

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

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BFJ Planning



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Prepared for

The City of Glen Cove City Council

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Chapter 1. Introduction, History, and Regional Context

Introduction

Glen Cove has a rich development history closely tied to its unique waterfront location. Since its last Comprehensive Plan in 2009, the City has seen residential and commercial development come to fruition, including the Village Square project in the downtown and redevelopment of the waterfront at Glen Cove Creek. This Chapter provides an overview of public involvement for the Comprehensive Plan, Glen Cove's context within the region, its history, prior plans and studies, and completed and ongoing projects.

Public Involvement for the Comprehensive Plan

In the spring of 2023, the Comprehensive Planning Committee (CPC) and Core Working Group (CWG) were established to help guide the Plan. The 52-member CPC represented a cross-section of the community, ranging from municipal representatives to City staff, to local organizers and community leaders. The CWG was a sub-section of the CPC that reviewed and provided guidance on draft chapters. The CPC met twice and the CWG met bi-monthly during the Comprehensive Plan drafting period (May 2023 – January 2024). A complete list of members of the CWG and CPC is provided on pages i and ii. The CWG is made up of City residents, while the CPC also includes individuals that work in the City.

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

Two public workshops and a meeting with the Inter-Agency Council of Glen Cove (IAC) at the Senior Center, which was open to the public, gave the City the opportunity to meet and hear directly from members of the public. Public workshops helped to identify issues and opportunities, test initial concepts, and present action items for feedback before finalizing the Plan. The goals ranked during the first public workshop are listed below.



Preliminary Goals as Ranked by First Public Workshop's Participants:

1. Activate and revitalize downtown
2. Preserve and enhance neighborhoods
3. Emphasize pedestrians, bicyclists, and public transit
4. Ensure water supply, quality, and redundancy
5. Protect and improve the waterfront
6. Assess community facility needs
7. Provide housing options
8. Create and retain jobs

In addition to the feedback gathered during the workshops, over 15 stakeholder focus groups were held with local subject-matter experts and community and local organization representatives. These interviews provided more detailed information and context on key issues and opportunities in Glen Cove.

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

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

Additionally, several meetings were held with City staff, City Council, and the Planning Board. The final public workshop, held January 30, 2024, also served as the CWG's public hearing on the draft chapters of the Comprehensive Plan.

Summaries of the public workshops, IAC/Senior Center Meeting, and the survey results are attached as appendices to this Comprehensive Plan.

Regional Context

The City of Glen Cove is located on the North Shore of Long Island, in Nassau County, New York (see Figure 1-1). Glen Cove borders several villages and hamlets in the Town of Oyster Bay, including the Village of Lattingtown to the northeast, the Village of Matinecock to the southeast, the hamlet of Locust Valley to the east, and Glen Head hamlet and the Village of Sea Cliff to the south. The waterfronts of Hempstead Harbor and Long Island Sound make up the City's western and northern borders, respectively. Glen Cove has over ten miles of waterfront with three public beaches, two nature preserves, a public golf course, and several public parks. State Route (SR) 107/Glen Cove Road/Pratt Boulevard and Glen Cove Avenue provide access to the City from the south, connecting Glen Cove to the Long Island Expressway, Northern State Parkway, and Northern Boulevard/SR 25A. The Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) operates three train stations in Glen Cove, and various buses (County, municipal, and MTA) provide additional public transportation connecting the City to destinations in Nassau County, New York City, and the greater region.

History

Early Days of Glen Cove

Glen Cove, formerly known by its native name Musketa Cove, was bought by Joseph Carpenter from the Matinecock Indians in 1668.¹ The purchase was ratified by the New York State government in 1677. Carpenter and his four business partners, who called themselves the "five proprietors of Musketa Cove," built a saw mill and grist mill on a dammed stream near present-day Glen Cove Creek. They processed lumber for the New York City construction industry and also served markets as far away as Barbados. These early Musketa Cove settlers established modest homes on the "The Place," a street in Glen Cove that still exists today.

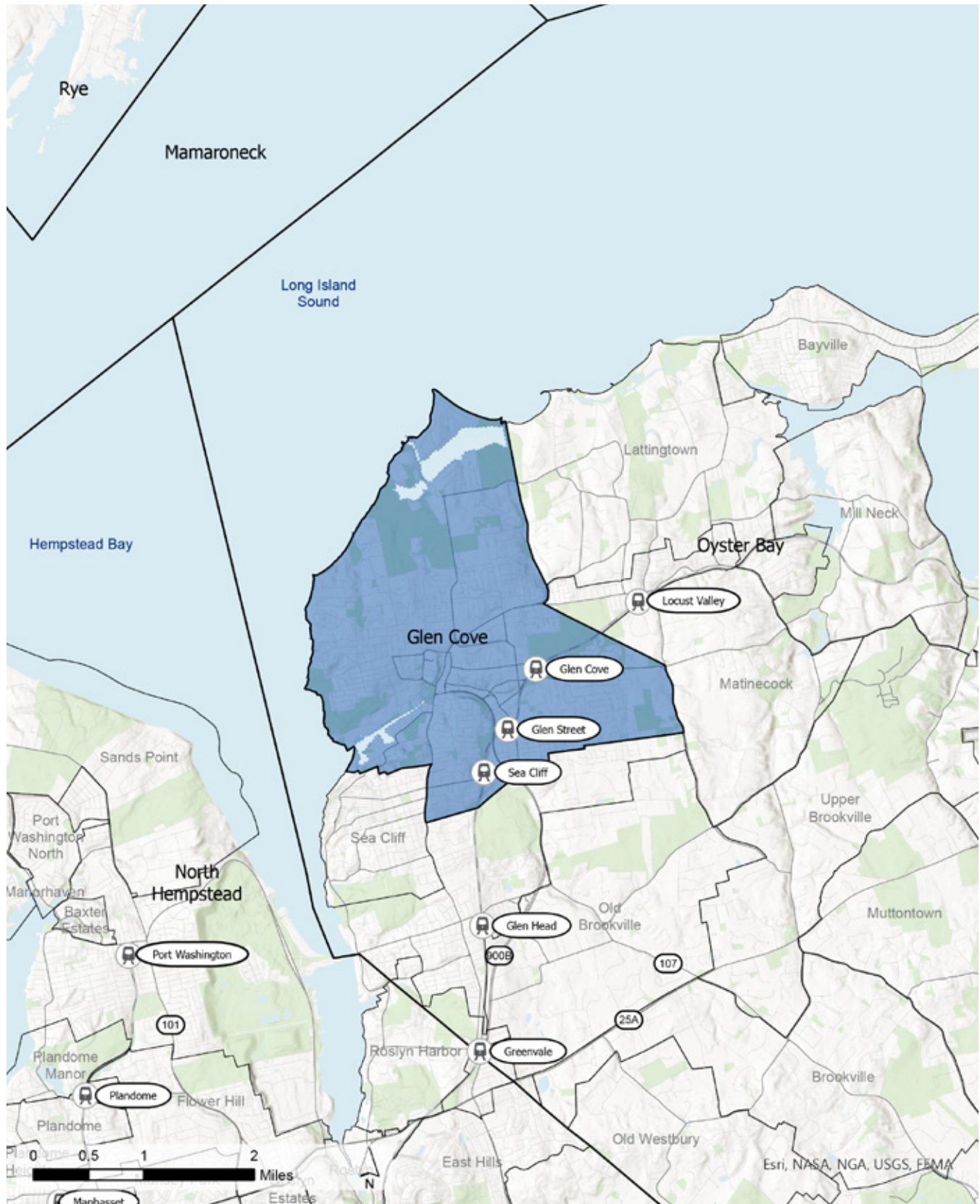
King Philip's War drove many New Englanders to settle in Long Island, including Musketa Cove. Within a decade of the first European settlement, Musketa Cove had a population of carpenters, weavers, wool spinners, saddlers, tailors, millers, shipbuilders, and many tradesmen. They had their own town government, constable, overseers, Justice of the Peace, and Recorder. In addition to the mills and smaller industries, Musketa Cove was also known as one of the top ports for smuggling goods in Long Island. Goods such as brandy, rum, and wine were smuggled through Glen Cove to avoid England's high import taxes.

Industrial Development

Glen Cove had rich clay banks that began to be mined in the early 1800s. Thomas Garvie was one of the first to take advantage of this resource and is the namesake of the Garvies Point redevelopment project at Glen Cove Creek. Clay was sold to potteries in New York City.

¹ History adapted from "History of Glen Cove," by Antonia Petrash, Carol Stern, and Carol McCrossen, and "An Introduction To Glen Cove History," by Daniel E Russell, City Historian, City of Glen Cove, New York.

Figure 1-1. Regional Context



Sources: NYS GIS, Esri, NASA, NGA, USGS, FEMA, BFJ Planning

In the 1850s a third industry arose in Glen Cove when the Duryea Corn Starch Manufacturing Company relocated to Glen Cove. The factory employed over 600 workers, largely immigrants from Ireland. Glen Cove became a company town in which the factory leased apartments to its workers, sold them goods, and produced its own newspaper. Living conditions were poor for these workers. The company dumped its production waste into Glen Cove Creek, which was the source of a foul-smelling odor and a nuisance to residents of Glen Cove and Sea Cliff. The factory was closed in 1900 as the farmland that provided corn to the factory had begun to be developed into private estates. The Duryea Corn Starch factory buildings burned down in 1906. The architecture of the new location of the Garvies Point Brewery is a nod to the former starch works.

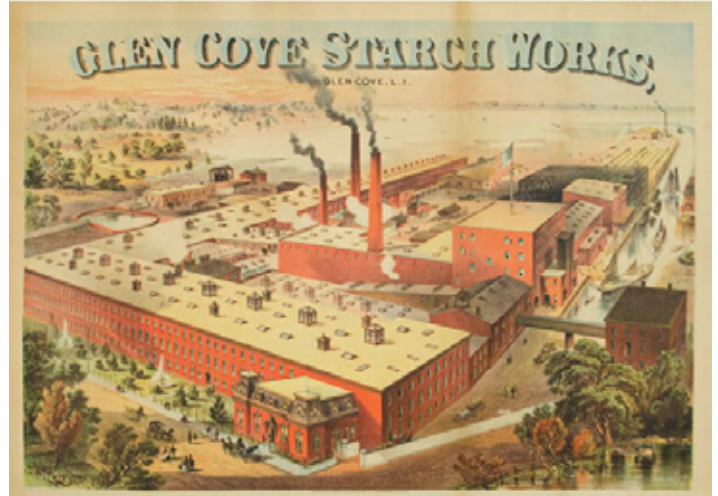
Summer Resort and the Gold Coast

In 1829 regular ferry service was established between Glen Cove and New York City. The community's name was officially changed from Musketa Cove to Glen Cove in 1834, because the former name deterred visitors with its similarity to the word Mosquito. Visitors began to come to Glen Cove during the summer to escape the New York City heat. Entrepreneurial Glen Cove residents established hotels, oyster saloons, taverns, and boarding houses near the steamboat landing at the foot of Landing Road (within present-day Morgan Memorial Park).

The ferry service also enabled the wealthy of New York City to establish summer homes and the "Gold Coast" on Long Island's North Shore. Famous Gold Coasters included gold mining baron Captain Joseph Raphael Delamar; Frank Winfield Woolworth, founder of the department store chain Woolworth's; Charles Pratt, a founder of Standard Oil; and J.P. Morgan, financier and investment banker. In addition to their mansions, these Gold Coasters owned large, luxurious yachts and several smaller vessels and sailboats. The New York Yacht Club established one of their 10 yacht stations in Glen Cove.

Glen Cove Becomes a City

Glen Cove was a part of the Town of Oyster Bay, and attempts to incorporate it as a village had failed in the 19th century. With a population over 10,000 and growing frustration over a lack of autonomy, a renewed effort in the 20th century sought to incorporate Glen Cove as a city. On June 8th, 1918, the charter was signed by the New York Governor establishing the City of Glen Cove. Dr James E. Burns was



In the 1850s the Duryea Corn Starch Manufacturing Company established a company town in Glen Cove, employing over 600 people.

Image: Major & Knapp, New York: c. 1872-73; George Glazer Gallery



The Pratt family Killenworth Estate is one of a dozen summer estates established by wealthy New Yorkers on the "Gold Coast" of Glen Cove.

Image: Killenworth Estate, Glen Cove Public Library

elected as the first Mayor of the City. City Hall was first established in the Danis Building at the corner of West Glen Street and Bridge Street. City Council meetings were held in the local Justices' Court on Glen Street. City Hall and the Courthouse are now located at 9 Glen Street in a former bank building, while the former local Justices' Court is the North Shore Historical Museum.

Following World War II, Nassau County, including Glen Cove, underwent suburbanization as homes were built, marketed and financed for returning soldiers and their families. People moved from New York City, especially Brooklyn and Queens, seeking home ownership opportunities and a suburban lifestyle.

Relevant Regional Plans and Resources

Smart Growth Comprehensive Planning Grant Program

Glen Cove was awarded a \$100,000 Smart Growth Comprehensive Planning grant by the New York State Department of State (NYS DOS)² for this comprehensive plan update. Eligible activities for the use of the grant money include preparing a smart growth comprehensive plan and zoning ordinances; facilitating public outreach and participation; coordination and project management; and State Environmental Quality Review (SEQR).

The plan must address each of the following Smart Growth principles and elements suggested by State statutes:

- Promote mixed land uses in focus areas.
- Create an adequate range of housing opportunities and choices.
- Promote development and redevelopment where infrastructure is adequate and sustainable.
- Build on traits that make a distinctive and attractive community with a strong sense of place.
- Promote well-planned and well-placed public spaces.
- Promote sustainable compact neighborhoods.
- Increase mobility and circulation within jurisdictional lines and improve connectivity with areas outside jurisdictional lines.
- Promote sustainable mass transit that reduces the local levels of greenhouse gas emissions.
- Promote walkable/bikeable neighborhood designs.
- Promote and integrate clean energy resources and related incentives.
- Improve green infrastructure and residents' participation in this effort.
- Increase resiliency to extreme weather events.
- Encourage social diversity and integration.
- Expand planning and implementation efforts across jurisdictional lines, to increase effectiveness, sustainability, and resiliency.
- Promote community and stakeholder collaboration in planning.

² <https://dos.ny.gov/2022-2023-smart-growth-comprehensive-planning-grant-program>

Climate Smart Communities (CSC) Initiative

The New York State Department of Environmental Conservation (NYSDEC) has awarded a \$50,000 Climate Smart Communities (CSC) grant to the City of Glen Cove for this comprehensive plan update.³ CSC is a program that helps municipalities reduce greenhouse gas emissions and adapt to climate change. The Glen Cove City Council adopted the State's CSC Pledge in 2023, thereby becoming a registered CSC. After registering with the program, Glen Cove can now choose to complete a suite of actions that mitigate and adapt to climate change and earn points towards certification. One of these actions, Action PE6, is the completion of a comprehensive plan with sustainability elements. Glen Cove gained the status of Clean Energy Community with New York State in 2018 following the installation of the City's first public Electrical Vehicle (EV) charging station and approval of a unified solar permit, in addition to other action items.

A comprehensive plan with sustainability elements offers Glen Cove the opportunity to create a vision for growth over the next 10 to 20 years while balancing the three "Es" of sustainability: environment, economy, and equity. According to this program action, Glen Cove should incorporate sustainability elements throughout the comprehensive plan. As with all planning processes, public outreach and engagement are essential throughout the creation of the plan. The plan should include a baseline assessment of existing conditions, goals and a vision that address the three Es of sustainability, and an implementation plan with strategic actions and priorities.

In order for Glen Cove to obtain CSC points for the comprehensive plan, it must clearly incorporate the following sustainability elements:

- Support alternative modes of transportation (including strategies for bicycles, pedestrians, public transit, and electric vehicles).
- Promote smart growth principles in land-use policies.
- Conserve natural areas (including strategies to designate open space and protect it from development).
- Promote a healthy and safe community.
- Foster equity (including strategies for housing, schools, transportation, recreation, food, and environmental exposures).

Glen Cove will also include at least one of the following optional elements in its comprehensive plan:

- Foster green economic development.
- Decrease dependence on fossil fuels and support energy efficiency and renewable energy production.
- Foster the efficient use of natural resources (e.g., water conservation).
- Promote the development of (or the conservation of) local food systems.
- Minimize solid waste (including strategies to promote recycling and composting or anaerobic digestion of organic materials).
- Protect drinking water sources from pollution.
- Promote adaptation to climate change (including strategies related to land use and public education and engagement).

³ <https://climatesmart.ny.gov/>



Glen Cove was identified as one of 18 municipalities suited for potential downtown and transit-oriented growth.

Source: Nassau County Comprehensive Plan, 2010

Nassau County Comprehensive Plan, 2010

The draft Nassau County Master Plan was completed in 2010. The first Comprehensive Plan for the County was adopted in 1998.

The 2010 Master Plan looks to 2030 and sets a policy framework organized around economic development and jobs, land use, and supporting infrastructure. The Master Plan recommends targeting existing downtowns and areas around train stations as areas of growth. In the plan, Glen Cove is identified as one of 18 municipalities suited for growth. Glen Cove was also studied as one of three representative communities in the County for a comparative fiscal analysis of downtown revitalization. The Plan's analysis determined that Glen Cove's existing zoning could accommodate the forecasted residential and commercial development and generate a substantial amount in property taxes. The plan also discusses best practices for urban downtown revitalization and development such as transit-oriented development (TOD), contextual infill development, mixed land uses, and pedestrian-oriented streetscapes and buildings.

Long Island 2035 Regional Comprehensive Sustainability Plan, 2010

The 2035 Regional Comprehensive Sustainability Plan was prepared by the Long Island Regional Planning Council. Through public engagement and data analysis, the Council produced several thematic reports addressing governance, economy, infrastructure and transportation, land use, equity and resources for sustainable strategies, K-12 public education, and carbon footprint analysis. The 2009 Long Island Visioning Initiative formed a basis for this effort. The initiative brought together over 100 elected officials and civic, business, and environmental leaders from across Long Island and produced a foundational report.

The four main subjects of the 2035 Regional Comprehensive Sustainability Plan are summarized below:

- **Tax and governance reform:** Reforming the ways in which schools and municipalities across the region conceive, plan, deliver, and finance services to the communities of Long Island; finding ways to do more with less to reduce the overall costs of education, government, and service delivery while improving quality and enhancing living and working opportunities.
- **Economic strength:** Increasing the economic activity and competitiveness of Long Island by improving the overall business climate, while expanding regional collaboration on economic growth, job creation, and workforce development.
- **Quality of life:** Protecting the things that make Long Island such a treasured place to live and exploring opportunities for future growth and development that enhance, rather than detract from, the island's quality of life. Long Island's quality, if not identity, is founded on open space, parks, beaches, farmland, and clean drinking water, all of which require protection. Commitment

to enhance these qualities includes opportunities to live near work and increase transit access, but also Long Island's obligation to reduce its environmental footprint and protect against eventual changes associated with climate change.

- Equitable communities: Expanding access to housing, jobs, and high-quality education for all, regardless of income, ethnicity, or race, through increased interjurisdictional collaboration, diversity of housing choice, access to public transit, and linkages to job creation opportunities.

