

State Environmental Quality Review Act (SEQR) SUPPLEMENTAL FINDINGS STATEMENT

CITY OF GLEN COVE SMART GROWTH COMPREHENSIVE PLAN WITH SUSTAINABILITY ELEMENTS

Name of the Proposed Action: City of Glen Cove Smart Growth Comprehensive Plan with Sustainability Elements

SEQR Classification: Type 1 Action

Location: City of Glen Cove, Nassau County, NY

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

For Information Contact: Pamela D. Panzenbeck, Mayor
City of Glen Cove
9 Glen Street
Glen Cove, NY 11542
516-676-2004
mayor@glencoveny.gov

Date of Adoption: **October, 2024**

Funding Partners

This Comprehensive Plan was prepared with funding provided by the New York State Department of State Environmental Protection Fund via its Smart Growth Program.



This Comprehensive Plan has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.



Supplemental Findings

Following the adoption of the Findings and the Comprehensive Plan on July 23, 2024, a letter commenting on the Draft Generic Environmental Impact Statement (DGEIS) was received by the Glen Cove Community Development Agency (CDA) from the New York State Department of Environmental Conservation (NYSDEC) when NYSDEC emailed it to the CDA on August 23, 2024. The letter dated May 13, 2024 was emailed to the City from Mark DePaul Lowery, Assistant Director, NYSDEC, Office of Climate Change on May 10, 2024, within the DGEIS comment period (see Attachment 1), but was not received by the City until August 23, 2024. Accordingly, these supplemental findings are intended to provide appropriate responses to NYSDEC’s comments on the DGEIS.

The adopted findings are amended as follows:

- **Public Review** – Written comments regarding the DGEIS were accepted from April 10 until May 13, 2024. ~~There were no comments received on the DGEIS. A letter dated May 13, 2024 was sent by Mark DePaul Lowery, Assistant Director, NYSDEC, Office of Climate Change on May 10, 2024. This was the only written comment received.~~

Responses

1. Through this Supplemental Findings Statement, the City hereby accepts the following change to the DGEIS adopted on April 9, 2024:

1.5 Involved Agencies & 2.6 Involved Agencies

The NYSDEC contact is changed from “Attn: Basil Seggos” to “Attn: Office of Climate Change.”

2. In response to the NYSDEC comments on DGEIS Section 3.2.3 Transportation: Mitigation Measures, the City provides the following:

The mitigation measures discussed in the DGEIS are intended to mitigate any significant adverse environmental impacts created by the Proposed Action (the Adoption of the Comprehensive Plan). Because the Proposed Action is generic in nature (an areawide policy guidance document, with no site-specific projects), the DGEIS looks at how these policies would impact the environment in the future. Any site-specific project would be subject to review under SEQR. The City does not anticipate any significant adverse environmental impacts from the Proposed Action. Rather, it is anticipated that the adoption of the Comprehensive Plan would improve the City by providing a more sustainable future.

Nevertheless, the City decided to review potential impacts to ensure that any impacts were considered and recommendations to mitigate those impacts identified. The Comprehensive Plan makes zoning policy recommendations that would target future development that follows Smart Growth principles. No specific zoning text is proposed as zoning is seen as one implementation form for the Comprehensive Plan. However, it is important to note that the Comprehensive Plan also makes recommendations to avoid overdevelopment and to prohibit more density than is allowed by existing zoning without an

overriding public purpose. The effect of these recommendations is to direct new development to infill sites, such as a previously developed waterfront areas or near certain train stations and away from established neighborhoods or areas that do not have the infrastructure to support further development.

Through analysis, it was determined that two factors, traffic and groundwater, had the most potential to present significant impacts and would be evaluated further.

The potential impacts of the Comprehensive Plan's recommendations for zoning changes that would enable contextual infill development (i.e., redevelopment of underperforming sites at the north side of the Glen Cove Creek Waterfront, and the exploration of Transit Oriented Development (TOD) zones near the Sea Cliff and Glen Street Long Island Rail Road (LIRR) stations) could lead to a slight increase in residential or commercial development, which in turn could alter traffic patterns in the City. To address this concern, the DGEIS proposed three types of mitigation measures: Pedestrian Improvements, Intersection Improvements, and Public Garage Improvements.

The letter from DEC provided feedback on these mitigation measures and can be summarized as follows:

- A. Include more discussion of pedestrian strategies, including connections to the commercial areas at Forest Avenue, Brewster Street, and the waterfront.
- B. Discussion of bicycle strategies, including connecting TOD areas to bike trails and lanes and not just to park-and-ride lots or parking garages for train access to encourage biking is imperative.
- C. A focus on transitioning away from strip-mall style commercial development would enhance efforts to reduce greenhouse gas (GHG) emissions due to transportation.

