District (MNR-MIO) and the Steamboat Road Townhome Redevelopment Incentive (SR-TRIO) District. Incentive zoning procedures were also adopted. However, as indicated in Section 2.3, four years after adoption, there has been little, if any, development along the Middle Neck Road corridor of the type initially intended by the Village – namely multifamily residential growth at the ends, and commercial vitality at the core. Since the previous zoning amendments did not achieve the intended objectives, the Village decided to undertake the current *Corridor Study*, which was submitted to the Village in December 2018. One of the goals of this study is to re-evaluate the existing zoning related to the MNR and ESR Corridors to ensure the Village Code's ability to accommodate broader housing options, foster economic activity in the commercial core and enhance the overall aesthetic character of these corridors.

Based on the foregoing, implementation of the no action alternative would not meet the Village's objectives to revitalize both corridors, as supported by the GNCAC's desire to create vibrant places for residents to live, work and raise a family. Furthermore, the anticipated fiscal benefits associated with the proposed action would not occur under the no action alternative.

7.2 Theoretical Potential Build-Out of Properties of Interest under Existing Zoning

This section considers an alternative that retains the existing zoning, and provides an analysis of the potential impacts associated with a theoretical potential build-out of the POIs along both the MNR and ESR Corridors without the proposed zoning amendments. Those potential impacts that are quantifiable are shown in Table 60 and Table 61, and compared to the proposed action and no action alternative.

As shown in the tables above, the overall development yield under this alternative (for the POIs on both corridors) would result in less residential development (208 fewer residential units and 100 fewer assisted living units) and more commercial development (23,500± SF more), as compared to the proposed action. Overall, under this alternative, along Middle Neck Road there would be significantly less development as compared to that of the proposed action. MNR POIs 4, 7, 8, and 15 would not support additional development under current zoning, while POIs 1, 2, 9, 11, and 13 would allow for a limited amount of additional development under the current zoning. The benefits to the community at large would be less under this alternative, as compared to the proposed action, in terms of the types of uses (i.e., no assisted living would be allowed, and Affordable Workforce Housing would not be encouraged through incentives) and public amenities (i.e., such facilities would be less likely to be offered by developers due to fewer incentives being available).

Table 19 and Table 20 in Section 3.4.2 compare the theoretical potential build-out for each POI (in both corridors) under existing zoning to the theoretical potential build-out under the proposed zoning amendments. An analysis of the potential impacts associated with each environmental issue and the differences as compared to the proposed action follows.

7.2.1 Soils and Topography

The impacts to soils and topography if the existing zoning were to be retained, as reflected in the Theoretical Potential Build-Out Scenario, would be similar to those of the proposed action, as the footprint of development of the POIs under the two scenarios would not appreciably differ. Furthermore, all the POIs have been disturbed by various earth-moving activities associated with prior development and, thus, there would be no significant impact to any naturally-occurring soils or topographic features under either development scenario.

As with the proposed action, any redevelopment within the Middle Neck Road and East Shore Road corridors under this alternative would be subject to Chapter 480, *Stormwater Management and Erosion and Sediment Control*, of the Village Code, requiring implementation of proper erosion and sedimentation controls.

Based on the foregoing, it is not anticipated that development under this alternative would have significant adverse impacts on soils and topography in the study area, similar to the proposed action.

7.2.2 Water Resources

As with the proposed action, development under this alternative would convey sanitary waste into the facilities of the Great Neck Water Pollution Control District, which would mitigate potential impacts of this sewage to groundwater resources due to sewage disposal. Additionally, compliance with Chapter 480 of the Village Code would ensure that any development under the theoretical potential build-out under existing zoning would be protective of water resources and mitigate potential stormwater impacts. It is not anticipated surface water would be affected under this alternative as almost the entirety of the two corridors are paved and action under the alternative would continue to permit the construction of paved areas. Therefore, it is not anticipated that development under this alternative would have significant adverse impacts on water resources in the study area, similar to what would occur under the proposed action.

7.2.3 Ecology

Modifications to landscaped and other vegetated areas under this alternative would be comparable to the proposed action. In their existing condition, the two corridors do not represent significant wildlife habitat due to the extent of impervious surface area present. Thus, any redevelopment under existing zoning would have minimal impacts on the common urban/suburban species which reside within the study area.