Long Island's Future Economy – A New Beginning for Nassau and Suffolk Counties, 2011

In 2011, the Long Island Regional Economic Development Council (LIREDC) prepared a strategic economic development plan for the region. The plan contains strategies that collectively seek to leverage Long Island's competitive advantages to create employment and entrepreneurial opportunities. It also highlights significant projects that advance the regional vision ("projects of regional significance"), including Glen Cove's redevelopment of downtown and waterfront properties.

Among the identified opportunities, the LIREDC plan includes the goal of "creating vibrant centers of economic activity." Notable strategies to tackle this opportunity include mixed-use, transit-oriented developments (TOD) to maximize access to transit and generate jobs. Glen Cove's downtown is cited as one of the downtowns for which there are plans for revitalization and which is located within a mile of a train station.

Harbor Management Plan for Hempstead Harbor, 2004

The Hempstead Harbor Protection Committee (HHPC) led creation of this plan with technical advisors from New York State, the Coalition to Save Hempstead Harbor, and others. The HHPC was established in 1995 by the eight municipalities abutting the harbor, including the City of Glen Cove. The HHPC completed a Water Quality Improvement Plan for Hempstead Harbor in 1998, which gave traction and support for the Harbor Management Plan, ongoing water quality monitoring, and projects.

The Harbor Management Plan provides a framework of goals and actions to guide the coalition and representative municipalities to sustainably address issues and opportunities related to the harbor's role as an ecological, recreational, and economic resource. As a protected deep harbor, Hempstead Harbor has served an important economic role for the region. Water-dependent commercial and industrial uses have contributed to the local economies and tax base of these communities through the decades. The harbor has also served as a destination for waterfront recreational activities, including swimming and boating. These assets need to be balanced with the protection and restoration of the harbor's ecology and natural habitats, stormwater mitigation, and site clean-up.

Goals of the Harbor Management Plan include:

1. Ensure efficient and safe navigation and operating conditions in Hempstead Harbor.
2. Protect Hempstead Harbor's water-dependent uses and promote the siting of new water-dependent uses at suitable locations, without impacting important natural resources.
3. Redevelop vacant and underutilized waterfront land on Hempstead Harbor with appropriate uses.
4. Increase water-related recreational opportunities within Hempstead Harbor and along the harbor's shoreline, and increase public access to the waterfront.



Hempstead Harbor

Source: Google Earth

5. Protect and enhance Hempstead Harbor's natural environment and open space resources, including surface water quality, wetlands, coastal fish and wildlife habitats, upland natural areas, and important viewsheds.
6. Preserve important historical resources along the waterfront of Hempstead Harbor.
7. Improve linkages between the Hempstead Harbor waterfront and adjacent downtown areas.
8. Engage in a collaborative effort among the municipalities surrounding Hempstead Harbor by means of innovative intermunicipal planning and community development techniques that link environmental protection, economic prosperity, and community well-being, so as to ensure effective long-term community, regional, and watershed vitality.
9. Recognize and build upon the unique characteristics and circumstances of Hempstead Harbor and its watershed in developing approaches to the following concepts: revitalizing existing communities and promoting livable neighborhoods; preserving open space and critical environmental resources; encouraging sustainable economic development; improving partnerships, service-sharing arrangements, and collaborative projects; and heightening public awareness.

Specific recommendations for Glen Cove from the Harbor Management Plan are summarized below:

- Redevelop the Glen Cove Creek waterfront with mixed uses, consistent with The Glen Cove Creek Revitalization Plan.
- Provide a waterfront promenade as part of redevelopment of Glen Cove Creek area.
- Seek to acquire the Sea Isle property.
- Minimize environmental impacts of development of the Sea Isle property.
- Continue to seek reestablishment of ferry operation in Glen Cove Creek.
- The U.S. Army Corps of Engineers should dredge Glen Cove Creek, as needed.

The Harbor Management Plan includes a Quality Communities Demonstration Program subsection. The Quality Communities Demonstration Program, funded through the State, aimed to improve quality of life and sustainability through revitalization, economic growth, smart growth principles, preservation of open spaces, livability of neighborhoods, and other planning objectives. The plan investigated eight properties in Glen Cove located along Glen Cove Creek in Garvies Point and Sea Isle. The sites were selected for their integral connection to the waterfront and the City and their development potential in the future.

The plan recommended that the sites on the north side of the Creek be redeveloped with “compatible, high-demand, water-dependent and water-enhanced land uses.” It recommended that some of the light industrial uses could remain, regulating building coverage, setbacks, and requiring vegetated buffers to mitigate flooding, and acquiring easements, when possible, to ensure public access to the waterfront. These recommendations built on the recommendations of the 1996 Glen Cove Creek Revitalization Plan. Since the 2004 Harbor Management Plan, Sea Isle has been developed and Garvies Point is undergoing development.

Long Island Sound Study (LISS)

The Long Island Sound Study (LISS) was authorized by Congress in 1985 to appropriate funds for the assessment and monitoring of the Long Island Sound. LISS is a partnership between the U.S. Environmental Protection Agency (EPA) and the States of Connecticut and New York and includes representatives from federal, state, interstate, and local government agencies; non-governmental organizations; industries; universities; and community groups. In 1994, Connecticut, New York, and the EPA released the Long Island Sound Comprehensive Conservation and Management Plan. The 1994 Plan outlined actions to improve the quality and health of the waters and habitats of Long Island Sound and responded to these six priority issues:

1. Low dissolved oxygen (hypoxia).
2. Toxic contamination.
3. Pathogen contamination.
4. Floatable debris.
5. The impact of these water quality problems and habitat degradation and loss on the health of living resources.
6. Land use and development resulting in habitat loss and degradation of water quality.

Implementation and adoption of the 1994 plan resulted in a 40-million-pound reduction of annual nitrogen discharge, restoration of approximately



The 2015 Long Island Sound Comprehensive Conservation and Management Plan Update places emphasis on actionable targets to achieve four thematic primary goals:

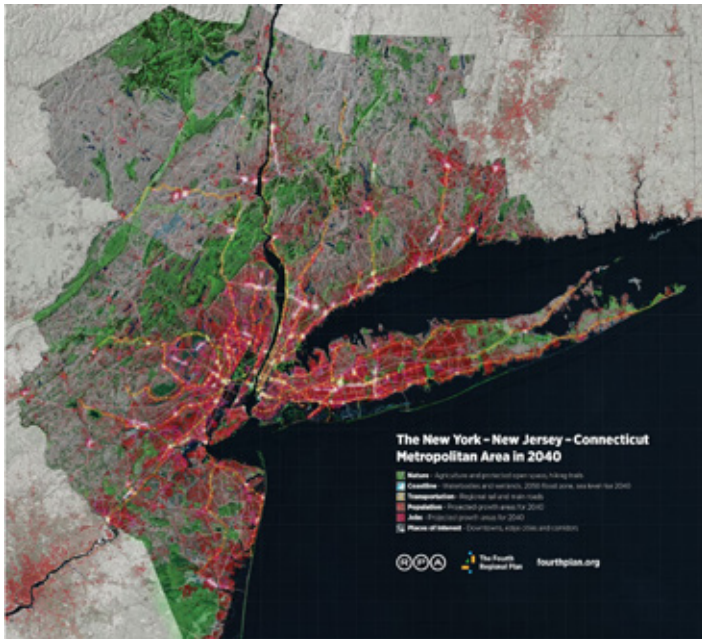
Clean Waters and Healthy Watersheds: Improve water quality by reducing contaminant and nutrient loads from the land and the waters impacting Long Island Sound.

Thriving Habitats and Abundant Wildlife: Restore and protect the Sound’s ecological balance in a healthy, productive, and resilient state to benefit both people and the natural environment.

Sustainable and Resilient Communities: Support vibrant, informed, and engaged communities that use, appreciate, and help protect Long Island Sound.

Sound Science and Inclusive Management: Manage Long Island Sound using sound science and cross-jurisdictional governance that is inclusive, adaptive, innovative, and accountable.

1,600 acres of habitat, reopening of 317 miles of fish passage, and involvement of hundreds of thousands of people in education and volunteer projects.⁴



The New York – New Jersey – Connecticut Metropolitan Area in 2040 as envisioned in RPA's 2017 Regional Plan.

Source: *The Fourth Regional Plan*, RPA, 2017

In 2015, a revised Comprehensive Management Plan was developed with targets through 2035 (see sidebar). The plan includes measurable implementation actions in five-year periods. The first period was for 2015–2019. A 2020 update provides implementation actions for the current 2020–2024 period.⁵

Regional Plan Association (RPA)

The Regional Plan Association (RPA) is a non-profit organization serving the New York, New Jersey, and Connecticut tri-state region. RPA develops and promotes ideas to improve the quality of life, economic health, and environmental resiliency of the region. The RPA published the first Regional Plan for the New York Metropolitan Region in 1922 and most recently published the Fourth Regional Plan in 2017.

In addition to the Regional Plan, the RPA also publishes more frequent policy reports on key issues in the region, including parking, transportation, climate change, new technologies, and housing.

Moving Forward, Your Region Connected, Regional Transportation Plan, 2021

New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley. As an MPO, NYMTC is required to develop a long-range Regional Transportation Plan to qualify for federal funding. The guiding principles of NYMTC are to consider the needs of all throughout the region and planning process, make the best use of federal and local resources, monitor the transportation system and prioritize improvements and investments where needed, integrate independently operated components of the system, engage the public and stakeholders, and harness technological advancements. NYMTC envisions a transportation system that is safe and secure, inclusive and accessible, reliable and efficient, minimizes effects of climate change, and is resilient to disruptions. To accomplish this vision, NYMTC sets out goals, objectives, and general recommendations.

The 2021 Regional Transportation Plan evaluates existing programs to improve transportation, regional trends in transportation, and projections and priorities to 2050. Projects and strategies proposed for funding are organized into two categories; two types of projects, system preservation and system enhancements, are considered for funding. Nassau County can expect to see investment in the

⁴ Long Island Sound Comprehensive Conservation and Management Plan 2015, 2015 Comprehensive Conservation and Management Plan - Long Island Sound Study

⁵ CCMP Implementation Actions 2020-2024 Update, CCMP Implementation Actions 2020-2024 Update - Long Island Sound Study

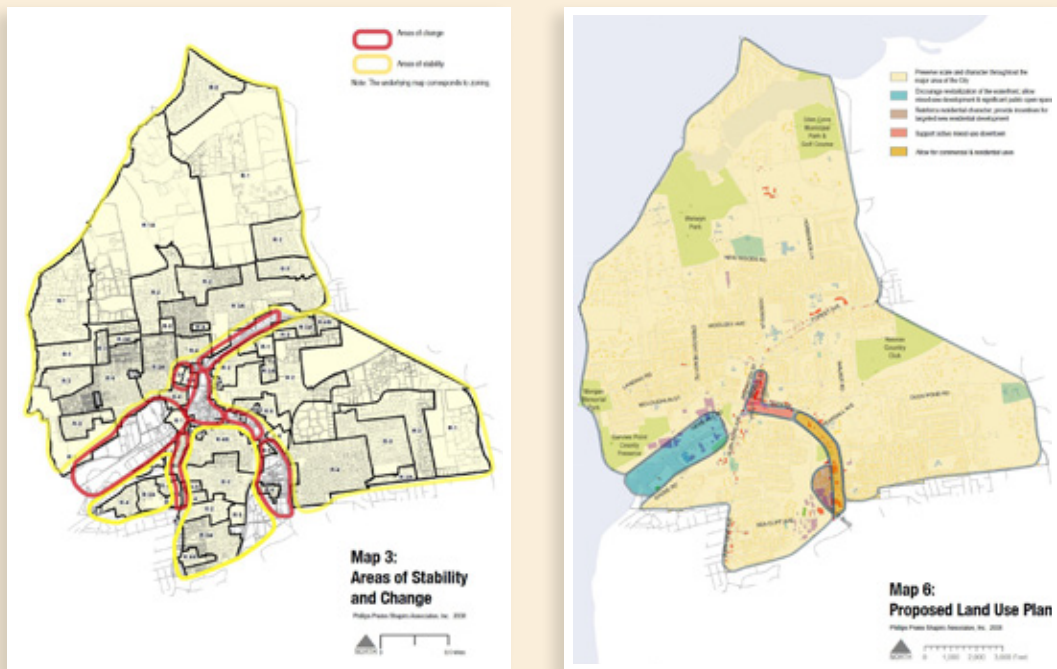
preservation of the Nassau Inter-County Express (NICE) bus and LIRR systems, in addition to paving and bridges. Nassau County Coordinated Development Emphasis Areas include Sustainable Development Areas, TOD Areas, Linked Development Areas, and Linked Corridors, including a TOD area in Glen Cove.

Local Plans and Resources

The Master Plan for the City of Glen Cove, 2009

In 2009, planning consulting firms Phillips Preiss Shapiro Associates, Inc. and Turner Miller Group assisted the City of Glen Cove in preparing a Comprehensive Plan. Prior to 2009, Glen Cove's Comprehensive Plan had not been updated since 1961. The 2009 Comprehensive Plan used "new suburbia" as a guiding concept. "New suburbia" is a response to the sprawling car-oriented development that defined the mid-twentieth century and left Long Island and Glen Cove with a pattern of traffic congestion, limited housing diversity, and environmental problems. The concept aimed to meet contemporary challenges of rising gas prices, coastal flooding, a housing affordability and mortgage foreclosure crisis, and reduction

Figure 1-2. Areas of Stability and Change and Proposed Land Use Plan (2009)



The 2009 Master Plan for the City of Glen Cove identified areas of change and areas of stability to guide future land use decisions. Areas of stability are primarily established neighborhoods where preservation of scale and character was recommended. Areas of change are locations where revitalization, land use, or zoning changes were recommended, such as the Waterfront.

Source: The Master Plan for the City of Glen Cove, Phillips Preiss Shapiro Associates, 2008

of industrial activities. The concept encourages public transportation, a walkable downtown, sustainable and “green” regulations and best practices, neighborhood and corridor revitalization, and brownfield remediation. The idea aims to balance the best of urban and suburban life.

The plan organizes its land use and zoning recommendations into areas of stability and areas of change (see Figure 1-2). Areas of stability, which are primarily residential neighborhoods, are recommended to be maintained and enhanced. Areas of change, including the downtown, key commercial corridors, industrial areas, Glen Cove Creek, and train stations, present opportunities to accommodate future growth. The 2009 Comprehensive Plan discussed a vision for the redevelopment of Glen Cove Creek, particularly on the north side of the Creek (known today as Garvies Point).

Goals from the 2009 Comprehensive Plan include:

- Protect and enhance Glen Cove’s established residential neighborhoods, while providing a variety of housing options to meet the needs of current and future residents.
- Adjust the transportation network to place greater emphasis on pedestrians, bicyclists, and especially transit, mindful of the impact of vehicular congestion and auto-oriented development on the quality of life and image of Glen Cove.
- Encourage an active, inviting, and well-connected downtown, designed to respect pedestrians and the existing character of historic buildings, while accommodating a mix of uses and appropriate redevelopment for residents and visitors.
- Maintain Glen Cove Creek’s maritime character, as well as manage redevelopment to encourage increased accessibility and recreational amenities along with a mix of complementary uses.
- Respect the natural and scenic resources that define Glen Cove’s unique character, promote sustainability practices, and, at the Glen Cove Creek waterway, amplify park amenities, public access, and boating activity, linked to complementary development.

Brownfield Opportunity Area (BOA): Orchard Neighborhood and Sea Cliff Avenue Corridor, 2019

The Brownfield Opportunity Area (BOA) Program is funded through the NYSDOS and was created in 2003. Brownfields, as defined by the program, “are neighborhoods or areas within a community negatively affected by real or perceived environmental conditions. These properties often are underutilized because the contamination (or perception thereof) has impeded investment and redevelopment, making them an economic and aesthetic drain on Localities.”⁶ The program aims to revitalize these areas and transform them into community assets that generate investment, jobs, housing, and public amenities through a shared community visioning process. The BOA process has three steps: identification of area, nomination study, and implementation strategy.

The City of Glen Cove was invited to nominate the Orchard Neighborhood and Sea Cliff Avenue Corridor BOA around 2009. The City completed the Step II Nomination Study in 2012 and the BOA was designated by the State in 2015. The Step III Implementation Strategy was drafted in 2016 to 2018. The City Council adopted a Positive Declaration for the State Environmental Quality Review Act (SEQRA) in January of 2019 and prepared a Generic Environmental Impact Statement (GEIS). Descriptions of the Step II and III BOA processes are provided below.

6 DOS BOA Fact Sheet, 2020, https://dos.ny.gov/system/files/documents/2020/03/dos-bo-a-fact-sheet_2020.pdf

The Orchard Neighborhood and Sea Cliff Avenue Corridor BOA study area is bounded by the City's southern border, the LIRR tracks to the west and north, and Cedar Swamp Road to the east, and includes the former Coles School Property (See Figure 1-3).

Step II BOA Nomination Study, 2012

The Step II BOA Nomination Study provides an inventory and analysis of sites within the study area and makes basic recommendations for desired redevelopment and land use. Five strategic sites were identified, including the Cedar Swamp Road Area, the Sea Cliff Avenue Corridor, the Orchard Neighborhood Area, the Orchard Business Area, a TOD area at the Glen Street Station, and the former Coles School. A summary of the main recommendations from the BOA Step II Nomination and Coles School Addendum is provided below:⁷

- Pursue improvements within the Orchard Neighborhood so that it becomes an attractive, walkable, vibrant neighborhood with improved linkages to the rest of Glen Cove.
- Promote the Redevelopment Incentive Overlay District (RIO-ON) as a zoning tool for positive redevelopment within the Orchard.
- Encourage new commercial investment along Sea Cliff Avenue that could include large-scale retail and other uses.
- Study the need for shared parking within the Orchard Neighborhood.
- Prepare an engineering study to identify green infrastructure solutions for stormwater management and identify new green space within the Orchard.
- Improve pedestrian circulation by providing a connection between the north end of Hazel Street and the Glen Street LIRR Station, enhance pedestrian infrastructure in a reinvigorated Sea Cliff Avenue area, and provide a safe route to the City Day Care facility.
- Pursue a TOD at the Glen Street Station.
- Identify reuse opportunities for the former Coles School that preserve the existing building and provide an opportunity to maintain recreational use in the rear.

Step III BOA Implementation Strategy, 2019

The Step III BOA Implementation Strategy included more in-depth studies such as a cost-benefit analysis to evaluate development scenarios for strategic sites, a housing needs analysis, a transportation engineering study, green infrastructure engineering report, evaluation of alternative energy options, and a Phase I Environmental Site Assessment and estimates

Figure 1-3. Orchard Neighborhood and Sea Cliff Avenue Corridor BOA Study Area.



Source: 2019-01-13 Updated Draft BOA Step III Implementation Strategy Report

7 2019-01-13 Updated Draft BOA Step III Implementation Strategy Report, <https://glencoveny.gov/boa-step-iii-implementation-strategy/>

for remediation for the Coles School. These studies are summarized within the 2019 draft report and appendices.