A. Pedestrian improvements, as a mitigation measure to additional infill development recommended in the Comprehensive Plan, include strategies to improve the safety of the Brewster Street – Herb Hill Road intersection (the key connection between downtown and the waterfront); improvements to the Glen Street/Cedar Swamp Road corridor (the main connection between the Glen Street LIRR Station and downtown), and connections to and from schools and community facilities.

In addition to these mitigation measures specific to the DGEIS, it is important to note that the Comprehensive Plan provides numerous recommendations to improve pedestrian infrastructure, connections, and safety that would be beneficial throughout the City:

- Recommendation 4.1 in the Comprehensive Plan recommends improving pedestrian safety at the intersections with the highest crash rates, including on Forest Avenue, Brewster Street, and Herb Hill Road (which provides a connection between the downtown and the waterfront). This recommendation also advises that updates and enhancements for pedestrian experience and safety follow recommendations of prior studies, including from the Vision Long Island/AARP/LI Complete Streets Coalition and the City's Complete Streets Policy. These interventions include providing more crosswalks, pedestrian signage, crossing lights, pedestrian-level lighting, pedestrian signaling (particularly around schools and other community facilities), and Americans with Disabilities Act (ADA) compliance upgrades to improve crosswalks, alleyways, curb ramps, and pavers.
- Recommendation 4.2 in the Comprehensive Plan discusses transportation considerations for transit-oriented development, including emphasis on the need to provide pedestrian and bicyclist connections between new TODs and adjoining neighborhoods.

- Recommendation 4.3 focuses on the need for safe pedestrian connections from the downtown to the waterfront, including Herb Hill Road, Brewster Street, and Pratt Park. An illustration is provided to identify this imperative connection.
- Acknowledging the County’s jurisdiction over the Glen Cove Avenue – Brewster Street – Forest Avenue Corridor, the Comprehensive Plan emphasizes the need to partner with the County to make Complete Streets enhancements, improve safety, and strengthen waterfront access from this key corridor.
- Furthermore, the Downtown and Economic Development chapter of the Comprehensive Plan reiterates the importance of streetscape improvements and pedestrian safety and access to the downtown and other commercial nodes. Recommendation 5.3 identifies the need for ADA compliance, upgrades to sidewalks, crosswalks, alleyways, curb ramps, and paving, and furthers the recommendation to connect the waterfront and downtown by suggesting an Art Walk and landscaping along this key connection.

B. The mitigation measures for transportation impacts discussed in the DGEIS focused on pedestrian improvements, intersection improvements, and public garage improvements and did not specifically call out bicycle strategies as a mitigation measure. However, bicycle strategies are discussed in the Comprehensive Plan and are considered a beneficial impact to the City.

Following discussions with the City Council, the Draft Comprehensive Plan was revised to highlight the importance of bicycle infrastructure and the need for a comprehensive bicycle study. Thus, an additional recommendation was added to the Comprehensive Plan prior to its adoption:

4.8 Consider conducting a City-wide bicycle study to identify a strategy for bicycle infrastructure investments.

Recent investments such as the Garvies Point Greenway provide an opportunity for the City to further expand its network of safe bicycle paths to encourage bicycle use. A comprehensive bicycle study should identify locations for expanded infrastructure with a focus on safe circulation. The City could also explore opportunities for a bikeshare program, particularly near the waterfront and public parks.

While the Comprehensive Plan indicates some locations where bicycle and pedestrian infrastructure, connections, and safety will be key in Glen Cove (e.g., connecting the waterfront esplanade to the downtown, and connecting commercial corridors and train stations), a comprehensive study of the City and development of a standalone strategy for bicycle infrastructure would be the most appropriate way to identify and implement those projects.

The inclusion of this recommendation in the adopted Comprehensive Plan has already enabled the City to apply for a New York State Energy Research and Development Authority (NYSERDA) Clean Mobility Program Clean Transportation grant to conduct a bicycle infrastructure feasibility study (see Attachment 2). This study builds on the City’s ongoing initiatives including the Downtown Corridor Study on Glen Street and the Complete Streets Policy adopted in 2021.

The proposed bicycle study would emphasize connections between the waterfront, the downtown, and train stations, and connections between two existing protected bicycle lanes in the City. The Comprehensive Plan text emphasizes the importance of creating safe bicycle and pedestrian connections between these nodes, while the dedicated bicycle study would build on these recommendations to create an implementation strategy.