As MNR POI 16 and ESR POI 7 would be developed under the existing zoning, it is likely that resulting impacts would be consistent with those of the proposed action. Both locations are composed of vegetated successional habitats in relatively undeveloped conditions. However, as both properties are limited in size, and are surrounded by dense development, these properties do not function as significant habitats for wildlife. Therefore, it is not anticipated that development under this alternative would have significant adverse impacts on ecological resources in the study area, similar to what would occur under the proposed action.

7.2.4 Land Use and Zoning

The main aspect of this alternative is to maintain the status quo with respect to the zoning on Middle Neck Road and East Shore Road. Consequently, no change to zoning would occur in this scenario.

Future land uses under this alternative would be expected to align with the existing zoning along the MNR and ESR Corridors. This would not include the addition of assisted living, nor would it provide incentives for Affordable Workforce Housing, which would occur under the proposed action. This alternative would allow for more limited development in the two corridors, as compared to the proposed action, which is not expected be as effective in encouraging the type of revitalization being sought by the Village through the proposed zoning amendments.

7.2.5 Traffic and Parking

This alternative assumes normal background growth, plus traffic due to other planned projects and hypothetical full build-out of the POIs (see Section 3.5 and Section 4 of this DGEIS) under the existing zoning. The development yield on these properties under this scenario was established through consultations with Village representatives, and reflects reasonable estimations of potential future development.

To determine traffic conditions under the theoretical potential build-out under existing zoning for the Middle Neck Road corridor, trip generation was estimated for the 16 POIs using the ITE publication *Trip Generation Manual, 10th Edition*, similar to the calculations performed for the proposed action. In the 2028 build-out year, it is estimated that trip generation under this alternative would be lower than for the proposed action by 93 trips (-52 entering trips and -41 exiting trips) during the weekday a.m. peak hour; and by 148 trips (-69 entering trips and -79 exiting trips) during the weekday p.m. peak hour. This traffic reduction is due to the elimination of several commercial uses (office, retail and restaurant) under the existing zoning Theoretical Potential Build-Out Scenario.

Capacity analyses were performed for the two study intersections of Middle Neck Road at Arrandale Avenue/Hicks Lane and Old Mill Road/Piccadilly Road under the existing zoning for weekday a.m. and p.m. peak hours. During these two peak hours, the intersection operations under this alternative would be very similar to the proposed action; intersection delays would be only marginally decreased under this alternative, by less than one second. Overall intersection and movement levels of service (LOS) would be unchanged at both intersections.

In 2028, the Full-Yield under Existing Zoning scenario for the ESR Corridor would see a decrease in trip generation during both peak hours, as compared to the proposed action: –58 trips (+6 entering trips and -64 exiting trips) when compared to development under the proposed action during the a.m. peak hour; and –13 trips (-28 entering trips and +15 exiting trips) during the p.m. peak hour. The reduction in trips during the weekday a.m. peak hour is attributed to the elimination of a medical office building currently located at the north end of this corridor. A decrease in trip generation at this level would not result in any significant changes to traffic operating conditions.

Overall, the existing roadways would be capable of handling the traffic that would be generated for a scenario of the theoretical potential build-out under the existing zoning, similar to what would be expected under the theoretical potential build-out under the proposed action.

Although the theoretical potential build-out under the existing zoning would not include possible parking relaxations as an incentive, which would be available under the proposed zoning legislation, this difference is not expected to have a significant, practical effect on the availability of parking due to future development along the two study corridors. Specifically, applications for development under the existing zoning can still seek such relief, in the form of variances; and parking relaxations under the proposed action would require discretionary approval from the Village

Board of Trustees, after a public hearing, to be evaluated on a case-by-case basis, whereby the applicant would be required to demonstrate the availability of sufficient parking for the proposed development.

7.2.6 Air Quality

As with the proposed action, it is expected that there would be no significant air quality impacts if both corridors were fully developed at the Theoretical Potential Build-Out Scenario under existing zoning. The slightly lower development yield and trip generation under this alternative would result in a negligible difference in air emissions as compared to the proposed action.