The BOA Step III advanced the specific approach for each site with actionable steps and conceptual redevelopment plans. During the Step III process, redevelopment of two strategic sites was achieved: a site plan was approved for redevelopment of the former Pall Corporation site, and a self-storage facility was subsequently built and began operation; and the former Coles School property was subdivided and the building was sold to Tiegerman Schools, which has repurposed the building as a middle school for students with developmental disabilities.

Land use and zoning recommendations are summarized in the Step III BOA and additional implementation tasks are described on maps, in a matrix, and within the report text. General recommendations are listed below:

- Require adequate off-street parking for all redevelopment projects.
- Ensure adequate emergency access.
- Restrict parking to one side of street when street is less than 30 feet wide.
- Enforce regulations governing overcrowding of housing.
- Amend Zoning Map to better reflect existing and desired land uses.
- Install/replace missing sidewalks and pedestrian ramps (in progress).
- Perform sub-watershed assessment (completed) and seek funding for design/implementation of green infrastructure projects in the Engineering Report.
- Prepare marketing profiles for strategic sites (completed).
- Enforce existing restriction of commercial parking on residential lots in residential zoning districts.
- Discourage lot variances for two-family homes on lots that are less than the 7,500 square foot area requirement.
- Pursue designation as a federal Opportunity Zone (completed and successful).
- Repair/replace street lighting with LED fixtures (in progress).

Potential environmental impacts identified in the GEIS included those related to zoning amendments that would change land uses and spur development, construction, disturbance of existing contamination, some effects on historic and potential archeological resources, and impacts related to proximity to Glen Cove Creek and wetlands. The GEIS makes several recommendations to mitigate these and other possible impacts of the plan's implementation.

Due to lack of consensus in the City Council, the Step III BOA Implementation Strategy and GEIS were not adopted.

Cedar Swamp Road Corridor Study, 2008

The Cedar Swamp Road Corridor Study was funded by the Nassau County Community Visioning Program and the City of Glen Cove. The purpose of the plan was to identify strategies to create a sense of place and to improve pedestrian connectivity, traffic circulation, and economic viability of this gateway to downtown Glen Cove. The plan's recommendations included the following:

- Improved streetscape
- Improved pedestrian experience
- Improved roadway alignment

- Revised transportation hierarchy
- Creation of a TOD district
- Creation of an International Market district
- Improved linkages to downtown and the adjacent neighborhoods
- Improved visual appearance at specific gateways, including the gateway to the City at the southern end of Cedar Swamp Road and at the railroad station
- Creation of a public plaza at the train station.

Downtown Gateway Revitalization Plan, 2013

With the launch of significant redevelopment projects on the Glen Cove Creek Waterfront and in downtown Glen Cove, the City initiated a planning process to promote the economic health of the downtown, integrate and coordinate new and existing developments and uses, and enhance the commercial viability of the City – to make downtown Glen Cove an attractive destination for businesses, employers, visitors and residents.

The Gateway Revitalization Plan has two phases. The first phase was completed in 2009 and funded by the New York State DOS Division of Coastal Resources. The purpose of the first phase was to examine existing conditions and recommend physical improvements to strengthen the linkages between Glen Cove’s downtown and the Glen Cove Creek Waterfront. “The study addresses accessibility, density, economic strategies, market viability, roadway design, and uses – with particular focus on the heart of downtown (emanating from the intersection of Glen Street and School Street) and the Brewster Street/ Glen Cove Avenue Corridor. The proposition is that park and pedestrian connections, retail tenancing, parking management, and high-value housing development will create a vibrant downtown that will improve Glen Cove’s amenities and housing values, and especially its economic value.”⁸

In 2012, Glen Cove received additional funding from the NYSDOS through Title II of the Environmental Protection Fund to carry out the second phase of the Gateway Revitalization Plan. Building on Phase I and recommendations of the 2009 Comprehensive Plan, Phase II included an assessment of the retail marketplace to identify opportunities and strategies to connect downtown to the waterfront and stimulate economic development. The recommendations aim to help Glen Cove attract private investment, desirable retailers, and to strengthen the business environment for all downtown businesses.

The Plan outlines four key objectives:

1. Improve and manage the tenant mix
2. Improve connectivity and access
3. Address issues of safety and perception of safety
4. Improve downtown foot traffic.

A list of retail priorities for the Downtown Business Improvement District (BID) was produced as a result of the Gateway Revitalization Plan.

8 City of Glen Cove, 2009 Comprehensive Plan

Americans with Disabilities Act (ADA) Transition Plan (2020)

The City of Glen Cove is dedicated to creating reasonable and accessible paths for everyone, including people with disabilities. The ADA Transition Plan ensures that the City has an action agenda for prioritizing and implementing improvements to pedestrian infrastructure. The plan identifies physical barriers in the public right-of-way that limit accessibility to programs, activities, and services, and outlines methods to remove barriers and attain accessibility. In addition to its own inventory, the City responds to and encourages public complaints regarding accessibility, and ensures that new construction incorporates appropriate design following the most recent guidelines. The City follows New York State Department of Transportation (DOT) specifications for the design of curb ramps, sidewalks, and crosswalks in new construction and alterations. For intersection improvements and new construction, the City will rebuild those elements following Americans with Disabilities Act (ADA) design guidelines, where feasible and reasonable.

AARP Action Plan for Age-Friendly Glen Cove, 2022

The AARP Action Plan for Age-Friendly Glen Cove was prepared by the Age-Friendly Glen Cove administrative team. To be a member of AARP's Age-Friendly Network, communities must commit to an assessment process, complete an action plan, and continually further improvements to support healthy aging. The initiative to join this program came from the realization that Glen Cove's AARP's livability index score was unsatisfactory (61/100 in 2018, versus 64/100 in 2022). Glen Cove scored low in the areas of Housing (46/100) and Opportunity (49/100). The City's top scores also show room for improvement: Engagement (79/100) and Environment (74/100). The plan identifies goals, assets, challenges, opportunities, and actions to improve the livability of Glen Cove in each of the Eight Domains of Livability outlined by AARP: Housing, Outdoor Spaces and Buildings, Transportation, Communication and Information, Civic Participation and Employment, Social Participation, Respect and Social Inclusion, Health Services and Community Support. Other areas of focus include: Emergency Preparedness; Elder Abuse; Public Safety; and Dementia-Friendliness.

Downtown Parking Connections, 2022

The City of Glen Cove prepared the Downtown Parking Connections study with funding from Empire State Development. The purpose of the study was to evaluate the potential for new and improved vehicular and pedestrian access to the Brewster Street Parking Garage from School Street in downtown Glen Cove. To implement the study, the City is making near-term improvements to pedestrian and ADA access, lighting, signage, and landscaping in connection areas between School Street and the garage, and eliminating some curb bump-outs at strategic locations on School Street. A vehicular connection from School Street to the garage may be feasible to implement in the long-term, with a preferred location closest to 3 School Street and 5 School Street (AMC Theaters and restaurants).

Climate Vulnerability Assessment and Adaptation Strategies Plan for Western Gateway, 2023

The Western Gateway study area is located southwest of downtown Glen Cove and includes about a third of a mile of shoreline along the south side of Glen Cove Creek. It encompasses approximately 66 acres with a mix of industrial, community facilities, recreational, and commercial uses along Shore Road, Glen Cove Avenue, Park Place, and Morris Avenue. The study area is low-lying and faces hazards that are exacerbated by climate change, including flooding (sea level rise, storm surge, and increasing precipitation) and increasing temperatures. The Western Gateway study identifies vulnerabilities in the study area. For example, essential community facilities such as City Stadium, the Glen Cove Department

of Public Works (DPW) Yard, Glen Cove Transfer Station, Glen Cove Wastewater Treatment Plant, and the Nassau County DPW facility are all vulnerable to coastal flooding. Additional essential community assets and private property will become more vulnerable as sea levels rise. The Western Gateway study presents adaptation strategies to improve the resilience of the study area, minimize the effects of climate change, reduce greenhouse gas emissions, and provides guidance to decision-makers for zoning and code regulation changes and future planning efforts including the City's Natural Hazard Mitigation Plan Update. The Glen Cove City Council adopted the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies in 2023.

Waterfront Revitalization

In 1964, Glen Cove prepared a Waterfront Revitalization Plan in partnership with federal and State authorities to reclaim 52 acres of blighted land on the Glen Cove Creek Waterfront. Since that time, numerous studies, such as the 1996 Glen Cove Creek Revitalization Plan, have been undertaken and the designated Urban Renewal Area has been enlarged to include 214 acres on the north and south sides of the Creek. The City has received numerous federal, State, and County grants to remediate sites in this area and over \$100 million in public and private funds have been invested in cleanup and infrastructure projects.⁹

Following a Request for Proposals (RFP) process, RXR Glen Isle Partners LLC was selected to redevelop a 52-acre urban renewal area on the north side of the Creek. The City and RXR Glen Isle Partners, LLC entered into a formal agreement in 2003. In 2004, the City rezoned 100 acres on the north side of the Creek from industrial to Marine Waterfront-3 (MW-3), which allows for a mix of residential, commercial, and community facility uses. The Urban Renewal Plan for Glen Isle, later known as Garvies Point, was amended in 2005 to conform with the new zoning district. The MW-3 zoning and revised Urban Renewal Plan also apply to sites outside of the Glen Isle/Garvies Point development to ensure that any redevelopment on those sites would be consistent with the Glen Isle/Garvies Point project. The Master Plan process was a public/private partnership with numerous agencies including the U.S. EPA, NYSDEC, Nassau County, Glen Cove Industrial Development Agency (IDA), Glen Cove Community Development Agency (CDA), and Glen Cove Planning Board worked closely with the redeveloper and the community to ensure the cleanup of the former industrial properties and that public amenities and affordable housing would be incorporated into the development.

The City charged the IDA and CDA with leadership of the project to clean up and redevelop the Glen Isle area, later rebranded Garvies Point. In 2008, the CDA and IDA approved the conceptual site plan for Glen Isle/Garvies Point and construction began in 2017. See the next page on Garvies Point for more information about the aspects of the project built to date and planned.

In addition, the Waterfront Revitalization Plans identified the southern side of the Glen Cove Creek as an urban renewal area. Visioning for the southern side of the Creek is ongoing, with the Rason Asphalt Plant/Cove Plumbing properties approved for redevelopment.

⁹ <https://www.db-eng.com/profile/city-of-glen-cove-waterfront-revitalization-plan/>

Garvies Point

The area on the north side of Glen Cove Creek is known as Garvies Point. Following the Glen Cove Creek Waterfront Revitalization Plan (see above), the City entered into an agreement with RXR Glen Isle Partners LLC in 2003 and developed a Planned Unit Development (PUD) for Garvies Point that includes private residences, commercial space, and public amenities including over 27 acres of open space for public use. The PUD was amended in 2015 and an amendment is under review in 2023 (see Figure 1-4 and Figure 1-5). Garvies Point includes or will include:

- 569 condominiums
- 541 rental apartments
- 75,000 square feet of commercial and retail space
- 2,381 parking spaces, including over 450 spaces designated for the general public
- One-mile waterfront esplanade, including bike path
- Walkways and trails connecting to Garvies Point Preserve and Mill Pond Park/Pratt Park
- Dog park
- Children's playgrounds
- Ecology pier
- Amphitheater
- Marinas
- Boat launch
- Kayak and stand-up paddleboard launch
- Recreational parks and great lawn space
- Waterfront seating
- Restaurant and café with outdoor seating
- Access to Glen Cove's Ferry Terminal

As of 2023, built elements of the Plan include nearly 600 apartments (a mix of condominium and rental, including 55 designated affordable units), a brewery and marina, and most of the 28 acres of public amenities along the waterfront.

Of the 503 residential units remaining to be built, 56 are designated for affordable condominiums, 101 market-rate rentals, and 346 market-rate condominiums.

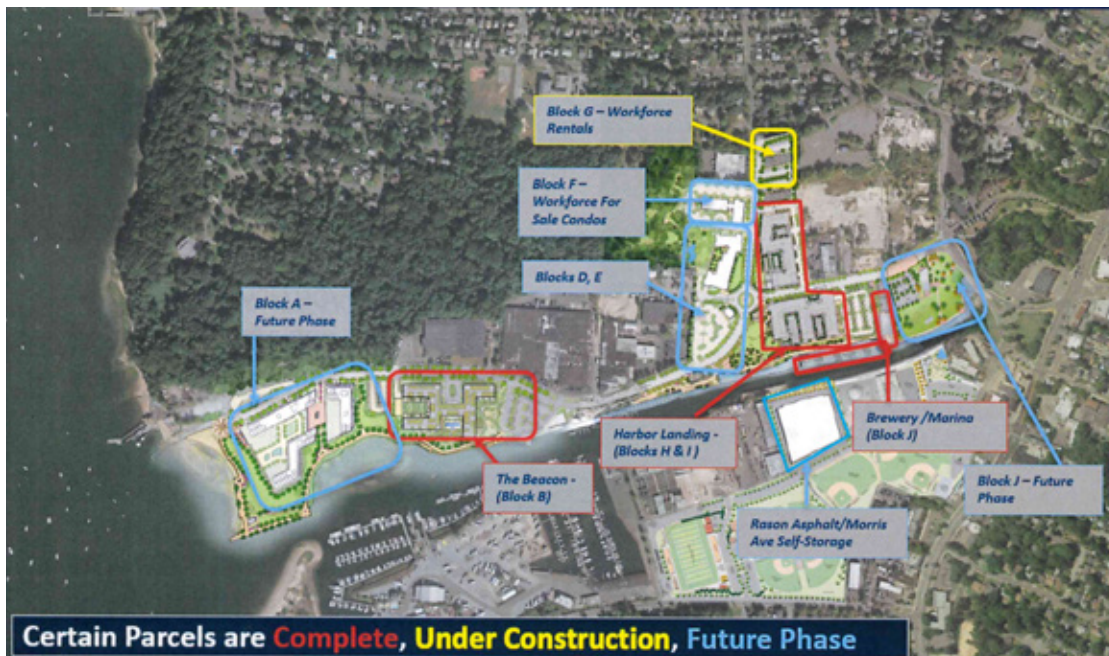
The Glen Cove Creek/Garvies Point esplanade is a multi-modal path along the waterfront. It currently extends to the Garvies Point Brewery and is planned to connect with Charles Street in the future, to connect with an older portion of the esplanade (completed in 2012) that extends into the downtown and connects to a pathway that terminates in the Village Square plaza.

Figure 1-4. Garvies Point Proposed Amended Planned Unit Development (PUD) Master Plan, 2015



Source: RXR

Figure 1-5. Garvies Point Proposed Amended PUD Master Plan, 2023



Source: RXR

Completed Development Projects

Since the 2009 City of Glen Cove Master Plan, there have been numerous development projects completed, including the following significant projects:

Glen Cove Ferry Terminal and Boat Basin Project

The ferry terminal was built to provide commuter ferry service to Manhattan, and potentially connections to LaGuardia Airport and Connecticut. The project was administered by the New York DOT and received partial funding from the federal government and Vision Long Island. The more than \$20 million project was completed in 2016. The project redeveloped a portion of a former Superfund site (Captain's Cove) with a ferry dock, infrastructure, terminal building, and approximately 90-space municipal parking lot. COVID-19-related delays have put implementation of the ferry service on hold.



Glen Cove Ferry Terminal

Source: BFJ Planning

Sea Isle

Completed in 2015, this project is comprised of eight condominium units in three structures on a peninsula between Hempstead Harbor and the south side of Glen Cove Creek.

Carney Street Apartments

This is the only major project to truly take advantage of the incentive provided by the Orchard Neighborhood Redevelopment Incentive Overlay zoning district (RIO-ON) to-date. The RIO-ON district was adopted in 2010 with the purpose of encouraging the redevelopment of vacant and deteriorated commercial, industrial, and residential properties, ensuring an attractive entryway into the City of Glen Cove downtown and promoting additional housing opportunities.¹⁰ Carney Street Apartments provide 56 rental units.



Village Square

Source: BFJ Planning

Village Square

This two-and-a-half acre, five-story, mixed-use project is located in the Glen Cove Downtown BID and centered on a large public plaza, which helped revitalize the downtown area. Completed by RXR in 2020, this project provides 146 rental apartments, including 13 affordable workforce units; approximately 15,000 square feet of commercial space, including 1,900 square feet of medical office space; and 171 parking spaces on-site. Apartments are a mix of studio, one, and two bedrooms. Retail space is 100 percent leased and nearly all occupied.

Breton Hills

Breton Hills is a substantially complete 72-unit residential development for people aged 55 years and older. These condominiums are distributed throughout seven two-story buildings and provide shared amenities including a clubhouse, fitness center, outdoor patio and barbecue area, and bocce courts.

¹⁰ § 280-73.4, City of Glen Cove Code



Chapter 2. Demographics and Housing

Introduction

This Chapter provides an overview of socio-demographic and housing data and trends between 2010, close to the time the 2009 Master Plan for the City of Glen Cove was adopted, and today (the latest Census data is from 2020 and estimates through 2022). For some indicators, additional periods in time give an understanding of long-range trends.

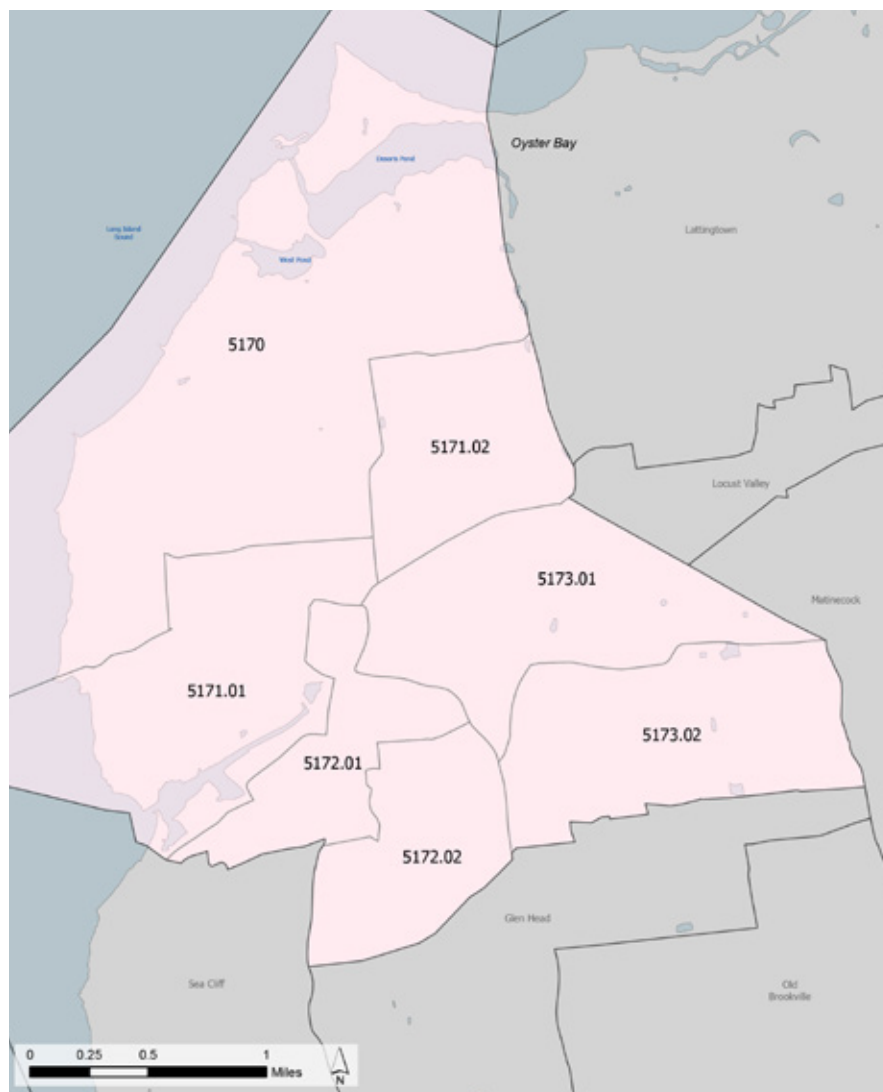
This Chapter also explores regional housing plans and information and local organizations, programs, and provisions related to housing. The Chapter concludes by identifying housing issues and opportunities and providing recommendations.