The City's efforts in this regard will serve to mitigate traffic impacts due to future development.

C. The Comprehensive Plan does not encourage the development of strip-mall style commercial development. While there may be such types of development within Glen Cove, they are not a result of adopting the Comprehensive Plan. Therefore, the impacts of those existing developments are not within the scope of analysis for the DGEIS.

On the other hand, the Comprehensive Plan's recommendations do help the City move away from strip-mall style development by emphasizing infill development strategies and considering zoning changes to some commercial areas.

To improve connections to commercial nodes in the City and to reduce vehicular emissions, the Comprehensive Plan provides several recommendations in addition to the pedestrian and bicycle interventions discussed above. These include parking strategies, ways to improve and increase the use of public transportation (including LIRR, Nassau Inter-County Express (NICE) bus, and City LOOP bus service), exploration of micro-transit and on-demand transit with the County, and electrification of vehicles. In May 2017, the City was awarded a \$14,000 rebate from the NYSDEC to install two dual port Electric Vehicle (EV) charging stations in the Pulaski Street parking garage. In April 2023, the City was awarded a grant through the NYSERDA Municipal Zero-emission Vehicle (ZEV) Infrastructure Grant Program (approximately \$48,000) to install EV charging stations at the Brewster Street parking garage. The City is still awaiting the disbursement of funding from the NYSERDA grant to install these additional charging stations.

As discussed in more detail in the Natural Resource, Climate Change and Resilience Chapter of the Comprehensive Plan, the City of Glen Cove is aware of the impacts of greenhouse gas (GHG) emissions and is committed to reducing fossil fuel consumption and GHG emissions. In addition to the actions the City is already taking, including the implementation of EV charging stations, the Comprehensive Plan outlines several additional strategies that the City can take to reduce GHG emissions and identifies funding sources to position Glen Cove to take these steps.

3. In response to NYSDEC's comments on DGEIS section 3.7 Flooding, the City provides the following:

As discussed above, the purpose of the DGEIS is to identify significant adverse impacts of the Proposed Action and present solutions to mitigate those impacts. It was determined that most recommendations in the Comprehensive Plan will be beneficial to the City. Through the EAF parts 2 and 3, it was determined that the Proposed Action may result in large to moderate impacts on transportation and groundwater. The EAF parts 2 and 3 also identified some areas that may have small impacts, including

flooding. Thus, in Scoping, the City noted that flooding would be described qualitatively in the DGEIS. Specifically, the Final Scope stated that the DGEIS would:

3.8.1. Existing Conditions: Identify areas included in the 100-year floodplain. Describe sea level rise projections using NYSDEC data for 2050. Utilize maps and tables as appropriate.

3.8.2 Potential Impacts: Discuss potential impact of the Proposed Action on drainage patterns. Identify low-lying areas where projected sea level rise and floodplain expansion is more likely to cause impacts.

The Draft Scope was shared with NYSDEC, as an involved agency, and was open for comment from January 24 – February 26, 2024. NYSDEC did not comment on the Draft Scope. Only one letter of comment was received during the scoping period—from the Coalition to Save Hempstead Harbor—and those comments were addressed, and a Final Scope was adopted by the City Council on March 26, 2024.

The DGEIS follows the prescribed format outlined in the Final Scope, identifying the 100-year and 500-year floodplain, describing sea level rise projections using NYSDEC data for 2050, and identifying low-lying areas of risk. The DGEIS identifies the effects of the Proposed Action on drainage by outlining the Comprehensive Plan’s recommendations for Stormwater Management and Sea Level Rise and finds that if these recommendations would be implemented, they would have beneficial impacts on the City.

In addition, the recommendations within the Comprehensive Plan point to strategies identified in the City’s Climate Vulnerability Assessment and Adaptation Strategies Plan for the Western Gateway and the County’s Multi-Jurisdictional Hazard Mitigation Plan, and to regional solutions from the County and State.

The analysis of existing conditions in the Comprehensive Plan identified many concerns and impacts of flooding experienced under the current conditions, which are expected to be exacerbated by factors of climate change including increased intensity and frequency of rainstorm events, sea level rise, and factors of development, including regional development and build-out under existing zoning conditions. These impacts are expected with or without the adoption of the Comprehensive Plan. Because the purpose of the DGEIS is to evaluate the impacts that would be generated by the Proposed Action, we found that it was sufficient to point to the numerous recommendations within the Comprehensive Plan to reduce flooding impacts through stormwater management and green infrastructure and to take resiliency measures to address sea level rise and other climate change impacts.