7.2.7 Noise

As with the proposed action, it is expected that there would be no significant increase in ambient noise levels if both corridors were fully developed at the Theoretical Potential Build-Out Scenario under current zoning. The slightly lower development yield and trip generation under this alternative would result in a negligible difference in ambient noise as compared to the proposed action

7.2.8 Socioeconomics

As compared to the proposed action, the Theoretical Potential Build-Out Scenario under this alternative would generate a resident population of 630 fewer people. Additionally, reasonable build-out under this alternative would support 20 more jobs as compared to the proposed action due to the substitution of residential development for commercial development along East Shore Road under the proposed zoning amendments.

As compared to the proposed action, reasonable build-out under this alternative would generate 28 fewer school-aged children than the proposed action. As these students would be spread throughout the grade levels (i.e., an average of two students per grade), this decrease in the number of new students under the alternative would not be significant for the Great Neck UFSD, which has a total enrollment of 6,595 students for the current school year.

7.2.9 Community Facilities and Services

Under this alternative, any additional development along the two study corridors would adhere to the current zoning regulations of the Village of Great Neck. Reasonable build-out under this alternative would result in 546 dwelling units and 11,196 SF of commercial space within the MNR POIs, which is six dwelling units (plus 100 assisted living units) and 18,000 SF of commercial space less than under the proposed action. Under the existing zoning, assisted living use is not permissible and, therefore, is not included in the build-out scenario. The effect of the decrease in dwelling units and retail space would reduce the daily demand on water supply and sanitary resources. The projection for both potable water demand and sewage

effluent under this alternative, based on NCDH sewage design flow rate standards, is 159,176± gpd, which is approximately 13,010± gpd less than for the proposed action.[60]

Build-out under this alternative also would result in 202 fewer dwelling units, and an increase of 41,500 SF of commercial space, as compared to the proposed action. More commercial development is anticipated under this alternative because residential development is currently not permissible within the Waterfront Development District along the East Shore Road corridor. The projection for both potable water demand and sewage effluent under this alternative would be 73,800± gpd, which is approximately 55,725±gpd less than under the proposed action.[1]

Based on the foregoing, this alternative would result in a potable water demand and sewage generation that is approximately 68,735 gpd less than what is expected to occur under the proposed action.

As compared to the proposed action, reasonable build-out under this alternative would generate a combined total of 630 fewer residents, which would moderate the increase in demand on other service providers that would result from the new development along the Middle Neck and East Shore Road corridors, as compared to the build-out development scenario under the proposed action. However, it is not expected that the impact would be significant even under the proposed action.

As with the proposed action, properties developed under this alternative would continue to be served by the Great Neck Alert Fire Company, Great Neck Vigilant Engine & Hook & Ladder Co., and NCPD- 3rd Precinct for emergency services. All development would be compliant with prevailing fire safety and building regulations, and adequate internal access would be provided for emergency vehicles.

Development under the existing zoning of the POIs along Middle Neck Road would yield 79± tons/month of solid waste, which is 8± tons/month less than the proposed action. Development under the existing zoning of the POIs along East Shore Road would yield approximately 71± tons/month of solid waste, which is 6± tons/month more than the proposed action, where more residential and less commercial development is anticipated. The net decrease of 2± tons/month along the two corridors under this alternative would not significantly affect solid waste management in the Village, particularly given that build-out is expected to occur over ten years.

New and expanded development along the study area corridors would continue to be serviced by PSEG – Long Island and National Grid for electrical and natural gas services. As build-out under this alternative would increase the demand for both electricity and natural gas compared to existing conditions, like the proposed action, consultations would be undertaken with these two service providers for review of

[60] Based on the design sewage flow rates for: apartment/condo, non-medical office space, and dry store as provided by Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates.* Revised March 23, 2011.

any site-specific development plans, to confirm service availability and identify potential site improvements. In addition, compliance with the Village of Great Neck energy benchmarking requirement for municipal buildings adopted in January 2017 would be mandatory.