Socio-demographic Trends

Unless otherwise noted, the datasets utilized in this analysis are the 2020 U.S. Decennial Census or 2021 American Community Survey (ACS) 5-Year Estimates and the 2010 U.S. Decennial Census or 2010 ACS 5-Year Estimates. ACS data has proven to be less reliable than the decennial census because of its smaller sample size. One example that BFJ Planning, the City's Comprehensive Plan consultant, has encountered in other municipalities is income data. A comparison with Nassau County has been provided to put socio-demographic and housing changes and trends at the City level into a regional context.

Some data are also analyzed on the census tract level to understand patterns spatially within Glen Cove. Figure 2-1 illustrates Glen Cove's census tracts in 2020. In 2010, census tracts 5172.01 and 5172.02 were a single tract, 5172.

Figure 2-1. Glen Cove 2020 Census Tracts



Sources: City of Glen Cove, NYS GIS, U.S. Census Bureau, BFJ Planning

Population

According to U.S. Decennial Census data, Glen Cove's population grew from 26,964 in 2010 to 28,365 in 2020 (see Table 2-1). During this period, the City experienced a 5.2% increase in population, a slightly higher percent change in population than Nassau County, which grew by 4.2%.

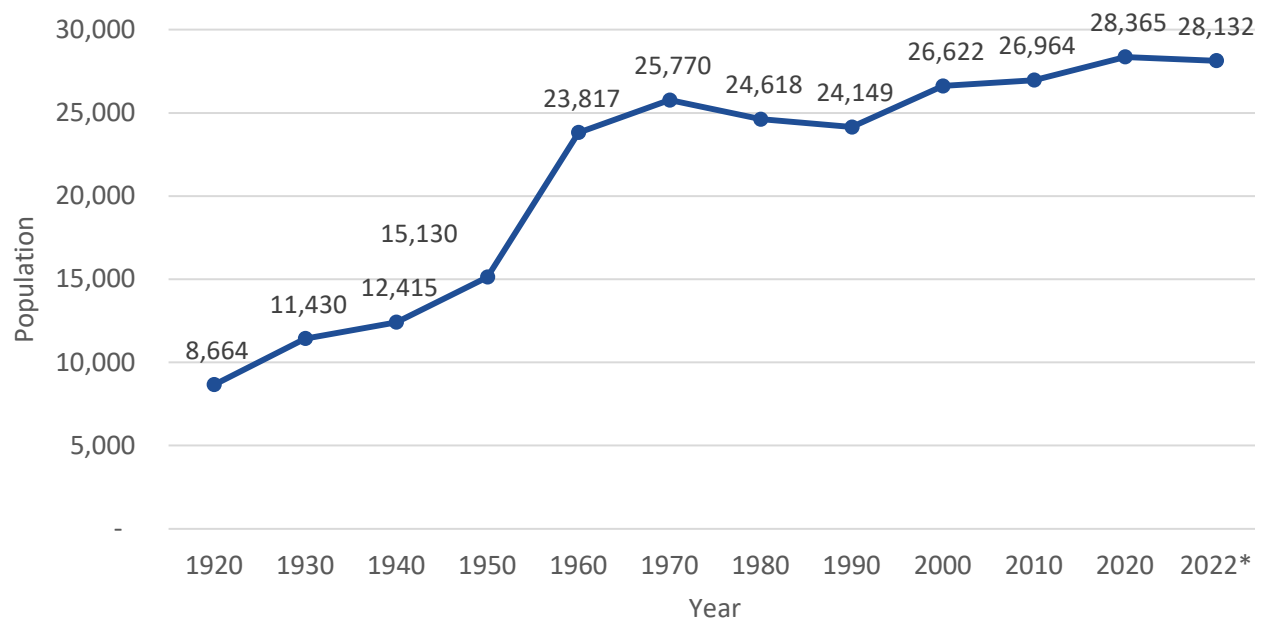
Table 2-1. Population Change Over Time (2010-2022)

	2010 Population	2020 Population	Percent Change 2010-2020	2022 Population*
Glen Cove	26,964	28,365	5.2%	28,132
Nassau County	1,339,532	1,395,774	4.2%	1,389,160

Source: U.S. Decennial Census (2010, 2020); *ACS 5-year Estimate (2022)

Over the past century, Glen Cove's population has tripled, from 8,664 residents in the 1920 Census to 28,365 residents in 2020 (see Figure 2-2). Glen Cove saw the greatest growth rate between 1950 and 1960 when the population increased by 57% (from 15,130 to 23,817 people). Glen Cove also faced a period of decline between 1970 and 1990 in which the City lost 7% of its population (from 25,770 to 24,149) but has grown since.

Figure 2-2. City of Glen Cove Change in Total Population 1920 - 2022



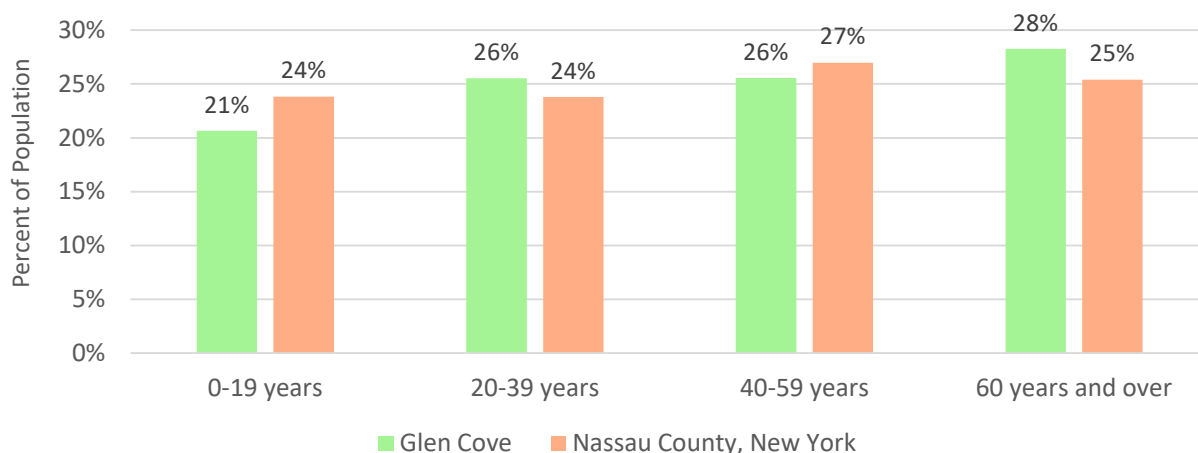
Source: U.S. Decennial Census (1920-2020); *ACS 5-year Estimate (2022)

Age

Compared to the County, Glen Cove has a higher percentage of people in the 25-39-year age group (see Figure 2-3 and Table 2-2). Glen Cove also has a higher percentage of people over age 60 than the County. Nassau County has a larger proportion of population in the age groups 0-19 and 40-59 years than the City.

Table 2-2. Percent of Population by Age Group

Age Group	Nassau County	Glen Cove
Under 5 years	5.0%	4.5%
5 to 9 years	5.8%	4.7%
10 to 14 years	6.5%	5.5%
15 to 19 years	6.6%	5.9%
20 to 24 years	6.5%	6.5%
25 to 29 years	5.7%	6.5%
30 to 34 years	5.6%	6.4%
35 to 39 years	6.0%	6.1%
40 to 44 years	6.2%	5.7%
45 to 49 years	6.3%	5.9%
50 to 54 years	7.0%	7.0%
55 to 59 years	7.4%	7.0%
60 to 64 years	7.0%	7.1%
65 to 69 years	5.8%	6.3%
70 to 74 years	4.6%	4.9%
75 to 79 years	3.1%	3.3%
80 to 84 years	2.2%	2.8%
85 years and over	2.7%	3.8%

Figure 2-3. Percent of Population by Age Group in Glen Cove and Nassau County in 2020


Source: U.S. Decennial Census (2020)

Across census tracts in Glen Cove there are different median ages ranging from 37.4 years of age in census tract 5172.01 to 57.1 years of age in tract 5170 (see Table 2-3). These differences may reflect the tenure, type of housing unit, housing cost, or lifestyle choices of younger and older populations. For example, tract 5172.01 overlaps the downtown while tract 5170 encompasses the western waterfront areas. On average, the median age in Glen Cove is approximately 45 years of age, three years higher than Nassau County's median age of 41.9 years, reiterating the higher percentage of older people living in Glen Cove.

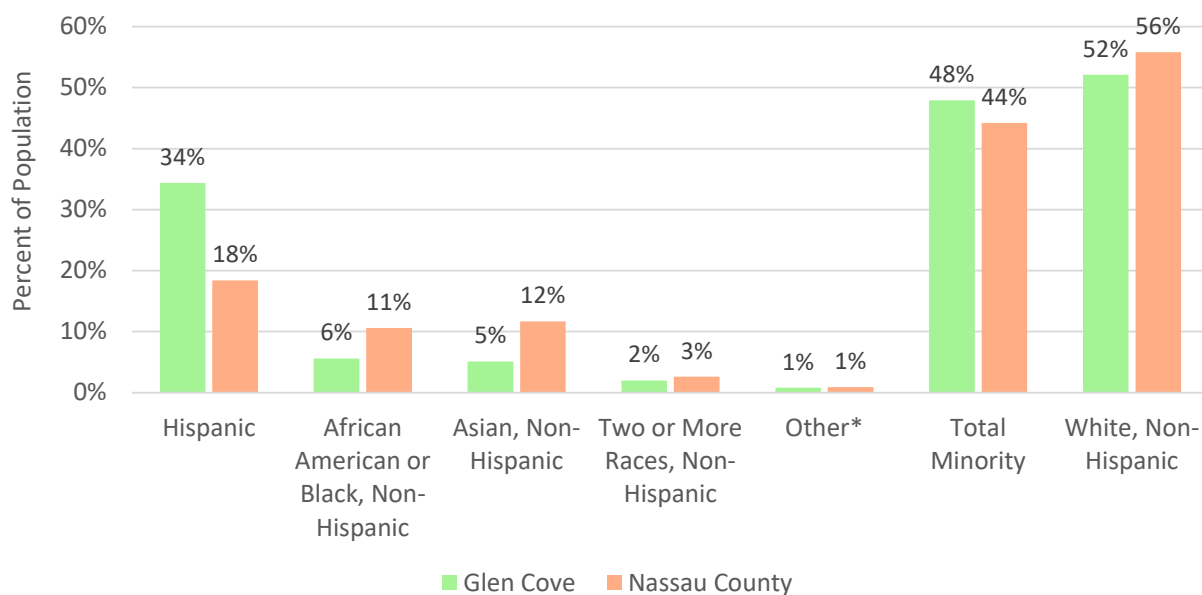
Table 2-3. Median Age of the Population by Census Tract Compared to the City and County

	Census Tract 5170	Census Tract 5171.01	Census Tract 5171.02	Census Tract 5172.01	Census Tract 5172.02	Census Tract 5173.01	Census Tract 5173.02	Glen Cove*	Nassau County
Median Age	57.1	39.0	51.3	37.4	39.9	48.3	41.8	45.0*	41.9

*U.S. Decennial Census data from 2020 is available for the census tract and the County level. This data is not available at the City level. The number shown for Glen Cove is the average median age of Glen Cove census tracts.

Race and Ethnicity

Glen Cove has seen growth in minority populations (the population that is not non-Hispanic white alone). Glen Cove's minority population grew from 41% in 2010 to 48% in 2020. Glen Cove's non-Hispanic white population was approximately 52% in 2020, a lower percentage than the County's (56%). In particular, Glen Cove has a greater percentage of the population that identifies as Hispanic (34%) compared to the County (18%) (see Figure 2-4).

Figure 2-4. Race and Ethnicity Composition in Glen Cove and Nassau County (2020)

Source: U.S. Decennial Census (2020)

The Hispanic population in Glen Cove grew substantially between 2010-2020, increasing by 2,239 people (a 30% change), while the County's share of Hispanic residents increased at a similar rate (31%). Glen Cove's share of residents identifying as non-Hispanic white alone decreased by 1,238 people (an 8% change) during this time, while at the County level the decline of this group was greater (11% change).

The non-Hispanic African American or Black population experienced an 8% decline during the same period in Glen Cove (a decrease of 133 people), while this population grew by 4% at the County level. In

Glen Cove, the non-Hispanic Asian population, non-Hispanic two or more races population, and “other”¹ non-Hispanic populations all grew, increasing by 214, 206, and 104 people, respectively. For numeric population changes of the Hispanic and non-Hispanic population by race in Glen Cove, refer to Figure 2-5 and Figure 2-6.

Figure 2-5. Change in Hispanic Population in Glen Cove between 2010 to 2020 (by number of people)



Figure 2-6. Change in Non-Hispanic Population by Race in Glen Cove between 2010 to 2020 (by number of people)



* In this instance, “other” refers to the combination of American Indian and Alaska Native, Native Hawaiian, Other Pacific Islander, and Other racial groups from the decennial census.

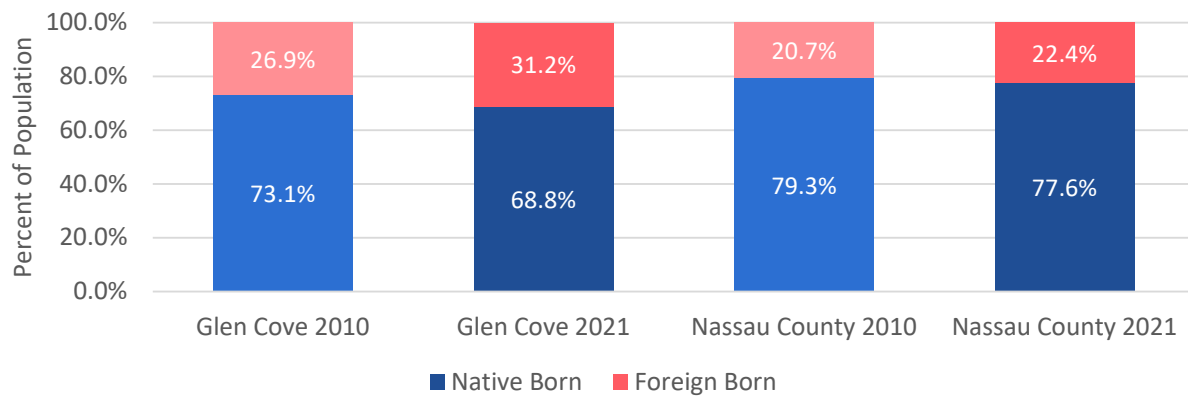
Source: U.S. Decennial Census (2010, 2020)

Foreign-Born Population and Language Spoken at Home

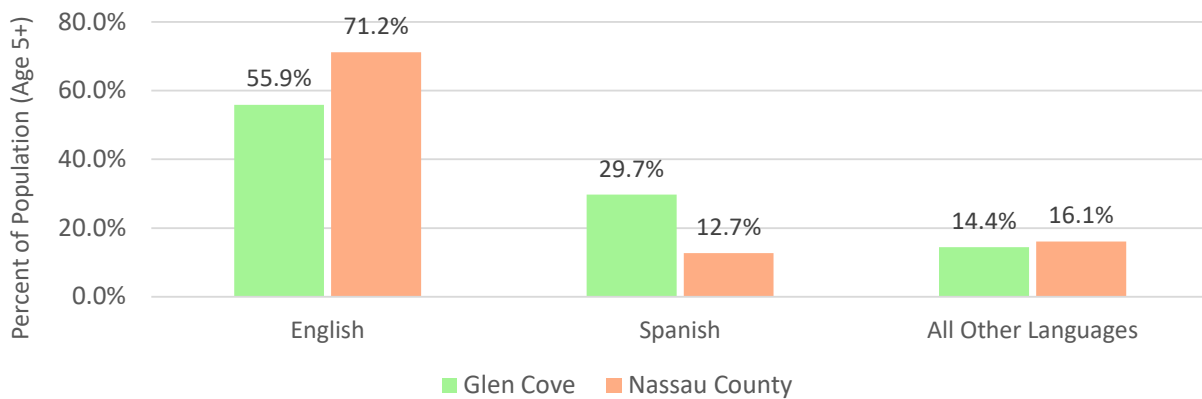
As shown in Figure 2-7, Glen Cove’s foreign-born population has increased from 26.9% of the population in 2010 to 31.2% in 2021. By both 2010 and 2021 estimates, Glen Cove’s foreign-born population makes up a larger share of the population than at the County level. Glen Cove gained 1,590 foreign-born residents, a 22.1% increase, a greater increase than the County’s (13.2%). This rise in foreign-born residents is consistent with the changing demographics discussed above under Race and Ethnicity, particularly the steady and significant increase in the City’s Hispanic population.

These trends are also apparent in ACS estimates on languages spoken at home. Just over half (56%) of the City’s population over five-years old speak only English at home. As shown in Figure 2-8, 29.7% of Glen Cove’s population speak Spanish at home, a much higher share of the population compared to the County (12.7%).

¹ In this instance, “other” refers to the combination of American Indian and Alaska Native, Native Hawaiian, Other Pacific Islander, and Other racial groups from the decennial census.

Figure 2-7. Percent of Native- and Foreign-Born Residents in Glen Cove and Nassau County (2010-2021)

Source: ACS 5-Year Estimates (2010, 2021)

Figure 2-8. Language Spoken at Home in Glen Cove and Nassau County (2021)

Source: ACS 5-Year Estimates (2010, 2021)

Educational Attainment

Glen Cove has experienced changes in the 25 years and over population's educational attainment level between 2010-2021. Figure 2-9 shows the educational attainment of the population 25 and over in 2010 and 2020. During this period, the number of residents whose highest level of education was a master's degree increased from 9.9% of this population to 11.4% of the population. The share of the population 25 years and older who completed less than a high school degree increased from 15.3% in 2010 to 17% in 2021, more than twice the County's share of residents (see Figure 2-10). Glen Cove also has a higher percentage of the population over 25 with high school or equivalent as their highest level of education than the County (26.1% and 21.8%, respectively). As a portion of this population, the County exceeds the City in most higher education levels (some college, bachelor's degrees, master's degrees, and professional school degrees).