As mentioned above, the adoption of the Comprehensive Plan will not increase the risk of severe downpours. Severe downpours will increase due to climate change factors. The Comprehensive Plan addresses these concerns and recommendation 7.3.2 specifically recommends aligning the City’s requirements for on-site stormwater recapture with the County’s to increase the required size from about two inches (under current NYS minimum regulations) to five to eight inches.

Nuanced studies—to determine siting and design of flood control structures—is out of the scope of this Comprehensive Plan and DGEIS. However, more specific studies, such as the City’s Climate Vulnerability Assessment and Adaptation Strategies Plan for the Western Gateway and the County’s Hazard Mitigation Plan, have identified some strategies that are incorporated into the Comprehensive Plan by reference.

NYSDEC has asked for mitigation strategies when the Proposed Action is not proposing any site-specific land development projects. Development applications submitted for future projects that advance the Comprehensive Plan's recommendations will be subject to site-specific SEQRA review.

Attachments

Attachment 1: Letter commenting on the Smart Growth Comprehensive Plan with Sustainability Elements DGEIS from NYSDEC dated May 13, 2024

Attachment 2: City of Glen Cove application for NYSERDA Clean Mobility Program Clean Transportation grant funding to conduct a bicycle infrastructure feasibility study

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Office of Climate Change

625 Broadway, 9th Floor, Albany, New York 12233-1030

P: (518) 402-8448 | F: (518) 402-9021 | climatechange@dec.ny.gov

www.dec.ny.gov

May 13, 2024

Via Email

Pamela D. Panzenbeck, Mayor
City of Glen Cove
9 Glen Street
Glen Cove, NY 11542
ppanzenbeck@glencoveny.gov

Dear Mayor Panzenbeck:

The New York State Department of Environmental Conservation (DEC) respectfully submits the following comments in response to the City of Glen Cove's (City) Draft Generic Environmental Impact Statement (DGEIS) for the Smart Growth Comprehensive Plan with Sustainability Elements (hereafter, "Proposed Action").

As an involved agency, pursuant to the State Environmental Quality Review Act (SEQR), DEC has reviewed the DGEIS and has the following comments:

1.5 Involved Agencies & 2.6 Involved Agencies

1. The DEC contact should be changed from "Attn: Basil Seggos" to "Attn: Office of Climate Change."

3.2.3 Transportation: Mitigation Measures

1. The mitigation measures should include more discussion on walking and biking and strategies the City can use to improve these options. Transit-oriented development (TOD) is mentioned as a possibility along the Long Island Rail Road stations; however, connecting these TOD areas to bike trails and lanes and not just to park-and-ride lots or parking garages for train access to encourage biking is imperative. Pedestrian connections to the commercial areas at Forest Avenue, Brewster Street, and the waterfront should be considered as well.
2. A focus on transitioning from strip-mall-type commercial development to more walkable/bikeable commercial areas would enhance efforts to reduce greenhouse gas emissions related to transportation.

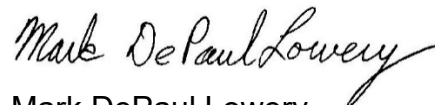
3.7 Flooding

1. The DGEIS does not evaluate climate change impacts on flooding and increased precipitation, as opposed to existing conditions, including in the Stormwater and Shoreline Protection sections.

2. With respect to mitigation, the DGEIS should acknowledge the increased risk of severe downpours and recommend that all stormwater infrastructure sizing be designed for projected stormwater volumes.
3. Descriptions of flood-hazard mitigation measures should include descriptions of how climate change, including sea level rise, and increased frequency and severity of nuisance flooding and fluvial and pluvial flooding will be considered in selection, siting and design of flood control structures. This information is critical to a full understanding of the plans for development along Glen Cove Creek.
4. Similarly, the comprehensive plan should acknowledge that the areal extent of floodplains will expand beyond the extent currently mapped as special flood hazard areas by FEMA and include strategies to identify those expanded floodplains and to avoid development in areas likely to be at risk in the future.
5. 3.7.2 Potential Impacts, Sea Level Rise – The DGEIS should recommend extending building standards in the special flood hazard area through adjacent 0.2% (500-year) flood hazard areas and adjusting the design flood elevation to include DEC projected sea level rise per 6 NYCRR Part 490, Projected Sea Level Rise.
6. All of the current Section 3.7.2, Potential Impacts, should include detailed evaluation of potential impacts and not simply list what the Comprehensive Plan includes.