Additionally, it is anticipated that the Great Neck Parks District would continue to oversee the operation and maintenance of parks available to new residents of development under this alternative, as is the case for the proposed action. Although an increase in population within the corridors would be anticipated, it is not likely that this increase would place a significant, adverse demand on existing parks and recreational resources; and parks improvements may result from the incentives that are available under the proposed zoning amendments.

Overall, this alternative would affect community service providers in a manner similar to the proposed action, as the scale of development would be comparable. As such, it is anticipated that all the current providers would be able to continue serving the subject property, without encountering significant adverse impacts.

7.2.10 Aesthetics

The effects on aesthetic resources that would be expected to result from future development under the existing zoning trend in opposite directions. On the one hand, this alternative would retain the existing height limit of four stories; whereas, the proposed zoning legislation would allow an additional, fifth story as an incentive with the provision of certain benefits (e.g., Affordable Workforce Housing and Assisted Living). However, while the current, more stringent height standard may limit the visibility of new development, other elements that have been incorporated into the proposed action are directed at enhancing the visual setting of the two study corridors, which would not be provided under this alternative. These include:

- The proposed action would provide enhanced incentives to developers who provide benefits, which may include public amenities, such as streetscape and pedestrian improvements.
- The proposed action is directed at encouraging revitalization, which would provide aesthetic improvements to properties that currently are vacant, underutilized or deteriorated.
- The proposed zoning legislation is directed at emphasizing visual continuity between the buildings and streets.
- Variation of building heights that would be encouraged under the proposed zoning legislation would provide for visual interest.
- Development under the proposed zoning amendments would promote the infill development of vacant properties along each corridor, which would promote a more vibrant downtown atmosphere.

Overall, it is expected that continued development under this alternative would result in less of an aesthetic improvement to study area corridors than would occur under the proposed action.

7.2.11 Cultural Resources

No properties on the S/NRHP are situated in the area of potential effect of the POIs. Therefore, development under both this alternative and the proposed action would not have significant adverse impacts with respect to these historic resources.

According to the CRIS, eight historic resources have been identified within or adjacent to the POIs. Some of these no longer exist, and their status should be updated in CRIS as documented structures. In addition, portions of the Middle Neck Road corridor are within an Area of Archaeological Sensitivity. Because these POIs are documented with historic resources and/or archaeological sensitivity in OPRHP's CRIS, potential impacts to known or unknown cultural resources within these properties should be reviewed by OPRHP a case-by-case basis. However, it should be noted that the extent of ground disturbance, and the potential for impacts to cultural resources associated with future development of the POIs, is essentially the same under this alternative and the proposed action.

8

Irretrievable and Irreversible Commitment of Resources

An irretrievable or irreversible commitment of resources refers to impacts on or losses to resources that cannot be recovered of reversed. Both the Middle Neck Road and East Shore Road corridors are currently developed, but would be further improved under the full build-out scenario. Therefore, natural resources previously had been committed on these corridors.

The existing, currently undeveloped portion of the East Shore Road corridor that formerly served as the site of the Great Neck Sewer Department and the proposed Old Mill II development site, located west of Middle Neck Road, would ultimately be redeveloped. Implementation of the proposed action would commit these underutilized areas to productive new uses, which would preclude other development from occurring on the site, although such sites could be redeveloped in the future.

Any potential redevelopment of these sites would require a commitment of both natural and manmade resources as well as time. Certain additional resources related to the construction aspects of the development would be committed. These resources include, but are not limited to, concrete, asphalt, lumber, paint, water and topsoil. Mechanical equipment resources would be committed to assist personnel in any of the potential construction activities. The operation of construction equipment would require electricity, water resources and fossil fuels.

Furthermore, the construction phase of the proposed projects would require the commitment of labor, fiscal resources and time that would not be available for other projects. In addition, during the operational phase of any new development, electricity, natural gas, water resources and fossil fuels would be used for heating, cooling and other purposes.

Based on the foregoing, no significant irretrievable or irreversible commitment of resources is anticipated as a result of any revitalization efforts that may occur.