Figure 2-9. Educational Attainment in Glen Cove (2010-2021)

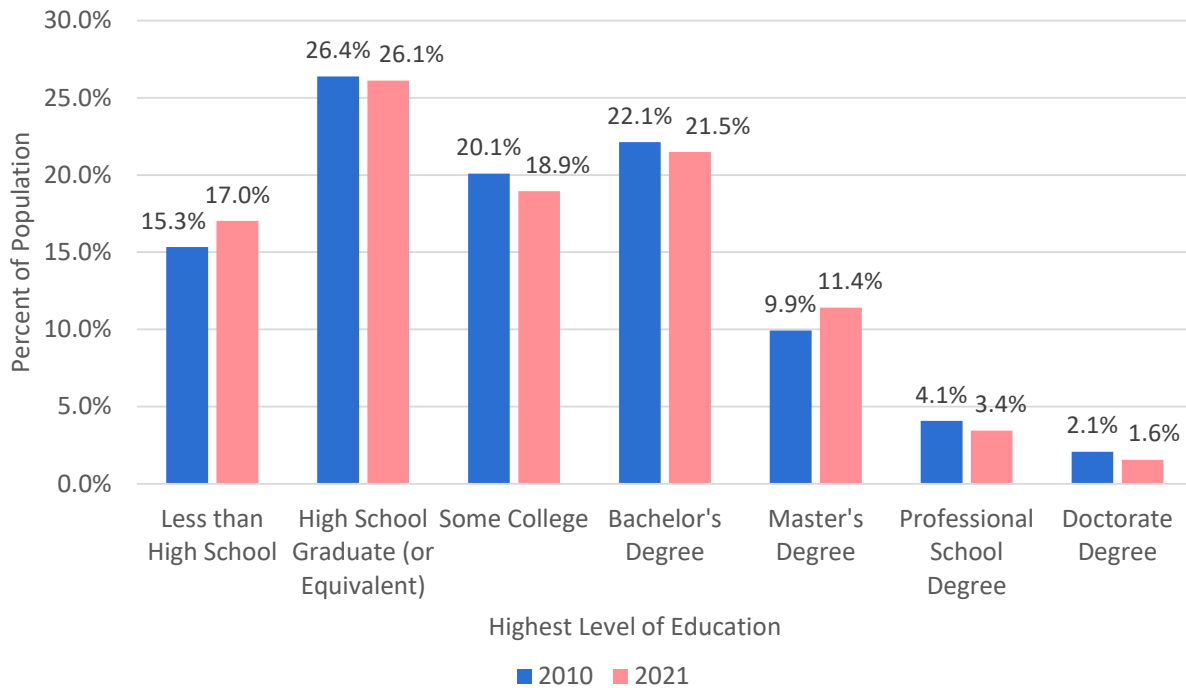
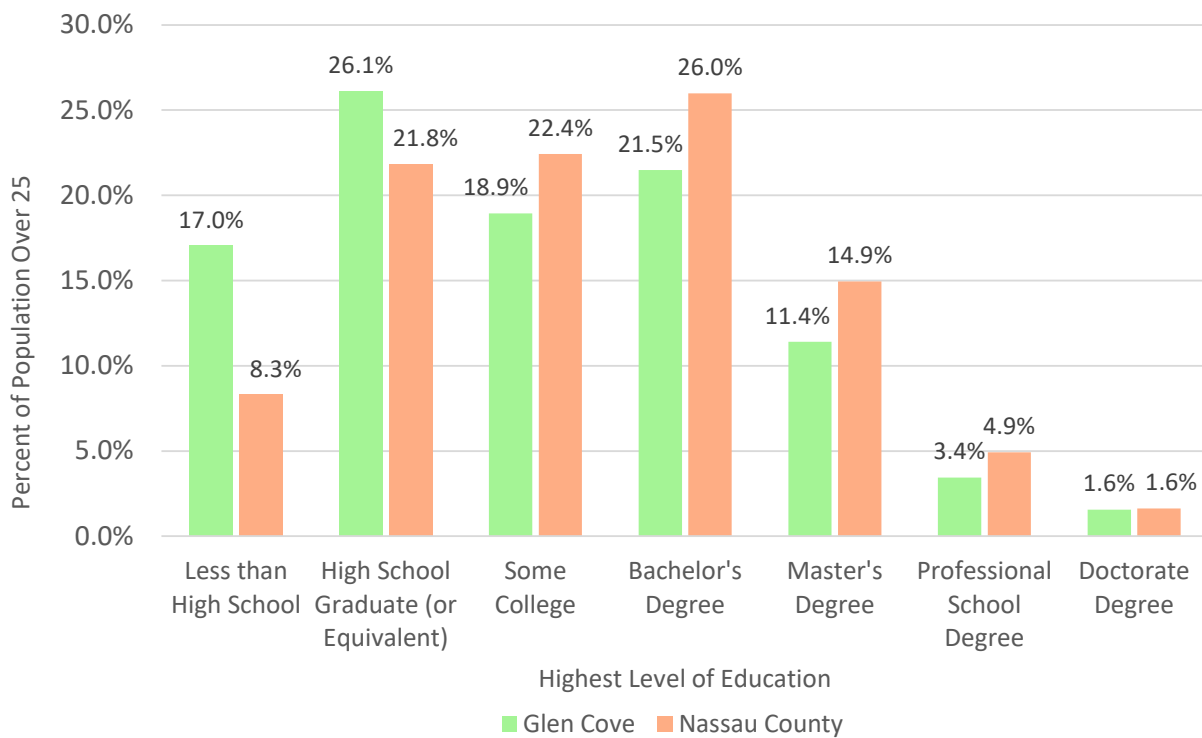


Figure 2-10. Educational Attainment in Glen Cove and Nassau County (2021)



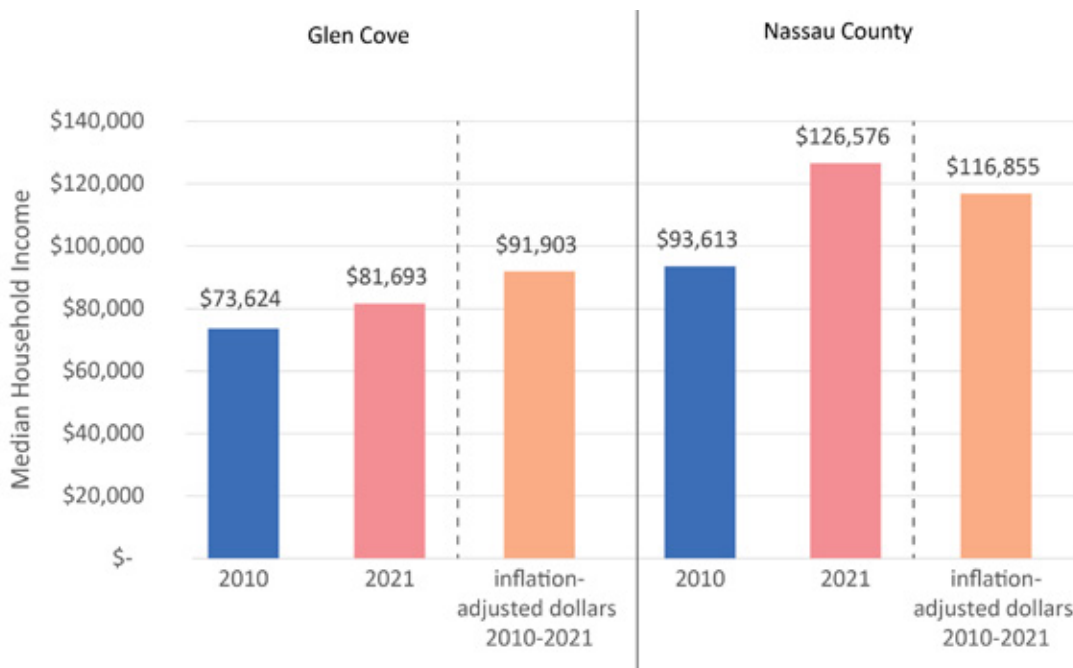
Source: ACS 5-Year Estimates (2010, 2021)

Median Household Income

Figure 2-11 illustrates median household income estimates for the City and Nassau County in 2010 and 2021. When looking at the dollar amount, Glen Cove's median household income increased from about \$74,000 in 2010 to \$82,000 in 2021. The City's 2021 median household income estimate is about \$45,000 below the County's median household income of approximately \$127,000.

The United States Census Bureau advises users to adjust median household income estimates when comparing different time periods to account for changes in the cost of living and inflation.² The orange columns in Figure 2-11 show median household income for 2010 adjusted for inflation to 2021 dollars. In other words, an income of \$74,000 in 2010 is approximately equivalent to an income of \$92,000 in 2021, in terms of buying power. Therefore, Glen Cove saw a decrease in the value of their median household income between 2010 to 2021, as the inflation-adjusted median household income decreased from an equivalent of about \$92,000 to about \$82,000. However, the County's median household income has increased over time, in both dollar value and in inflation adjusted dollar value. This is likely due to high income earners in other parts of the County.

Figure 2-11. Median Household Income (2010-2021)



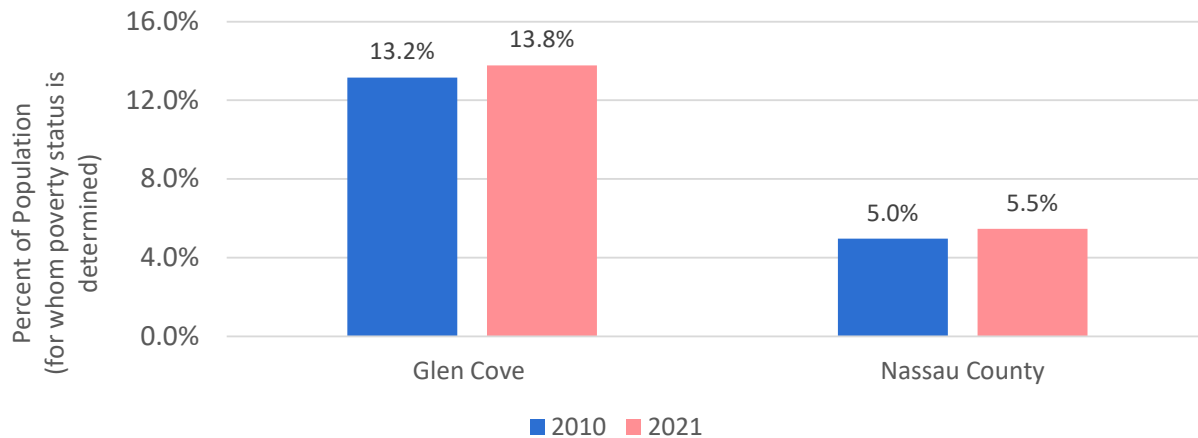
Source: ACS 5-Year Estimates (2010, 2021)

² Inflation adjustments to the dollar are made following the preferred method of the U.S. Census Bureau using the R-CPI-U-RS price series produced by the United States Bureau of Labor Statistics. For more information on comparing income data over time, see <https://www.census.gov/topics/income-poverty/income/guidance/current-vs-constant-dollars.html>. For more information on the R-CPI-U-RS price series, see <https://www.bls.gov/cpi/research-series/r-cpi-u-rs-home.htm>

Ratio of Income to Poverty Level

Glen Cove has more than twice Nassau County's share of families below the poverty level (see Figure 2-12). The percentage of the City's population experiencing poverty has remained between 13-14% since 2010, while between just 5-6% of the Nassau County population, on average, is considered below the poverty level during this timeframe.³

Figure 2-12. Percent of Population Below the Poverty Level in Glen Cove and Nassau County (2010-2021)



Source: ACS 5-Year Estimates (2010, 2021)

³ "In determining the poverty status of families and unrelated individuals, the Census Bureau uses thresholds (income cutoffs) arranged in a two-dimensional matrix. The matrix consists of family size (from one person to nine or more people) cross-classified by presence and number of family members under 18 years old (from no children present to eight or more children present). Unrelated individuals and two-person families are further differentiated by age of reference person (householder) (under 65 years old and 65 years old and over). To determine a person's poverty status, one compares the person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. If the total income of that person's family is less than the threshold appropriate for that family, then the person is considered "below the poverty level," together with every member of his or her family. If a person is not living with anyone related by birth, marriage, or adoption, then the person's own income is compared with his or her poverty threshold. The total number of people below the poverty level is the sum of people in families and the number of unrelated individuals with incomes in the last 12 months below the poverty threshold (American Community Survey and Puerto Rico Community Survey 2021 Subject Definitions, https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2021_ACSSubjectDefinitions.pdf).

Housing Trends

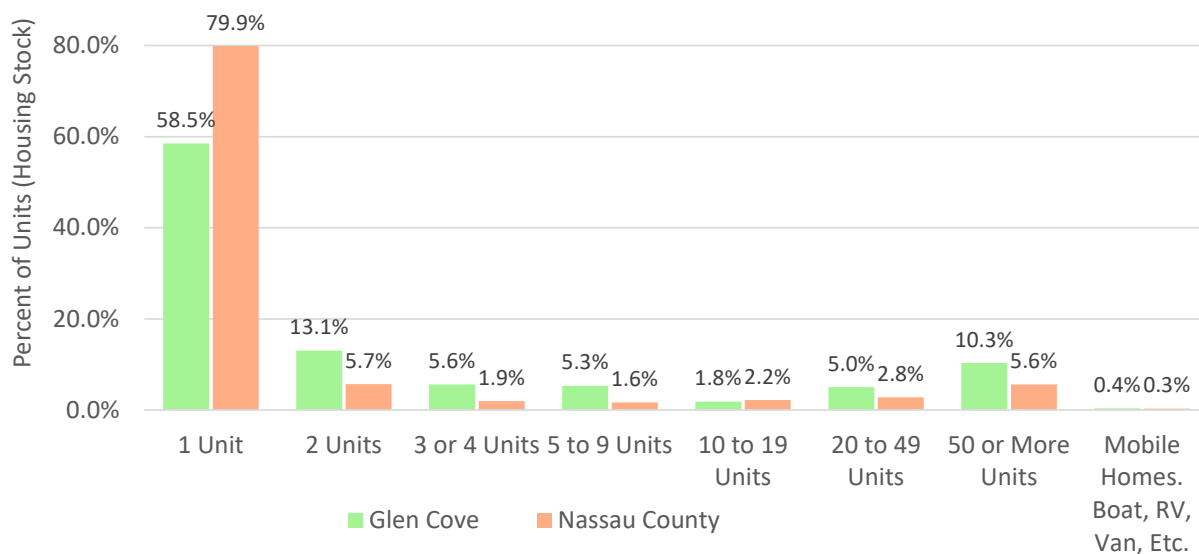
Household Size

The average household size in Glen Cove has decreased slightly since 2010 (dropping from 2.8 to 2.6 people), while the County's average household size has seen a marginal increase (from 2.9 to 3.0 people).

Type of Residential Building

While more than half of Glen Cove's housing stock is single-family homes, Glen Cove has a larger share of higher-density housing than the County and about 20% fewer single-family units (see Figure 2-13). As of 2021, 2-unit housing makes up 13.1% of Glen Cove's housing stock, followed by buildings with 50 units or more (10.3%), 3 or 4 units (5.6%), 5-9 units (5.3%), 20-49 units (5.0%), and 10-19 units (1.8%).

Figure 2-13. Glen Cove and Nassau County Housing Stock (2021)



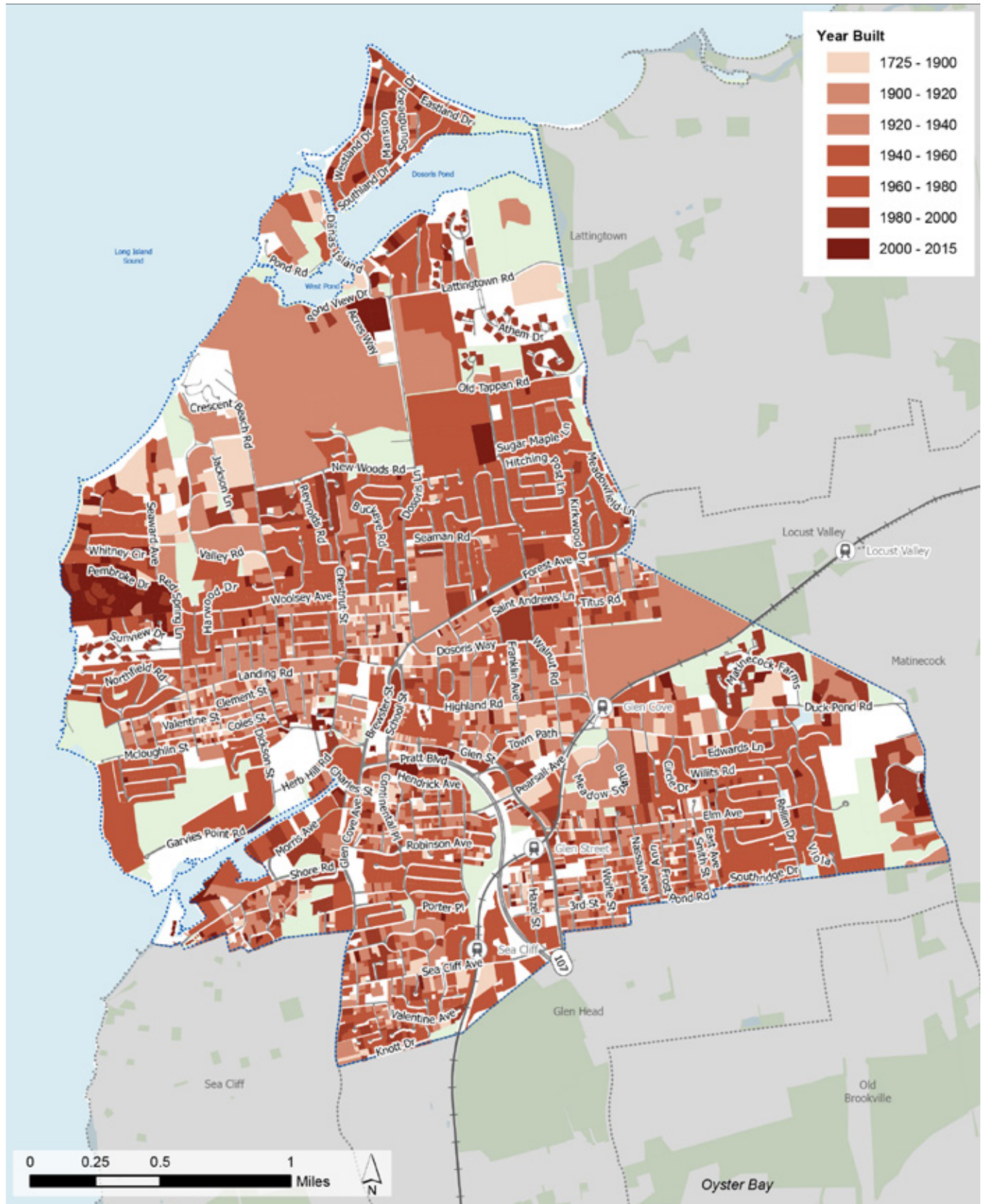
Source: ACS 5-Year Estimates (2021)

Year Built

The median age of structures in Glen Cove indicates how much new development has occurred over time. The median year of residential structures built in Glen Cove is 1958, compared to 1955 in Nassau County, suggesting the City has experienced a higher rate of new construction than the County average. Figure 2-14 shows the approximate year built of structures on lots throughout Glen Cove.