Thank you for considering these comments. If you have any questions, please feel free to contact me at climate.change@dec.ny.gov.

Sincerely,



Mark DePaul Lowery
Assistant Director

Select Language ▼

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Application Number: 0000790852

Clean Mobility Program Clean Transportation



Proposer Contact Information (Step 1 of 6)

Add a contact for each person involved in the proposed project and identify their role. At a minimum, you must have a Primary Contact and an Authorized Signatory identified. Click "ADD A CONTACT" to enter each person's information.

[+ ADD A CONTACT](#)

Action	Name	Email	Phone	Organization Name	Primary
Edit Clone	Pamela Panzenbeck	ppanzenbeck@glencoveny.gov	(516) 676-2004	City of Glen Cove	Yes
Edit Clone Delete	Koorosh Leibowitz	kleibowitz@glencovecda.org	(516) 676-1625	Glen Cove Community Development Agency	No
Edit Clone Delete	Ann Fangmann	afangmann@glencovecda.org	(516) 676-1625	Glen Cove Community Development Agency	No

[PREVIOUS](#)

[CONTINUE](#)



Select Language ▼

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Application Number: 0000790852

Clean Mobility Program Clean Transportation



Proposal Budget (Step 3 of 6)

Provide detail on the budget of the proposed project.

If funding is not applicable per this solicitation or no funding is being requested, leave the default 0.00 and press continue.

Proposed NYSERDA Cost *

100,000.00



Proposed Cost Share

0.00



Proposed Total Cost

100,000.00



[PREVIOUS](#)

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PON 5739 - ATTACHMENT A Planning Application Form



APPLICANT INFORMATION

The information submitted will help NYSDERDA determine applicant eligibility and project scope (if awarded).

1. Name of community entity:

City of Glen Cove

2. Which eligible entity type best describes your organization (select one)

- Local government
- Transit operator
- Community-based organization/non-profit
- Local employer or groups of employers

3. Is this a joint application between two or more entities? Yes No

If yes, please list additional applicants and their categorizations (local government, transit operator, community-based organization/non-profit, or local employer/groups of employers).

4. Is any portion of the community identified as a disadvantaged community (DAC) or located in a DAC? Refer to the [NYSDERDA DAC map](#)

- Yes No

If yes, please specify which portions:

Census Tract 36059517101 and Census Tract 36059517200

5. Which region of NYS is your community part of? Refer to [NYSDERDA/REDC map](#)

- Western NY
- Finger Lakes
- Southern Tier
- Central NY
- North Country
- Mohawk Valley
- Capital District
- Hudson Valley
- New York City
- Long Island

PROJECT LIAISON INFORMATION

Please provide information for the primary point of contact for this application.

Koorosh Leibowitz

First Name

Last Name

Grant Administrator

Glen Cove Community Development Agency

Title

Organization Name

kleibowitz@glencoveny.gov

516-676-1625

Email Address

Phone Number

ANTICIPATED COMMUNITY NEEDS

This section will assist NYSERDA with a preliminary understanding of anticipated community needs.

6. Approximate geographic area (to the extent possible, such as a downtown, neighborhood, or corridor)

Corridors from various neighborhoods to the Downtown and Waterfront areas.

7. Approximately how many people would benefit from the development of a transportation project in this area?

The City has a population of roughly 28,000- this project would provide a benefit to all Glen Cove residents.

8. Problem statement (describe in around 200 words or less the main mobility/transportation issue you are trying to solve and indicate how severe the transportation need is. Describe if/how this will impact disadvantaged or underserved communities.)

The City of Glen Cove (City) seeks to evaluate the feasibility of implementing bicycle infrastructure. This includes, but is not limited to, introducing a bike-share program as well as creating bike lanes and other bicycle infrastructure; utilizing main corridor streets that better connect key areas such as the Downtown, Waterfront, and three Long Island Rail Road train stations to other parts of the City. The Downtown includes residential, retail, restaurants, and entertainment destinations. The Waterfront contains several mixed-use residential/commercial buildings and a mile-long protected bike path, one of two in the City.

Presently, cyclists either ride in the streets with cars or on sidewalks, posing a danger to cyclists and pedestrians. Cycling on Downtown sidewalks is prohibited by code. There is significant demand for improving bicycle transit in the City. The current lack of bicycle infrastructure and amenities discourages ridership. The City has not conducted a bicycle feasibility study in recent years, which partly contributes to the lack of infrastructure.