9

Growth-Inducing Impacts

Growth-inducing aspects are generally described as the long-term secondary effects of a proposed action. *The SEQR Handbook*[61] indicates that a,

> *generic EIS should describe any potential that proposed actions may have for 'triggering' further development, such as:*
>
> - *attracting significant increases in the local population by creating or relocating employment, with attendant increase in the demands for support services and facilities, which may be necessary to serve the working population (housing, stores, public services, etc.); or*
> - *increasing the development potential for a local area by installing or upgrading sewers, water mains, or other utilities.*

The proposed zoning amendments and other recommendations are proposed by the Village of Great Neck to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through residential and commercial development at viable sites and create community benefits through an incentive zoning procedure along Middle Neck Road and East Shore Road. This future development would, in turn, enhance the tax base and complement the surrounding uses as well as better utilize properties within each of the corridors. In essence, the proposed action is expected to facilitate additional growth within the Village.

With the addition of the residential units and retail space, the future development would revitalize the two corridors and create growth and positive change by

[61] *The SEQR Handbook*, 3rd Edition, New York State Department of Environmental Conservation (2010)

attracting new businesses, residents, and visitors to the area. The Theoretical Potential Build-Out Scenario is estimated to generate 969 residential units and 100 assisted living units, with a population of approximately 2,363 residents, including approximately 149 school-aged children. The proposed action under the maximum build-out would introduce approximately 482 new residential units, 100 new assisted living units and approximately 1,283 new residents between the two corridors. Currently there are 487 existing housing units and approximately 1,080 residents between the POIs along the two corridors. The addition of population to these areas may trigger the need for additional community services including police protection, fire protection, and solid waste collection. Additional population associated with the new housing units may also increase the need for additional personal service businesses and retail facilities. However, the Village of Great Neck is a long-standing, well-established community with myriad facilities and infrastructure to serve additional residents.

Also, as discussed in Section 3.8.2 of this DGEIS, the Theoretical Potential Build-Out Scenario under proposed zoning is expected to support approximately 227 permanent FTE jobs, many of which could be filled by existing local residents or by new residents living within the future housing units. Furthermore, the permanent jobs that would be supported are likely to create additional secondary jobs within and surrounding the two corridors. Thus, employment opportunities will be created for those who wish to supplement a current salary. It is unlikely that the addition of either direct or secondary (indirect) permanent jobs, would trigger the need for additional housing, beyond what is being proposed.

As such, the potential growth-inducing aspects of the proposed action are consistent with the Village's objectives for revitalization.

10

Use and Conservation of Energy

At present, PSEG LI and National Grid provide electricity and natural gas service, respectively, to both corridors. As the proposed redevelopment would increase the demand for both electricity and natural gas, consultations would be undertaken with PSEG-LI and National Grid for review of any future development plans.

For all site-specific applications within the study area, both PSEG-LI and National Grid would be consulted to confirm service availability and to identify potential site improvements. In addition to meeting the needs of these service providers, compliance with the Village of Great Neck energy benchmarking requirement for municipal buildings adopted in January 2017 would be mandatory. Pursuant to Section 226-1(B) of the Village Code,[62]

> "Collecting, reporting, and sharing building energy benchmarking data on a regular basis allows municipal officials and the public to understand the energy performance of municipal buildings relative to similar buildings nationwide. Equipped with this information, the Village is able to make smarter, more cost-effective operational and capital investment decisions, reward efficiency, and drive widespread, continuous improvement."

To effectively obtain this information, it is required by Section 226-4[4] that,

> "… the deputy Clerk, or his or her designee, shall enter into Portfolio Manager the total energy consumed by each covered municipal building, along with all other

[62] Village of Great Neck Village Code of Ordinances. Available online at https://ecode360.com/32011660. Accessed 29 October 2018.

descriptive information required by Portfolio Manager for the previous calendar year."

Municipal buildings that are within the study area or would potentially fall within the study area, should the Corridor Study recommendations be realized, include the Great Neck Village Hall, Great Neck Department of Public Works, and the Great Neck Pollution Control District.

11

References

23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. Available from: https://www.govinfo.gov/content/pkg/CFR-2018-title23-vol1/pdf/CFR-2018-title23-vol1-part772.pdf. Accessed December 2018.