According to a 2021 dataset from the Glen Cove Assessment Department, 50.5% of residential buildings were built between 1947 and 1968, during the post-WWII suburban building boom.

Figure 2-14. Year Built



Sources: City of Glen Cove, NYS GIS, Urban Footprint, Core Logic, BFJ Planning

Housing Tenure

Glen Cove has a high percentage of renters, with 43.8% of the City's 10,974 housing units renter-occupied and 56.2% owner-occupied (see Table 2-4). In contrast, 81.7% of Nassau County's 475,728 units are owner-occupied, and 18.3% are renter-occupied.

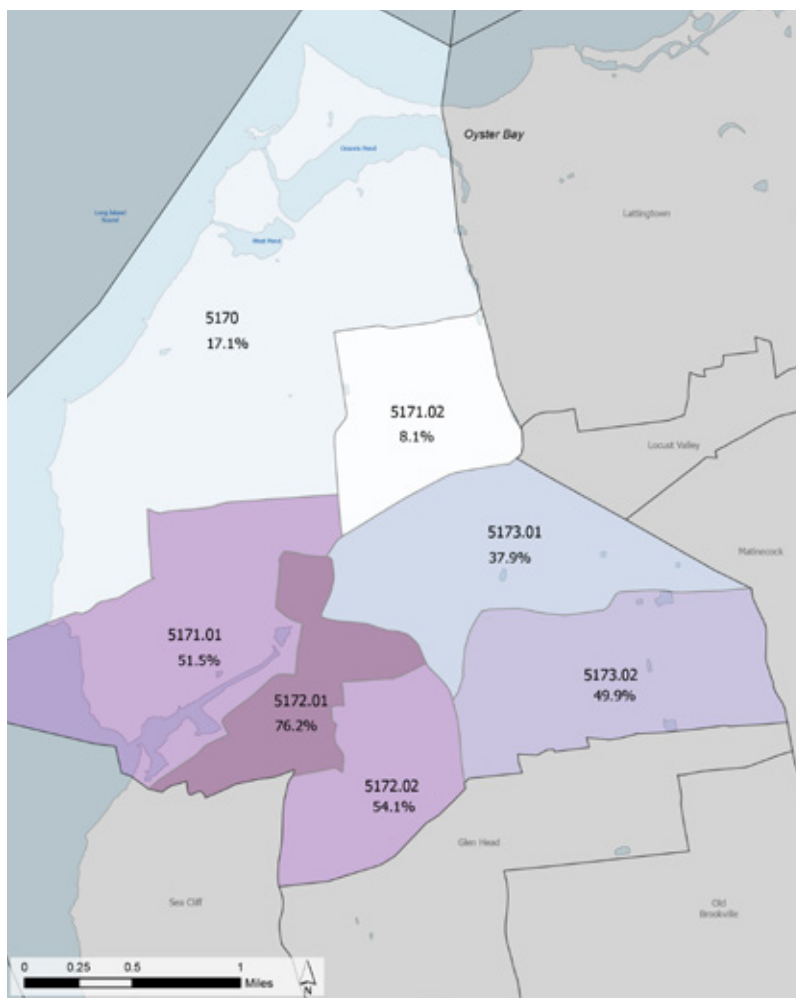
Table 2-4. Tenure of occupied housing units in Glen Cove and Nassau County (2021)

	Housing Units	% Owner Occupied	% Renter Occupied
Glen Cove	10,974	56.2%	43.8%
Nassau County	475,728	81.7%	18.3%

Source: ACS 5-Year Estimates (2021)

At the local level, rental housing is more prevalent in some census tracts than others (see Figure 2-15). Census tracts near the downtown and in the south of the City (5171.01, 5172.01, and 5172.02) have the highest percentage of renter-occupied units. These are also the census tracts with the youngest median ages.

Figure 2-15. Percent Renter-Occupied Housing Units by Census Tract

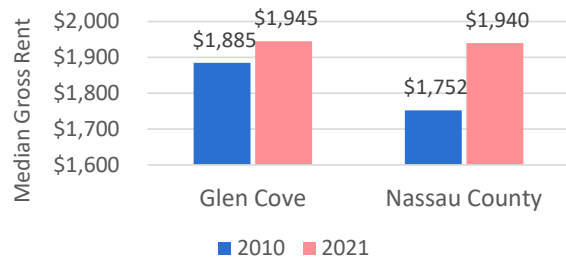


Sources: City of Glen Cove, NYS GIS, U.S. Census Bureau, BFI Planning

Vacancy Rate

At 6.4%, the residential vacancy rate in Glen Cove is slightly higher than that of Nassau County (4.5%).⁴

Figure 2-16. Glen Cove and Nassau County Change in Median Gross Rent (2010-2021)



Source: ACS 5-Year Estimates (2010, 2021)

Median Gross Rent

Median gross rent is a figure used to estimate the combined cost of monthly rent payments plus utilities and fuels. Between 2010 and 2021, median gross rent in Glen Cove increased by 3.2%, a marginal increase compared to Nassau County, where median gross rent increased by 10.7% (see Figure 2-16).

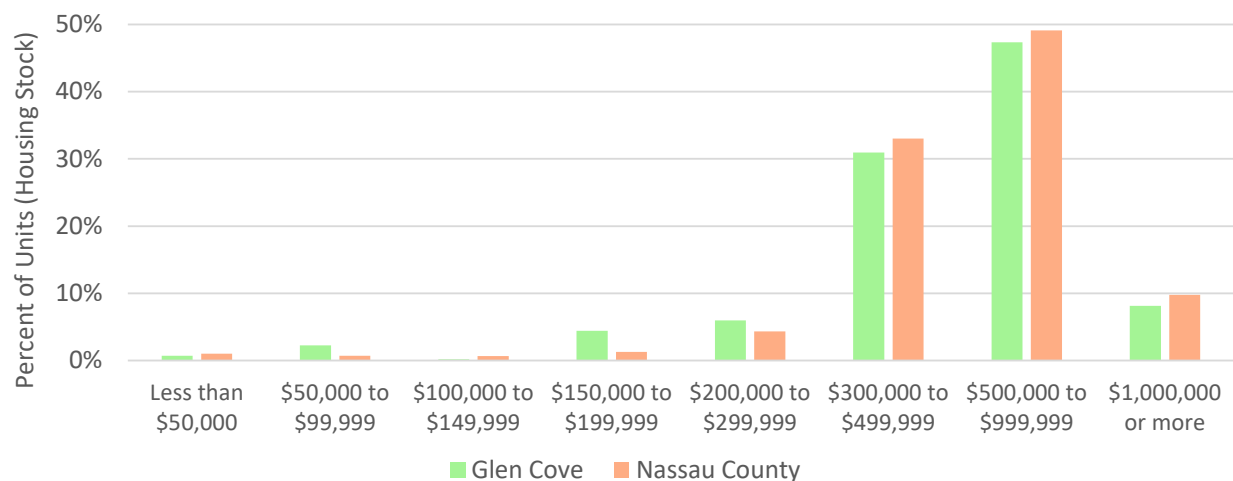
Median gross rent as a percentage of household income indicates affordability. Generally, exceeding the expenditure of 30% of household income on rent or housing costs is considered a cost burden, and exceeding 50% of income on

rent is a severe rent burden. In 2021, Glen Cove households spent an average of 41% of their household income on gross rent (including rent, utilities, and fuel costs), compared to 33% at the County level.

Median Home Value and Range

The estimated median value for owner-occupied units in Glen Cove is \$535,100, which is slightly less than the value in Nassau County (\$560,100). Figure 2-17 shows the percentage of owner-occupied units by value in Glen Cove and Nassau County in 2021. More than half of owner-occupied units cost over \$500,000 in both the City and the County.

Figure 2-17. Value of Owner-Occupied Housing Units in Glen Cove and Nassau County (2021)



Source: ACS 5-Year Estimates (2021)

⁴ U.S. Decennial Census (2020)

Neighborhoods

Neighborhoods are predominantly residential areas associated with historical development patterns of the City, which hold important identity and cultural value for their residents and the City. Neighborhoods do not have official boundaries and may differ in the minds of different people. However, neighborhood names help describe general areas of the City. Figure 2-18 shows the general location of neighborhoods in Glen Cove.

Figure 2-18. Glen Cove Neighborhoods



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

Relevant Regional Plans and Resources

There are several regional plans and resources important to housing issues in Glen Cove. These are listed below.

Nassau Urban County Consortium and Nassau County Office of Community Development

Glen Cove is a member of the Nassau Urban County Consortium, an entitlement jurisdiction that applies to the U.S. Department of Housing and Urban Development for Community Planning and Development (HUD) formula fund programs, including Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), and Emergency Solutions Grants (ESG) programs. The 29 consortium communities, including the City of Glen Cove, and non-profit organizations, are allocated CDBG funding, which is managed at a local level.

Nassau County Analysis of Impediments to Fair Housing, 2020

Since 1995, Nassau County has submitted an Analysis of Impediments to Fair Housing to HUD. The County has updated it every five years since 2004 to align with the rest of Long Island and coordinated with 5-year consolidated plans. The Analysis's purpose is to identify and analyze impediments to fair housing choice in Nassau County, to take meaningful actions to overcome them, and to document results of implementation.

Nassau County Action Plan, 2020-2024

The Nassau County Office of Community Development (OCD) produced a Five-Year Consolidated Action Plan – 2020-2024 to address affordable housing and community development needs.⁵ The Nassau County OCD produces an Annual Action plan for HUD to receive CDBG, HOME, and ESG funding.

Local Affordable Housing Organizations and Programs

Glen Cove Housing Authority

The Glen Cove Housing Authority, located at 140 Glen Cove Avenue, manages public housing in the City of Glen Cove, a total of approximately 212 units. The public housing program consists of properties located at the following sites:

- 1-48 Kennedy Heights
- 1-8 Mason Drive
- 6, 8, 10, 12, and 14 Butler Street
- 140 Glen Cove Avenue

⁵ https://www.nassaucountyny.gov/DocumentCenter/View/38119/Nassau-County-Final-FY2022-Action-Plan-_HUD-Submission?bidId

Fair Housing Office

In 1983, Glen Cove established the Fair Housing Office to prohibit discrimination in the sale and rental of housing in accordance with Title VIII of the United States Code and § 296 of the Executive Law of the State of New York. The Fair Housing Office is administered under the supervision of the Mayor and is located at City Hall.

Glen Cove Community Development Agency (CDA)

Glen Cove CDA's mission is "to plan and implement programs involving rehabilitation and revitalization of both residential and commercial sectors of the City of Glen Cove, foster economic growth, provide assistance to public service organizations, eliminate blight and improve opportunities for low- and moderate-income citizens." The Glen Cove CDA was established on April 16, 1964, under Title 11-A Section 580-a of the Consolidated Laws of the State of New York. The CDA is composed of six board members, appointed by the Mayor and approved by the City Council, in addition to the Mayor acting as the Chairman.

In addition to managing key revitalization projects such as Garvies Point and commercial rehabilitation programs, the CDA plays a crucial role in housing rehabilitation and affordable housing programs as detailed below. The CDA also applies for and administers the majority of the City's grants.

Community Development Block Grant

The CDA offers a residential rehabilitation program through the allocation of Community Development Block Grant (CDBG) funds for income-eligible senior citizens (60 years old and over) and handicapped individuals. These CDBG funds can be used to make home repairs, including energy efficiency improvements.

Section 8 Housing Choice Voucher Program

The Section 8 Housing Assistance Program ("Section 8") is a federally funded program that assists low-income families to choose and lease affordable rental housing. The Glen Cove CDA administers the Section 8 program for the City. Eligibility for a housing voucher is based on factors such as annual gross income and family size. The Glen Cove Section 8 Program has 340 vouchers for rental housing.⁶ The number of vouchers in use at a given time will fluctuate based on available inventory and other factors. The program typically receives many more applications than the limited resources available, so there is a waiting list for admission into the program. The waitlist was last opened in August 2021, with 500 applicants. As of August 2023, approximately 330 remain on the waitlist.

Long Island Workforce Housing Act

Long Island's Workforce Housing Act of 2008 incentivizes developers to include at least 10% affordable workforce units in a new development with more than five housing units. Alternatively, the developer could build the same number of workforce units on another site in the municipality or pay into a fund to provide affordable housing. In exchange, local governments provide developers with a density bonus of 10% that does not require a zoning change.

6 <https://glencovecda.org/programs-2/>

Inclusionary Housing Requirement

The Inclusionary Housing Requirement was adopted in the City in 2010 following recommendations included in the 2009 Master Plan. The purpose of this regulation was to increase housing choices and affordability by providing a set-aside percentage of inclusionary housing in new residential construction.

With the exclusion of specific categories of residential subdivisions, as listed in the City's Code, Section 245-24.2(B), the following inclusionary housing requirements apply to any residential subdivision:⁷

(1) Any residential subdivision must provide covenants and restrictions limiting occupancy, sale, and resale of residential units as follows:

- (a) Ten percent of units (but no fewer than one unit) to families with incomes no greater than 80% of area median income (AMI); or
- (b) Fifteen percent of units (but no fewer than one unit) to families with incomes no greater than 100% of area median income (AMI); or
- (c) Twenty percent of units (but no fewer than one unit) to families with incomes no greater than 130% of area median income (AMI).

(2) The sale and resale of restricted units shall be at prices affordable to the targeted income groups and managed through the City of Glen Cove Housing Authority or a qualified not-for-profit institution whose mission includes the management of affordable housing and is deemed acceptable to the City Council of the City of Glen Cove.

This provision also includes a 10% density bonus for the applicant that provides affordable housing as described above. Lastly, the Inclusionary Housing Requirement offers a "money in lieu of inclusionary housing" option for which a monetary contribution could be provided in lieu of up to two units of inclusionary housing, or a higher number of units if certain conditions are met and at the discretion of the City Council (Section 245-24.2(F) of the City Code).

Issues & Opportunities

Neighborhood Preservation

A priority for Glen Cove residents is to preserve the character of traditional single and two-family neighborhoods in Glen Cove. The variety of neighborhoods in Glen Cove, some with small lots, and some with larger lots, ensures a diversity of housing types and prices. These neighborhoods are often what attracted residents to Glen Cove in the first place. Preserving these neighborhoods means ensuring that the City Code is enforced and that regulations are in place to prevent overdevelopment in neighborhoods.

Overdevelopment

Residents have also expressed that perceived overdevelopment in areas such as the downtown, the waterfront, and other areas of the City is an issue. This issue has ramifications for traffic, with development a source of congestion in peak hours at some key intersections. It also places increasing demands on City services and infrastructure.

⁷ <https://ecode360.com/14581019>

Affordable Housing

While Glen Cove has been a leader in Nassau County in the creation and provision of affordable housing, as one of the first municipalities to implement an Inclusionary Housing Requirement, there is still a shortage of housing that meets the needs of the population. Glen Cove residents and stakeholders raised the issue that affordable housing is in short supply and that the housing units created through the affordable housing set-asides are not always affordable at the levels needed. It is important for Glen Cove to continue to innovate and expand affordable housing opportunities for different income levels and to reach a broader range of needs.

Senior Housing

Seniors are limited by the cost and value of housing options available in the City. When seniors sell their homes to downsize, they may find that their money is insufficient to enable them to rent or buy in a multi-family building in Glen Cove. The demand is high for a limited number of units and the cost is often prohibitive. Some seniors have instead elected to move out of the City or to remain in a house that is too large for them. Seniors who are not homeowners, on limited incomes, also report struggling to find an affordable rental unit.

Young Renters and First-Time Homebuyers

Young families and people who are starting out in their careers are seeking affordable options in Glen Cove too. In some cases, these young residents grew up in Glen Cove and are looking to move back. Or they are not from Glen Cove but are attracted to its assets. Singles and young couples may be looking for small apartments to own or rent that don't require too much maintenance. Those who are a little further along in their careers or who may want to start a family are looking for affordable homeownership opportunities. First-time homebuyer programs may be an option for Glen Cove to help these young people. Affordable homeownership opportunities would create more inventory for the young families and professionals that begin their housing journey in rentals and decide to stay long-term in the City in a single-family house or condominium unit.

Homelessness

Stakeholders, including non-profits, religious, and community service organizations in Glen Cove, have cited a significant number of homeless residents in Glen Cove. Like Glen Cove's overall population, the homeless population is diverse and includes seniors, immigrants, at-risk youth and adults, and people



Carney Street Apartments

Source: Google Maps Streetview



Atria Glen Cove Senior Living

Source: BFJ Planning



The Beacon Garvies Point Residences

Source: BFJ Planning

struggling with addiction or mental illness. It was observed that the homeless population increased with the closure of the behavioral health practice and mental health programs at Glen Cove Hospital. Without social services available to meet the demand in Glen Cove, homeless people are referred to Nassau County Social Services in Uniondale. Uniondale is not easily accessible by transportation for this population.

The Glen Cove Senior Center, religious organizations, and non-profits such as Substance Abuse Free Environment (SAFE) work with these populations on a regular basis. They provide food, clothing, and other basic needs. SAFE has used discretionary funds to help families stay at motels. However, they lack the resources to provide these growing populations with the support and resources that they need. The not-for-profit Nosh Delivers has been providing food to these vulnerable populations; it is important that Nosh has the resources and budget to provide this service long-term.

Recommendations

2.1. Preserve existing residential neighborhoods.

2.1.1. *Preserve established residential neighborhoods' scale and character by maintaining and enforcing the existing residential zoning code.*

The predominant land use in Glen Cove is single-family residential and most residential areas are zoned for single-family uses. The goal is to preserve the suburban character of neighborhoods. There are also several older neighborhoods that allow two-family houses. The established residential neighborhoods of Glen Cove are largely built out and often have distinctive neighborhood character that is worth preserving.

2.2. Control scale and density of new development to avoid overdevelopment.

2.2.1. *Balance the benefits and negative externalities of new development to meet the City's goals (e.g., providing housing and balancing the tax base) while providing quality services.*

Attracting investment in the City through the development of multi-family housing and mixed residential and commercial buildings responds to several of the City's goals including providing affordable housing set-asides, adding diversity to the housing stock, bringing people to local businesses, providing public amenities, and strengthening the City's tax base.