Additionally, solving this issue will benefit disadvantaged communities within the City. Glen Cove contains two census tracts with NYSERDA Disadvantaged Communities (DAC) designations. Improving the City's bicycle infrastructure will provide guidance to exploring more greener and affordable transportation alternatives, especially for residents faced with economic hardships or who live in densely populated neighborhoods.

9. Briefly describe (in around 200 words or less) what relevant prior planning work has been done, if any. To what degree has the community been engaged and what is the approach for community outreach moving forward?

The City and consultants, with BFJ Planning as lead, recently undertook a comprehensive planning process from 2023 to 2024, funded in large part with State dollars. The City of Glen Cove Smart Growth Comprehensive Plan with Sustainability Elements was adopted in July 2024. The plan incorporated feedback from City Council, local stakeholders, local business owners, and most importantly, Glen Cove residents. The City developed a Community Participation Plan consisting of a series of outreach tools, activities, and events designed to engage residents and stakeholders throughout each stage of the planning process. Bicycle/pedestrian/public transit improvements ranked number 3 with respect to importance. The Comprehensive Plan provides a chapter dedicated to Transportation and Mobility. The plan recommends to "Consider conducting a City-wide bicycle study to identify a strategy for bicycle infrastructure investments" (Glen Cove Comprehensive Plan Ch. 4.8).

Link to Glen Cove Comprehensive Plan: <https://www.glencovecomprehensiveplan.com/>

Currently, the City is undertaking a study of one of its primary corridor roadways in the Downtown (Glen Street) with grant dollars. Additionally, the City adopted a Complete Streets Policy in 2021 to underscore its commitment to multimodal transit and cyclist/pedestrian safety.

The City has explored partnership opportunities with Nassau County to implement a bike share program in the past and would be open to this concept moving forward.

10. Please explain any prior experience your organization has managing complex planning tasks. Discuss the nature of prior projects and level of staffing.

Level of Staffing for This Project

Glen Cove Department of Public Works (DPW)

Michael Yeosock, P.E., D.WRE, GISP, EnvSP, CVP, Director of Public Works, City of Glen Cove is a licensed multi-disciplinary professional engineer who is highly experienced in the design, construction, and maintenance of all types of civil infrastructure. Mr. Yeosock has four Master's Degrees in Engineering, Management Disciplines, and Legal Studies.

The City's DPW has dozens of staff, including the Beautification Commission, to help with this effort as needed.

Glen Cove Community Development Agency (CDA)

The Glen Cove Community Development Agency applies for and administers a majority of the City's grants. The CDA has a history of successful grants management, including prompt reporting and spending of assistance agreements, strict adherence to procurement policies, and achievement of grant-funded project goals.

Ann Fangmann, AICP, Executive Director Glen Cove CDA- Ms. Fangmann has 15+ years of experience with federal, state, and local grant administration, as well as planning and public outreach. She serves on the Glen Cove Downtown BID Board. She is also the Executive Director of the Glen Cove Industrial Development Agency (IDA). Prior to working as Executive Director of the CDA, Ms. Fangmann was Executive Director of Sustainable Long Island, Senior Planner at D&B Engineers and Architects, P.C., and Planner in the Nassau County Planning Department. She is a certified planner and she holds a Master's Degree in Urban and Regional Planning from the University of Delaware.

Koorosh Leibowitz, Grant Administrator- Mr. Leibowitz has 1 year of experience with federal, state, and local grant administration. He holds a Bachelor's Degree in Finance from Hofstra University.

11. List mobility options under consideration known at this time

- Bike share/scooter share and bike libraries
- EV rideshare and on-demand services
- EV carshare
- EV microtransit and shuttles
- Micromobility charging hubs
- Programs to support bike/scooter ownership
- Other

If other, please describe here:

Bicycle Paths/Connections

12. Scope of Work (check as applicable)

Refer to Tasks 2 and 3 of the Planning Statement of Work (Attachment B) for a list of required tasks. Check what additional planning work still needs to be done.

- Community engagement
- Site identification and operations (service area, operations, market analysis)
- Project partners identification (stakeholders and sustainability)
- Technical feasibility (technical analysis and infrastructure assessment)
- Policy and impact (legal analysis and quantitative assessment)



Application Number: 0000790852

Clean Mobility Program Clean Transportation



Proposal Information (Step 2 of 6)

* indicates required field

Describe the project you are proposing.

Please note, an answer is required for questions 17a, 18a, 19a, 20, and 21a, if not applicable, please respond with "N/A."

Success! Proposal Information Saved.