American Bird Conservancy/New York City Audubon. *Bird-Friendly Building Design* (2018). Available from: https://www.govinfo.gov/content/pkg/CFR-2018-title23-vol1/pdf/CFR-2018-title23-vol1-part772.pdf. Accessed December 2018.

Edinger, G.J., D.J. Evans, S. Gebauer, T.G. Howard, D.M. Hunt, and A.M. Olivero (editors). 2014. *Ecological Communities of New York State.* Second Edition. A revised and expanded edition of Carol Reschke's Ecological Communities of New York State. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

Federal Emergency Management Agency. *Base Flood Elevation*. Available from: https://www.fema.gov/base-flood-elevation. Accessed March 2018.

Federal Emergency Management Agency. *Flood Map Service Center*. Available online at: https://msc.fema.gov/portal. Accessed March 2018.

Federal Emergency Management Agency. *Zone VE and V1-30*. Available from: https://www.fema.gov/zone-ve-and-v1-30. Accessed March 2018.

Federal Highway Administration. *Highway Noise Fundamentals.* September 1980.

Great Neck Alert Fire Company. *History.* Available from: http://www.alertfd.org/history.php. Accessed December 2018.

Great Neck Library. *2018-2019 Budget Proposal.* Available from http://www.greatnecklibrary.org/libinfo/pdfs/2019Budget.pdf. Accessed December 2018.

Great Neck Library. *Library Hours and Directions.* Available from https://www.greatnecklibrary.org/branches/branches.php. Accessed December 2018.

Great Neck Public Schools. *Budget.* Available from: https://www.greatneck.k12.ny.us/cms/lib/NY02208059/Centricity/domain/41/2018-19%20budget/FinalBudget2018-19.pdf. Accessed December 2018.

Great Neck Vigilant Engine & Hook & Ladder Co., Inc. *History*. Available from: http://vigilantfd.com/history/. Accessed December 2018.

Harris, Byril M. *Handbook of Acoustical Measurements and Noise Control*. Third ed. N.p.: McGraw Hill, n.d. Print.

Institute of Transportation Engineers, *Trip Generation, 2017, Tenth Edition*.

Koppelman, Lee and the Long Island Regional Planning Board. *The Long Island Comprehensive Waste Treatment Plan*. Hauppauge, NY: Nassau-Suffolk Regional Planning Board. 1978.

Long Island Regional Planning Board (LIRPB). *The Long Island Comprehensive Special Groundwater Protection Area Plan*. 1992.

McGowan, K.J. and K. Corwin, eds. 2008. *The Atlas of Breeding Birds in New York State.* Cornell University Press. Data also available on line at http://www.dec.ny.gov/animals/51020.html.

Nassau County Department of Health, Article X of the Nassau County Public Health Ordinance, *Groundwater Protection-Regulation of Sewage and Industrial Wastewater.*

Nassau County Department of Public Works. *Minimum Design Sewage Flow Rates.* Revised March 23, 2011.

Nassau County Department of Public Works. *Nassau County Groundwater Monitoring Program 2000-2003.* Available from: https://www.nassaucountyny.gov/DocumentCenter/View/1284. Accessed December 2018.

Nassau County Police Department. *About Third Precinct.* Available from: https://www.pdcn.org/278/About-Precinct. Accessed December 2018.

New York Consolidated Laws, Environmental Conservation Law. *Article 25, Tidal Wetlands*. Available from: https://codes.findlaw.com/ny/environmental-conservation-law/#!tid=N92F7D1933235468CA971B971BE7EBA56. Accessed December 2018.

New York State Department of Health. *NYS Health Profiles, St. Francis Hospital.* Available from: https://profiles.health.ny.gov/hospital/view/103000. Accessed December 2018.

New York State Department of Transportation, *Environmental Procedure Manual,* Chapter 3.1, August 1998.

New York State Education Department. *2018-2019 Property Tax Report Cards.* Available from: http://www.p12.nysed.gov/mgtserv/propertytax/. Accessed December 2018.

New York State Department of Environmental Conservation. *Assessing and Mitigating Noise Impacts* (2001). Available from: http://www.dec.ny.gov/docs/permits_ej_operations_pdf/noise2000.pdf. Accessed December 2018.