On the flip side, overdevelopment can have negative impacts including increased traffic, increased demand on water and sewer infrastructure, and increased demand for services such as schools and police. Some residents have expressed concerns about overdevelopment of high-end, large residential buildings. There is sometimes confusion about what "as-of-right" means. "As-of-right" has traditionally meant that no discretionary approval is needed from any board, such as the Planning Board and Zoning Board of Appeals (ZBA). If a permit, such as a special use permit, is needed, then the action is discretionary with whichever board issues the permit. Approval requiring a discretionary action by the Council, Planning Board, or ZBA is one that can be ultimately modified or denied. Anticipated benefits of residential growth such as increased foot traffic in the downtown and stable property taxes have not materialized to the extent anticipated. This dichotomy is deserving of further research.

2.2.2. *Do not allow more density than is currently permitted by existing zoning, without an overriding public purpose.*

In areas where more development is anticipated, such as downtown and the Glen Cove Creek waterfront, it is important not to allow more density than is currently permitted, in order to avoid overdevelopment.

Public purposes could include open space preservation, public amenities, traffic mitigation, and other community benefits that help meet the City's vision and goals. A recreational youth facility and a performing arts center downtown are desired.

New development should only occur with necessary upgrades to infrastructure (e.g., drinking water and stormwater systems, emergency services.)

2.2.3. *Ensure contextual compatibility of new development.*

When reviewing applications, the Planning Board should evaluate the proposal in the context of neighboring areas to ensure new development is compatible. The Planning Board can also evaluate/require contextual compatibility as part of SEQR.

2.3. *Explore targeted options for new development following Smart Growth principles.*

2.3.1. *Promote infill development in previously developed areas such as downtown and brownfields.*

This plan seeks the right balance between providing housing opportunities and preserving existing open space and low-density areas. Smart Growth principles that underpin this plan highlight the importance of encouraging compact development in previously developed areas, such as brownfields, but also promoting infill development in areas appropriate for higher densities such as downtown and near public transit.

2.3.2. *Consider Transit-Oriented Development at the Glen Street and Sea Cliff train stations.*

Areas near train stations present a unique opportunity. While train service may be limited in Glen Cove, there are advantages to developing housing, and potentially mixed-use buildings, near train stations as a form of infill redevelopment. Transit-Oriented Development, or TOD, is a Smart Growth policy encouraged by the State as it provides needed housing options while avoiding sprawl and minimizing development impacts. In Glen Cove, TODs should be modest in height and density to ensure development is contextually appropriate with its surroundings. TODs could provide opportunities for first-time homebuyers and seniors looking to downsize if they include townhouses or condominiums. This recommendation is discussed further in Chapter 3 and Chapter 4.

2.4. *Enhance the Inclusionary Housing Requirement through adjustments.*

The City could consider refining its inclusionary housing policy to better meet its intended goals and the needs of the Glen Cove community. As written, the policy may not be incentivizing the development of units that are actually affordable to certain income brackets. It may be appropriate to include a wider range of income brackets as a percentage of median income. The percentage of units set aside for workforce housing currently ranges from 10% to 20% of units,

depending on the affordability thresholds. Federal tax credits are based on 20% of units being affordable.

2.4.1. *Homeownership and rental options should have different price points/income levels (for example, 80-120% AMI for homeownership and 50-100% AMI for rentals).*

In the City's inclusionary housing code, the lowest level of income accounted for is 80% of AMI and the highest level is 130% of AMI. These thresholds may be more appropriate for ownership units. However, they may be too high for rental units, keeping them out of reach for those who need them. The City should consider revising the inclusionary housing code to require additional thresholds under 80% of AMI (e.g., 60% AMI) and not higher than 100% of AMI for rentals. Proposals that meet very low and low-income thresholds, such as lower than 50% AMI, may also be deserving of additional incentives, evaluated on a case-by-case basis. The goal is to have a range of affordability serving different populations, such as seniors and first-time homebuyers.

2.4.2. *Ensure architectural integration in buildings that contain affordable units by amending the inclusionary housing code.*

Architectural integration within new development and redevelopment should be required to provide fair housing. This means that occupants of the affordable units cannot be required to use a separate entrance or barred from using building amenities. Affordable units must be distributed throughout the development and cannot be delegated to a single floor or side of the building. Affordable units should be indistinguishable from the market-rate units (i.e., they have the same features, materials, fixtures, etc.)

2.5. *The City of Glen Cove considered the possibility of allowing limited Accessory Dwelling Units (ADUs) and is not recommending further actions at this time.*

The City is not recommending provisions to allow ADUs.⁸ Glen Cove already has a disproportionate share of the regions two to three-family units, multi-family units, and rental housing units. The City is already contributing more than its fair share of housing to the region, especially with the redevelopment (housing and mixed-use) projects implemented over the past five years and the redevelopment projects approved or in the pipeline for the next five to ten years. The City is already challenged with code enforcement and ADUs would add to this administrative burden.

2.6. *Promote opportunities for affordable homeownership.*

Affordable homeownership models can provide an opportunity for low-income households to purchase a home and build wealth. Rising home values and interest rates often push homeownership out of reach, even for some middle-class households. Owning an affordable

⁸ An ADU is a small apartment within the same lot of a larger single-family home. ADUs are also known as accessory apartments or granny flats. In general, they can be created within the frame of an existing residence as an addition or a garage conversion, or a separate cottage. The key difference between an ADU and a two-family home is that the accessory unit is incidental and subordinate to the primary use of the property as a single-family residence. ADUs are not short-term dwelling units, such as Airbnb or VRBO rentals. ADUs are not two-family or multi-family homes. In other communities, ADUs can provide a source of income for homeowners while providing additional housing options, especially for seniors who want to age in place.

home also provides stability and security, along with an ability to build and pass on a financial legacy.

- 2.6.1. *Support non-profits and other organizations that provide services to expand access to homeownership, including technical assistance programs, down payment assistance, low-interest mortgages, and deed restrictions on subsidized units.*
- 2.6.2. *The City through its IDA should consider supporting financial incentives for affordable homeownership projects.*

New York State Homes and Community Renewal (NYSHCR) offers funding and opportunities for affordable homeownership in New York State including the Affordable Homeownership Development (AHOD) Program and a pilot program to encourage homeownership among persons and groups who are currently underrepresented in homeownership.

Through the AHOD Program, grants are available for governmental agencies and non-profits to assist families in accessing affordable homeownership. In Nassau County, this money goes to organizations such as the Long Island Housing Partnership, which already partners with Glen Cove on affordable housing efforts. The pilot program was passed by the New York Senate in March 2023. Glen Cove is being considered by the State to be one of three areas where the pilot program will be conducted.

- 2.6.3. *The City through the County supports affordable homeownership projects funded through federal programs, in addition to affordable rentals.*

Federal HOME funds are distributed to the County and used for affordable homeownership projects. The City's CDBG funding could potentially be used to support public service agency programs to further this objective.

- 2.6.4. *Proactively reach out to affordable housing developers that focus on affordable ownership and rental opportunities and affordable housing management.*

Affordable housing developers have expertise in financing, navigating State and federal housing programs, and engaging communities in the development process.

2.7. Help the homeless population in Glen Cove.

- 2.7.1. *Support and advocate to the County for a comprehensive study of homelessness in the region.*

Homelessness cannot be pinpointed to one cause and crosses jurisdictional boundaries. Any single community cannot solve the problem alone. Homelessness is caused by myriad issues, including lack of money, unemployment, immigration challenges, addiction, and mental illness.

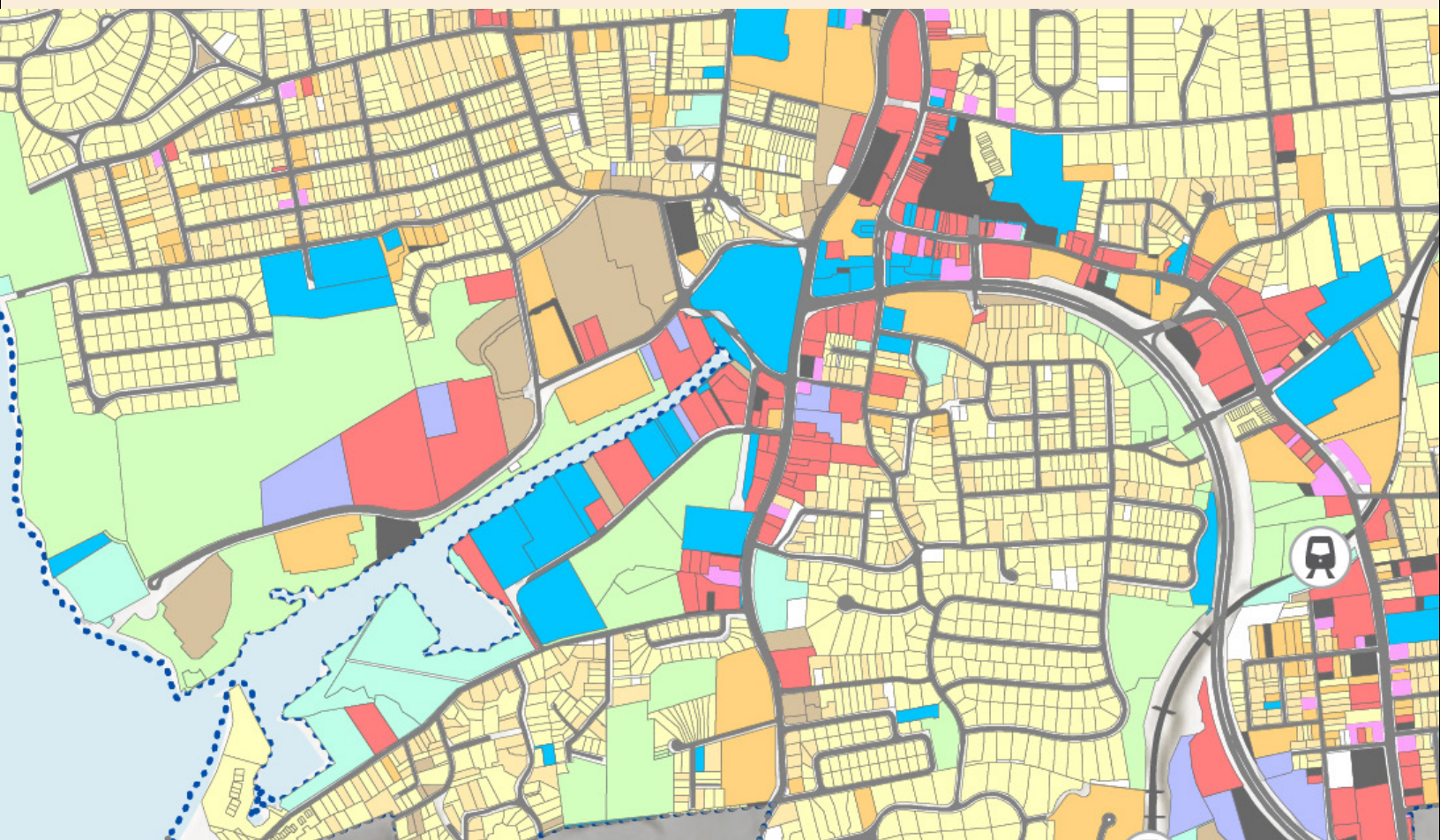
To truly understand the causes and breadth of homelessness in Glen Cove and begin addressing the issue holistically, a study could be carried out. This should ideally be done with involvement from the County.

- 2.7.2. *Support non-profit and religious organizations in their efforts to address the basic needs of the homeless population.*

Non-profit and religious institutions have shown the best ability to address the problems faced by the homeless, including lack of shelter, food, and other necessities. These organizations should continue to be supported by the City to carry out their missions in an effective manner.

2.8. Promote senior housing and first-time homebuyer opportunities, especially affordable housing.

The purpose of this goal is to emphasize Glen Cove's desire to support its aging population and those seeking first-time ownership. Several of the above recommendations would help provide diverse and affordable housing options for seniors and first-time homebuyers. Infill redevelopment, such as in the downtown, on the Glen Cove Creek Waterfront, or near train stations (see Goal 2.3), should aim to provide affordable housing opportunities for seniors and/or first-time homebuyers. Enhancing Glen Cove's inclusionary housing requirements, as recommended under Goal 2.4, will help provide affordable rental and ownership units at levels that are more affordable to Glen Cove's aging population and those who are just starting their careers and families. Goal 2.6 discusses promoting affordable home-ownership opportunities. This includes programs for both first-time homebuyers and seniors who may want to downsize. Goal 2.7 also aims to help a sector of the senior population that is struggling to find sustainable housing opportunities and are finding themselves without shelter. Glen Cove should continue to explore and encourage additional opportunities as they arise to help seniors and first-time homebuyers secure affordable housing.



Chapter 3. Land Use and Zoning

Introduction

This chapter discusses existing land use patterns and the existing zoning map and code. Land use describes what is currently happening on the ground, and zoning is the regulatory tool by which municipalities set regulations to control the land use, height, bulk of buildings, and other dimensional standards for new construction and renovations. Land use data was provided by the City and updated based on the consulting team's observations. The official zoning map and code are available online.

Descriptions of land use and zoning issues and opportunities and general recommendations are provided at the end of this chapter. A complete set of land use and zoning recommendations is included in Chapter 9: Future Land Use Plan and Implementation.

Existing Conditions

Land Use

The City's parceled land totals about 3,900 acres (see Table 3-1). Figure 3-1 shows a map of land uses in Glen Cove by parcel. Almost half of this land is single-family residential (47.9%). The second largest category by land area is parks and open space (14.7%). Public or institutional uses, such as City Hall, schools, and the hospital, cover 9.4% of the parceled land. Multi-family residential and two- and three-family residential cover 7.6% and 5.6% of the City's parceled land, respectively. Commercial uses cover 5.2%. Private recreation and entertainment, such as private golf courses, country clubs, and yacht clubs, comprise 3.9% of the parceled land. Other categories, such as industrial or transportation and utilities, cover 1% or less of the land. About 1.3% or 50.6 acres are vacant, indicating that the City is nearly built-out. Some parceled areas are vacant and underwater and likely undevelopable. About 1% of parcels are uncategorized.

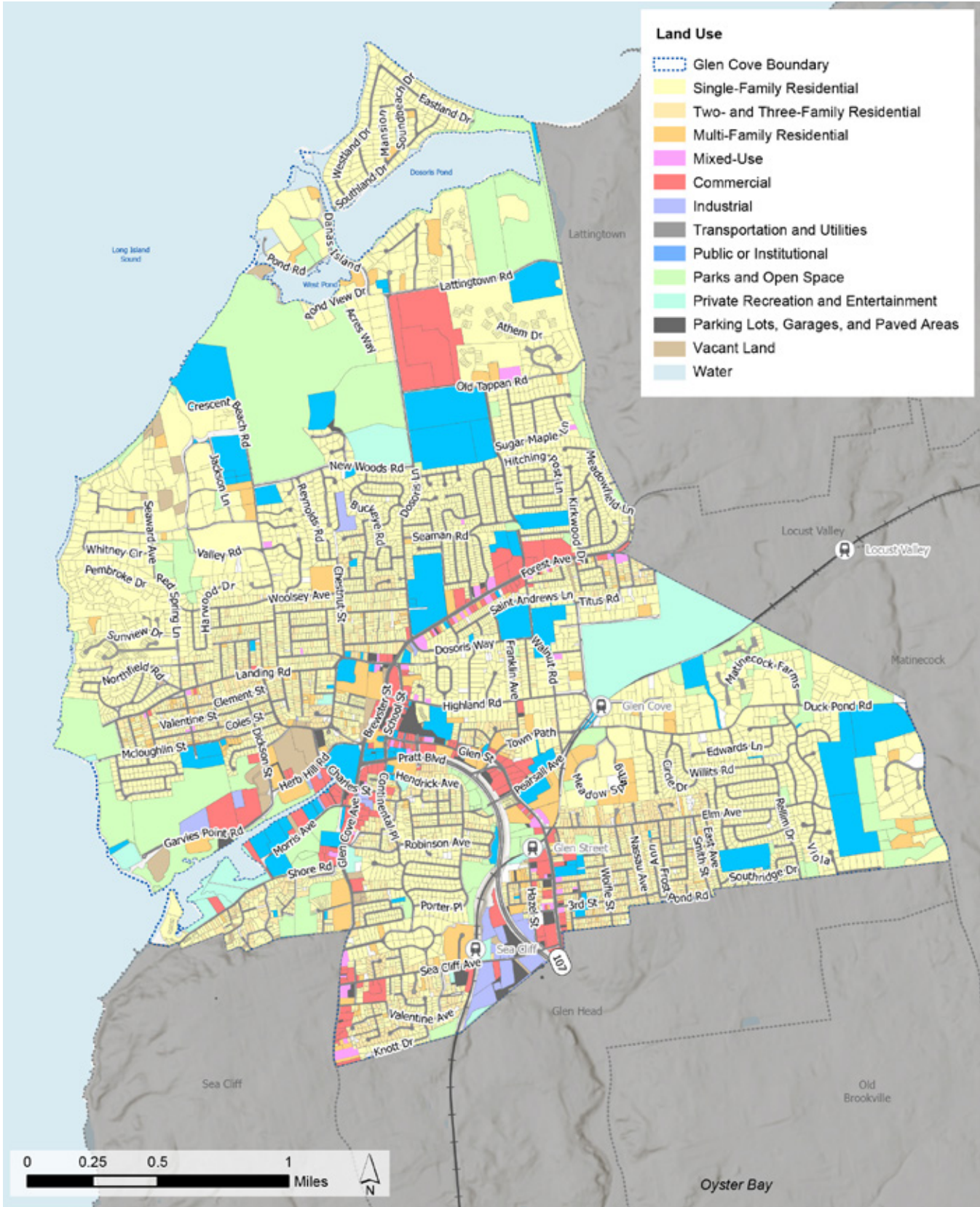
Table 3-1. Land Use Area

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

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

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

Figure 3-1. Land Use



Sources: City of Glen Cove, NYS GIS, BFI Planning

Residential Use

Residential uses represent the most land area in the City. Together, residential uses cover 61.1% of the parceled land areas in Glen Cove, categorized as follows: single-family residential (47.9%), multi-family residential (7.6%), and two- and three-family residential (5.6%). Single-family residential uses are represented in Figure 3-1 by light yellow, and two- and three-family and multi-family residential parcels are deeper shades of yellow. Parcel lines give a sense of lot size and density of neighborhoods, which vary widely depending on the location.

Neighborhoods near downtown Glen Cove and the commercial corridors, such as the Orchard or the Landing, generally have smaller lot sizes and a mix of single-, two- and three-family, and multi-family housing. Neighborhoods near the waterfront and further from commercial areas, such as Morgan Island Estates or Red Spring and North Country Colonies, have larger lots and generally only single-family uses.

Commercial and Mixed-Use

Commercial and mixed-use parcels are shown in Figure 3-1 in red and pink. Three key commercial and mixed-use corridors serve as gateways to Glen Cove: Glen Cove Avenue, Forest Avenue, and Glen Street/Cedar Swamp Road.



School Street in downtown Glen Cove

Source: Google Maps Streetview

Downtown Glen Cove

Glen Cove's downtown is centered on Brewster, School, and Glen Streets. It has a mix of commercial, public and institutional, multi-family, mixed-use properties, and parking garages. Glen Cove has a Downtown Business Improvement District (BID): a partnership of property and business owners that invests in the downtown through self-funding. The BID invests in capital improvements, maintenance, marketing, and special events such as the Downtown Sounds summer concert series.