Proposed Information

Proposal Title *	Glen Cove Bicycle Infrastructure Plan
Proposed Proposal Category *	Category A: Planning Track ▼
Proposer Company Information *	The City of Glen Cove is one of two cities in Nassau County, Long Island, situated on the North Shore. ?
Proposal Description *	The proposal will be for planning bike infrastructure within Glen Cove to better connect different neighborhoods to the Downtown and Waterfront areas of the City and to implement clean commuting options for residents. ?

Checklist Questions

- 1. Do you accept all Terms & Conditions in the Sample Agreement? * Yes No ?
- 2. Do you wish to have any information submitted in your proposal package treated as proprietary or confidential trade secret information? * Yes No ?
- 3. Are you a Minority or Women-Owned Business Enterprise? * Yes No
- 4. Are you a certified Service-Disabled Veteran-Owned Business Enterprise? * Yes No
- 5. Does your proposal contain certified Service-Disabled Veteran-Owned Business Enterprises as Subcontractors? * Yes No

6. Is other public funding pending/awarded on this and/or very similar topic (prior and/or competing proposals)? * Yes No

7. Previous NYSERDA Contracts awarded? * *NYSERDA CEC EV Charging Stations* Yes No

8. Prior and/or competing proposals submitted? * Yes No

9. Has the Proposing Entity or any of its principals been indicted/convicted of a felony in past 5 years? * Yes No

10. Has the Proposing Entity or any of its principals been the subject of an investigation, whether open or closed, by any government entity for a civil or criminal violation for any business-related conduct? * Yes No ?

11. Has the Proposing Entity or any of its principals been charged with a misdemeanor or felony, indicted, granted immunity, convicted of a crime or subject to a judgment for: *

a.) Any business-related activity, or * Yes No ?

b.) Any crime, whether or not business-related, the underlying conduct of which was related to truthfulness? * Yes No ?

12. Has the Proposing Entity or any of its principals been subject to an administrative proceeding or civil action seeking specific performance or restitution in connection with any government contract? * Yes No ?

13. Has the Proposing Entity or any of its principals been the subject of an investigation, whether open or closed, by any government entity for a civil or criminal violation? * Yes No ?

14. Has the Proposing Entity or any of its principals been the subject of an indictment, grant of immunity, judgment or conviction (including entering into a plea bargain) for conduct constituting a crime? * Yes No ?

15. Has the Proposing Entity or any of its principals been sanctioned relative to any business or professional permit and/or license? * Yes No ?

16. Other than the previously disclosed, has the Proposing Entity or any of its principals: *

a.) Been subject to fines or penalties imposed by government entities which in the aggregate total \$25,000 or more: or * Yes No ?

b.) Been convicted of a criminal offense pursuant to any administrative and/or regulatory action taken by any government entity? * Yes No ?

17. Within the past five (5) years, have any liens or judgments (not including Uniform Commercial Code filings) over \$25,000 been filed against the Proposing Entity which remain undischarged? * Yes No

17 a.) If "Yes", Provide an explanation of the issue(s), relevant dates, the Lien holder or Claimant's name(s), the amount of the lien(s) and the current status N/A

of the issue(s). Provide answer here or attach additional sheets with numbered responses. *

18. In the last seven (7) years, has the Proposing Entity initiated or been the subject of any bankruptcy proceedings, whether or not closed, or is any bankruptcy proceeding pending? *

Yes No

18 a.) If "Yes", provide the bankruptcy chapter number, the court name and the docket number. *

N/A

19. During the past three (3) years, has the Proposing Entity had any government audit(s) completed? *

Yes No

19 a.) If "Yes," did any audit of the Proposing Entity identify any significant deficiencies in internal control, fraud, illegal acts, violations of contract or grant agreements, abuse or material disallowance? *

No

20. Additional Legal Business Entity Identities: If applicable, list any other DBA, Trade Name, Former Name, Other Identity, or EIN used in the last five (5) years and the status (active or inactive). *

City of Glen Cove EIN: 116000350

21. Was the Legal Business Entity formed or incorporated in New York State? *

Yes No

21 a.) If "No", indicate the State where Legal Business Entity was formed, and indicate whether Legal Business Entity is authorized by the NYS Department of State to do business in New York. *

N/A

Disclosure of Prior Findings of Non-Responsibility

1. Has any Governmental Entity made a finding of non-responsibility regarding the Individual or Entity seeking to enter the Procurement Contract in the last five years? *

Yes No

2. Has any Governmental Entity or other governmental agency terminated or withheld a Procurement Contract with the above-named Individual or Entity due to the intentional provision of false or incomplete information? *

Yes No

[PREVIOUS](#)

[SAVE](#)

[CONTINUE](#)

Certification Under Executive Order No. 16 Prohibiting State Agencies and Authorities from Contracting with Businesses Conducting Business in Russia

Executive Order No. 16 provides that “all Affected State Entities are directed to refrain from entering into any new contract or renewing any existing contract with an entity conducting business operations in Russia.” The complete text of Executive Order No. 16 can be found [here](#).