New York State Department of Environmental Conservation. *Environmental Resource Mapper*. Available online at: http://www.dec.ny.gov/gis/erm/. Accessed December 2018.

New York State Department Environmental Conservation. *Environmental Site Remediation Database Search*. Available from: https://www.dec.ny.gov/cfmx/extapps/derexternal/index.cfm?pageid=3. Accessed December 2018.

New York State Department of Environmental Conservation. *New York Nature Explorer*. Available from: http://www.dec.ny.gov/natureexplorer/app/location/county;jsessionid=0E10BB0E5C1E90A387ED.+p16. Accessed September 2018.

New York State Department of Environmental Conservation. *Spill Incidents Database Search*. Available from: https://www.dec.ny.gov/cfmx/extapps/derexternal/index.cfm?pageid=2. Accessed December 2018.

New York State Department of Environmental Conservation. *The Draft New York State 2018 Section 303(d) List of Impaired Waters Requiring a TMDL/Other Strategy*. Available from: https://www.dec.ny.gov/docs/water_pdf/303dlistdraft18.pdf. Accessed December 2018.

New York State Department of Environmental Conservation. *The SEQR Handbook 3rd Edition.* 2010.

New York State Department of State. *Geographic Information Gateway*. Available from: http://opdgig.dos.ny.gov/#/home. Accessed December 2018.

New York State Office of Parks, Recreation and Historic Preservation. "Cultural Resource Information System." Available online at https://cris.parks.ny.gov/Default.aspx (accessed December 2018).

Northwell Health. *Long Island Jewish Medical Center. About*. Available from: https://www.northwell.edu/find-care/locations/long-island-jewish-medical-center/about. Accessed December 2018.

Northwell Health. *North Shore University Hospital, About.* Available from: https://nsuh.northwell.edu/about. Accessed December 2018.

Salvato, et al. *Environmental Engineering.* Fifth Edition (2003). Table 5-3. Approximate Solid Waste Generation Rates from Various Sources in the United States. John Wiley & Sons, Inc.

San Francisco Planning Department. *Standards for Bird-Safe Buildings – Pubic Review Draft.* Available from: https://sf-planning.org/standards-bird-safe-buildings. Accessed December 2018.

United States Department of Agriculture, Soil Conservation Service. *New York Guidelines for Urban Erosion and Sediment Control.* March 1988.

United States Department of Agriculture. *Soil Survey Geographic (SSURGO) Database for Nassau County, New York*. 2013. Available from http://datagateway.nrcs.usda.gov. Accessed December 2018.

United States Fish and Wildlife Service, Division of Migratory Bird Management. 2016. *Reducing Bird Collisions with Buildings and Building Glass – Best Practices*.

United States Fish and Wildlife Service. National Wetlands Inventory. Available online at https://www.fws.gov/wetlands/Data/Mapper.html. Accessed December 2018.

United States Geological Survey. *Geospatial Dataset of Water-Table and Potentionmetric-Surface Altitudes in the Upper Glacial, Magothy, and Lloyd Aquifers beneath Long Island, New York, April-May 2016.*

Urban Land Institute. *Development Impact Assessment Handbook*. 1994.

Village of Great Neck. *Code of the Village of Great Neck – Chapter 292, Flood Damage Prevention*. Available from: https://ecode360.com/6304824. Accessed December 2018.

Village of Great Neck. *Code of the Village of Great Neck – Chapter 477, Solid Waste*. Available from: https://ecode360.com/6306456. Accessed December 2018.

Village of Great Neck. *Code of the Village of Great Neck – Chapter 480, Stormwater Management and Erosion and Sediment Control.* Available from: https://ecode360.com/6306586. Accessed December 2018.

Village of Great Neck. *Code of the Village of Great Neck – Chapter 575, Zoning*. Available from: https://ecode360.com/29392297. Accessed December 2018.

Water Authority of Great Neck North. *Annual Drinking Water Quality Report for the Year Ending December 2017*. Available from: http://www.waterauthorityofgreatnecknorth.com/waterquality.pdf. Accessed December 2018.