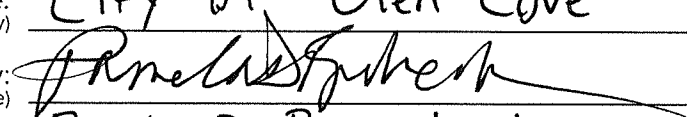
The Executive Order remains in effect while sanctions imposed by the federal government are in effect. Accordingly, vendors who may be excluded from award because of current business operations in Russia are nevertheless encouraged to respond to solicitations to preserve their contracting opportunities in case the sanctions are lifted during a solicitation or even after award in the case of some solicitations.

As defined in Executive Order No. 16, an “entity conducting business operations in Russia” means an institution or company, wherever located, conducting any commercial activity in Russia or transacting business with the Russian Government or with commercial entities headquartered in Russia or with their principal place of business in Russia in the form of contracting, sales, purchasing, investment, or any business partnership.

Is Vendor an entity conducting business operations in Russia, as defined above? Please answer by checking one of the following boxes:

- 1. No, Vendor does not conduct business operations in Russia within the meaning of Executive Order No. 16.
- 2.a. Yes, Vendor conducts business operations in Russia within the meaning of Executive Order No. 16 but has taken steps to wind down business operations in Russia or is in the process of winding down business operations in Russia. (Please provide a detailed description of the wind down process and a schedule for completion.)
- 2.b. Yes, Vendor conducts business operations in Russia within the meaning of Executive Order No. 16 but only to the extent necessary to provide vital health and safety services within Russia or to comply with federal law, regulations, executive orders, or directives. (Please provide a detailed description of the services being provided or the relevant laws, regulations, etc.)
- 3. Yes, Vendor conducts business operations in Russia within the meaning of Executive Order No. 16.

The undersigned certifies under penalties of perjury that they are knowledgeable about the Vendor’s business and operations and that the answer provided herein is true to the best of their knowledge and belief.

Vendor Name: City of Glen Cove
(legal entity)
By: 
(signature)
Name: Pamela D. Panzenbeck
Title: Mayor
Date: 8/13/2024

Disclosure of Prior Findings of Non-Responsibility

1. Has any Governmental Entity made a finding of non-responsibility regarding the Individual or Entity seeking to enter the Procurement Contract in the last five years?	No
2. Has any Governmental Entity or other governmental agency terminated or withheld a Procurement Contract with the above-named Individual or Entity due to the intentional provision of false or incomplete information?	No

Proposal Budget Information

Proposed NYSEDA Funding	\$100,000.00
Proposed Cost Share	\$0.00
Proposed Total Cost	\$100,000.00

The undersigned: (1) recognizes that this questionnaire is submitted for the express purpose of assisting NYSEDA in making responsibility determinations regarding award or approval of a contract or subcontract and that NYSEDA will rely on information disclosed in the questionnaire in making responsibility determinations; (2) acknowledges that NYSEDA, in its discretion, by means which it may choose, may verify the truth and accuracy of all statements made herein; and (3) acknowledges that intentional submission of false or misleading information may result in criminal penalties under State and/or Federal Law, as well as a finding of non-responsibility, contract suspension or contract termination.

The undersigned certifies that they:

- are knowledgeable about the Proposing Entity's business and operations;
- have read and understand all of the questions contained in the questionnaire;
- have not altered the content of the questionnaire in any manner;
- have reviewed and/or supplied full and complete responses to each question;
- to the best of their knowledge, information and belief, confirms that the Proposing Entity's responses are true, accurate and complete, including all attachments, if applicable;
- understand that NYSEDA will rely on the information disclosed in the questionnaire when entering into a contract with the Proposing Entity; and
- is under an obligation to update the information provided herein to include any material changes to the Proposing Entity's responses at the time of bid/proposal submission through the contract award notification, and may be required to update the information at NYSEDA's request prior to the award and/or approval of a contract, or during the term of the contract.

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After reviewing the application, please sign below for our records that you approve and authorize the submission of this grant application.



Signature

8/13/2024

Date