Glen Cove Avenue

Glen Cove Avenue runs north-south, in part along the border of Glen Cove and Sea Cliff. The portion of the corridor that shares a side of the street with Sea Cliff is flanked by commercial and mixed commercial and residential uses. Where the Avenue enters the City of Glen Cove, it has a primarily residential character with multi-family and two- and three-family homes. Approaching downtown, Glen Cove Avenue splits into Pratt Boulevard/State Route (SR) 107 and Brewster Street, where it becomes primarily institutional and commercial.

Forest Avenue

Forest Avenue connects with Brewster and School Streets in downtown, and leads northeast out of the City to Locust Valley, an unincorporated



Left: Glen Cove Avenue along Glen Cove and Sea Cliff border

Right: Glen Cove Avenue in Glen Cove

Source: Google Earth

hamlet in the Town of Oyster Bay. There is a strip style shopping center near Glen Cove's border with Locust Valley. Between the shopping center and downtown are a mix of residential uses, mixed-use and commercial buildings, medical offices, and a school.

Glen Street/Cedar Swamp Road

Glen Street in downtown Glen Cove has a mix of commercial, institutional, and multi-family residential developments. It is a key corridor because it connects the Glen Street train station to downtown. Within Glen Cove's downtown, Glen Street is narrow and flanked by mixed-use buildings with zero setbacks, creating a consistent street wall and pedestrian scale. To the southeast of downtown, Glen Street/Cedar Swamp Road widens and encompasses one of downtown's peripheral commercial areas. Leading out of the City, Cedar Swamp Road has several automobile dealerships and auto-oriented uses.

Other Commercial Areas

A newer commercial area in the City is within Garvies Point, where some distribution businesses and restaurants, including a brewery, are located.

The Mansion, located off Dosoris Lane in northern Glen Cove, is a hotel, event, and conference venue with dining and spa services.

Industrial

The highest concentration of industrial uses is in the Orchard Neighborhood and Sea Cliff Avenue Corridor Brownfield Opportunity Area (BOA) study area discussed in Chapter 1. This area is bisected by the railroad tracks and accessed by Sea Cliff Avenue and Pratt Boulevard/SR 107. It is on the border of the Village of Sea Cliff and Glen Head hamlet in Oyster Bay. There are several large lots near the Sea Cliff Long Island Rail Road (LIRR) station, some of which are vacant and others underutilized.

Other industrial uses still remain along the Glen Cove Creek waterfront area, together with uses related to the maritime industry. As discussed in Chapter 1, historically, industrial properties in this area have been redeveloped for residential, commercial, recreational, and public uses. Glen Cove is working closely with property owners to preserve the industrial uses while adding public access and vibrancy to the waterfront.

Zoning

Zoning districts are illustrated in Figure 3-2 and described below. Complete zoning regulations can be found in Chapter 280 of the City Code.



Forest Avenue

Source: Google Maps Streetview



Glen Street in downtown Glen Cove

Source: BFJ Planning

Residential Districts

Glen Cove has 12 residential districts (R-1 through R-SC). These are described below in groupings based on the types of residential uses they allow: single-family only, two-family allowed, multiple dwellings allowed, and senior citizen housing district.

Single-Family Residence Districts

R-1A, R-1, R-2, R-3, and R-3A are residential districts that allow single-family residences and limit most other uses. Municipal buildings and public uses, nurseries and greenhouses, and schools are permitted as principal uses, with some limitations. Conversions to multi-family housing; changes to noncomplying buildings; public utilities; libraries, museums, and other not-for-profit uses; and places of worship are permitted by special permit. In the R-1, R-1A, and R-2 districts, additional uses are allowed by special permit, such as nursing homes, laboratories, professional training facilities, health spas, and higher education institutions. Single-family residence districts are differentiated from one another by their minimum lot sizes, which are two-acre, one-acre, half-acre, quarter-acre, and 6,500 square feet, respectively.

Two-Family Residence Districts

R-4 and R-4B allow for two-family residences in addition to single-family homes. They permit municipal uses and regulated school uses as principal uses. Uses requiring special permits are the same as those allowed in R-3, listed under Single-Family Residence Districts above. Both two-family districts have a minimum lot size of 7,500 square feet. The purpose of the R-4B district is “to permit one- and two-family homes on parcels of sufficient size to maintain the suburban character of the neighborhoods, maintain usable yards to avoid congestion created by insufficient off-street parking and excessive traffic that results from two-family homes and undersized lots, and to assure that parcels for two-family home use are of sufficient size to achieve these objectives.”

Multiple Dwelling Unit Residence Districts

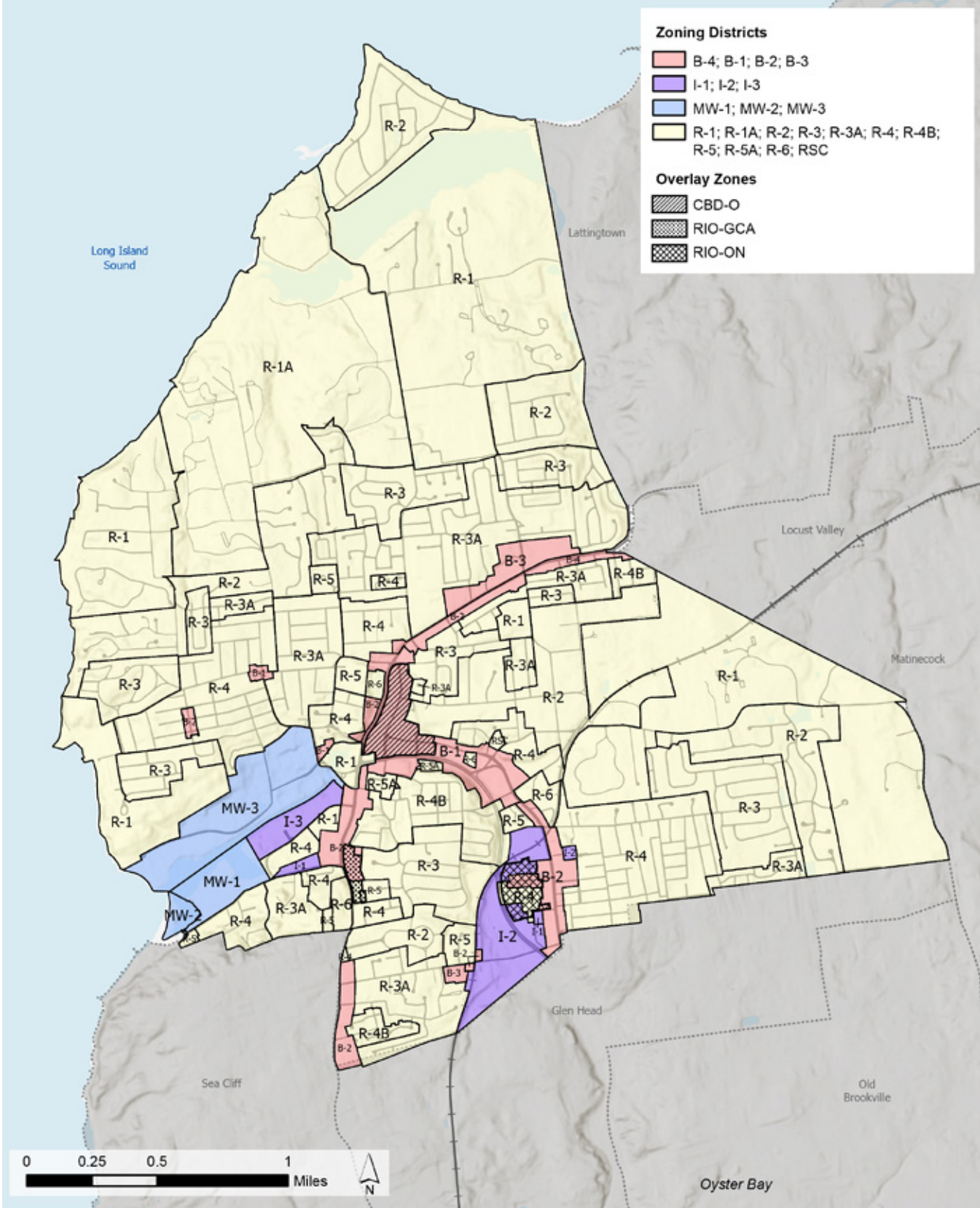
R-5, R-5A, R-5B, and R-6 are residence districts that allow multi-family dwellings. R-5 and R-5A allow for garden apartments and townhouses in addition to single- and two-family residences and places of worship as principal uses. R-5A also allows for professional office uses. “In order to encourage attractive design and to minimize site coverage for developments with both a mix of housing types and an emphasis on non-townhouse condominiums, some of the bulk requirements [in the R-5B district] such as the height of structures and the size of individual buildings are less restrictive than the R-5 Zone.” R-6 allows for garden apartments and townhouses and does not allow single- and two-family residences. R-6 also allows for Golden Age Housing Development, defined in the code as “housing for individual senior citizens who are 62 years of age or older, or couples in which at least one of the individuals is 62 years of age or older.”

In these districts, special permits allow for changes in nonconforming buildings; public utilities; libraries, museums, and other non-profit uses; and conversion of single-family residences to multiple-family residences. In the R-5 and R-5B districts, a special permit can allow for nursing homes. In R-5A, a special permit can allow for welfare uses (including philanthropic institutions other than correctional institutions, hospitals, and nursing homes). In R-6, a special permit can allow for a restaurant.

Senior Citizens Housing District

R-SC is the Senior Citizens Housing District. This district only permits “multiple dwellings limited to use and occupancy only by senior citizens and operated and administered by the City of Glen Cove Housing Authority or such other agency, department or subdivision of government whether federal, state or local whose purpose is to provide low-cost housing for senior citizens.”

Figure 3-2. Existing Zoning



Sources: City of Glen Cove, NYS GIS, BFI Planning

Table 3-2. Business District Dimensional Requirements

District	Minimum Lot Area	Minimum Lot Width	Minimum Lot Frontage	Minimum Setback from Front Property Line	Minimum Rear Yard	Minimum Side Yard	Minimum Corner Side Yard	Maximum Height	Maximum Coverage
B-1: CENTRAL COMMERCIAL DISTRICT	none	20 feet		10 feet	10 feet	None, or six feet if side yards provided	10 feet	Three stories, 45 feet	80%
B-2: PERIPHERAL COMMERCIAL DISTRICT	none		50 feet	10 feet	10 feet	None, or eight feet if side yards provided	10 feet	Three stories, 45 feet	80%
B-3: SHOPPING CENTER DISTRICT	20,000 square feet	200 feet	200 feet	25 feet	30 feet	10 feet	10 feet	Two stories, 35 feet	30%
B-4: LIMITED COMMERCIAL DISTRICT	5,000 square feet	50 feet		20 feet	20 feet, or 10 feet when existing structure is retained	None, or eight feet if side yards provided	10 feet	Two stories, 35 feet	50%, or 40% if a new structure

Commercial Districts

Glen Cove has four business districts (B-1, B-2, B-3, B-4).

B-1 is the Central Commercial District located downtown around School Street, Brewster Street, and Glen Street. There are also B-1 areas on Landing Road and Herb Hill Road (between downtown and Garvies Point). The purpose of this district is to preserve Glen Cove's downtown and encourage a wide range of uses and an attractive, pedestrian-friendly business, government, and entertainment center to serve Glen Cove and the surrounding area. Some examples of principal uses permitted in the B-1 district are retail stores and shops, pharmacies, dry-cleaning, art galleries and studios, offices, travel agencies, tailors, etc. Motor vehicle repair, body shops, gas and service stations, and outdoor storage visible from the public right-of-way are specifically prohibited. Special permits are required for several uses such as hotels, restaurants, theaters, night clubs, bars, multi-family housing, and senior housing.

B-2 is the Peripheral Commercial District, located along the key commercial corridors extending from downtown: Glen Cove Avenue, Forest Avenue, and Glen Street. It permits necessary businesses and services that may not be appropriate downtown, such as auto parts and supply and funeral homes, as principal uses, and allows motor vehicle repair shops, car washes, and building material sales by special permit. This zoning district aims to enhance the appearance of main travel corridors that serve as entrances to Glen Cove by requiring landscaping, sidewalks, and screening for certain uses or building configurations.

B-3 is the Shopping Center District and is primarily on Forest Avenue, where there is a strip-style shopping center. A smaller B-3 zone on Pratt Boulevard and Sea Cliff Avenue is currently occupied by an auto-body shop, an LIRR parking lot, and an underutilized commercial site. The purpose of the B-3

district is to encourage shopping centers in appropriate areas along major corridors. These tend to be auto-oriented. The B-3 district also provides for senior citizen housing, and regulations aim to ensure a harmonious transition between commercial and residential uses.

B-4 is the Limited Commercial District located on the south side of Forest Avenue on the eastern section of the corridor near the border with Locust Valley. The purpose of this district is to allow for a mix of neighborhood-oriented retail service, office, and residential uses that provide for a transitional area to residential areas. The B-4 district encourages the adaptive reuse of older housing stock into viable commercial uses, while retaining original buildings, setbacks, and yards to preserve the aesthetic character.

Industrial Districts

There are three industrial districts in Glen Cove: I-1, I-2, and I-3.

I-1 and I-2 are light industrial districts that principally permit professional offices, research and development, manufacturing, assembling, and processing materials, with limitations. I-1 has a minimum lot size of 20,000 square feet, and I-2 has a minimum lot size of one acre. I-1 requires a minimum front setback of 50 feet, and I-2 requires 35 feet. In both districts, the maximum height is 35 feet and the maximum coverage is 50%.

An I-1 district north of Shore Road and west of Glen Cove Avenue contains an empty lot, Cove Animal Rescue, and a portion of the playing fields in City Stadium Park. A smaller I-1 area is located near Sea Cliff LIRR station/the Orchard Neighborhood, where a large area is also zoned I-2.

I-3 is an industrial district permitting additional principal uses such as lumber and building material yards, contractor equipment storage, power plants, municipal garbage disposal and incinerators, stone cutting, and automobile repair shops. The I-3 district along the south side of Glen Cove Creek includes the Nassau County and Glen Cove Department of Public Works (DPW) facilities, the Glen Cove Transfer Station, a wastewater treatment plant, and various private businesses. I-3 has the same dimensional requirements as I-1, but a maximum lot coverage of up to 80% is allowed.

Marine Waterfront Districts

The Marine Waterfront (MW) districts are all found along the Glen Cove Creek waterfront. MW-1 and MW-2 zones are on the south side of the Creek and the MW-3 district is on the north side. The MW districts aim to encourage a variety of water-dependent and enhanced uses, provide public access, and attract residents and visitors to Glen Cove's working waterfront.

The MW-1 district has the additional purpose to promote nonindustrial uses, provide incentives to upgrade existing water-dependent uses, and phase out uses inconsistent with the City's waterfront revitalization efforts as outlined in Chapter 1 (Waterfront Revitalization Plan). Permitted uses in the MW-1 zone include yacht clubs, marinas, boat docks, boat servicing yards, recreational water sports facilities, and boat sales and rentals. The MW-2 district allows for a more limited list of waterfront-related uses, including boat storage, sale of supplies for boating, marinas, and boat yards for boat repair and construction. The planning board can issue a special permit in this district for restaurants, floating restaurants, retail, boatels, bed-and-breakfast inns, and mixed-use commercial/recreational support buildings.

The MW-2 district permits marinas and boatyards, sale of supplies, and dead storage of boats (i.e., long-term storage). Residential development is also a principal use if it follows certain conditions: uses the waterfront for a marina or other recreational activity, follows R-4 zoning regulations, and takes measures to stabilize the waterfront land. In the MW-2 district, a special permit may be issued for tennis courts and restaurants.

The MW-3 district encompasses the Garvies Point development and surrounding areas on the north side of the Creek. In addition to ensuring an attractive waterfront setting with appropriate waterfront uses, this district established a zoning framework to develop a mixed-use community with residential, commercial, and recreational uses. At the same time, the district objective is to eliminate blight and obsolete uses in this location. Principal permitted uses in the MW-3 district include restaurants, yacht and marine insurance brokers, and waterfront-related retail (e.g. boating, fishing, and diving supplies). Yacht clubs and marinas require a special permit. A special permit can be issued by the Planning Board for a Planned Unit Development (PUD) on sites with a minimum of 25 contiguous acres. A PUD, with Planning Board approval, allows a mix of entertainment and cultural uses, retail and restaurant, hotel, offices, and multi-family residences. The Garvies Point development was made possible by the above-described PUD in the MW-3 district.

Special Overlay Districts and Floating Zones

CBD Overlay

The CBD Overlay Commercial District (CBD) aims to provide a concentration of commercial uses and pedestrian-oriented businesses and to enhance the existing built environment and pedestrian scale of Glen Cove's traditional downtown. The district is on School, Bridge, and Glen Streets. The CBD overlay district was implemented following recommendations of the previous Master Plan of 2009, and aims to promote a variety of commercial uses, including retail, restaurants, arts, and entertainment, and an attractive, walkable environment that will bring and retain visitors to the downtown. Revisions to the CBD regulations were adopted in 2022 and 2023 to provide more flexibility in uses and a more straightforward application process to open a business.

Required CBD provisions include: floor areas should not exceed 20,000 square feet to ensure a variety of uses; medical, professional, and business offices are not permitted in ground-floor spaces (only by special permit, provided that certain conditions are met); and drive-throughs, sales and displays of motor vehicles, laundromats, telephone exchanges, mortuaries, and taxi offices are all uses that are not allowed.

Residential use is allowed, by special permit, to increase the vibrancy of the downtown and introduce residents who will patronize downtown businesses. The Planning Board may allow mixed-use residential developments at residential densities of up to 50 units per acre (725 square feet per residential unit) where some specific provisions are met (refer to Section 280-65.1 G (1)).

The maximum front setback is 10 feet unless the development provides a plaza. The maximum height is three stories and 45 feet, with the possibility of going up to four stories and 55 feet or five stories and 65 feet if the project meets certain conditions after a public hearing and at the discretion of the Planning Board.

Parking requirements are more flexible in the CBD, given that municipal garages allow shared parking opportunities.

The CBD overlay has a set of design guidelines that provide a basis for planning, designing, and evaluating development proposals. The guidelines clarify what is acceptable in the overlay area and simplify the site plan approval process for residents, developers, design professionals, and the Planning, Zoning, and Architectural Review Boards (note: Section 280-77 of the City's Zoning Code regulates the Architectural Review Board, which is currently inactive). They guide site design standards, lighting, first-floor and upper-story uses, façades, roofs, windows, building materials, signage, benches, and trash receptacles. In general, the design guidelines seek to preserve the traditional pedestrian-scale atmosphere.

RIO-GCA Overlay

The Glen Cove Avenue Redevelopment Incentive Overlay (RIO-GCA) District is located on the east side of Glen Cove Avenue on lots zoned B-2, R-4, and R-5. The RIO-GCA overlay intends to permit and encourage the redevelopment of vacant and deteriorated properties, provide an attractive entryway into Glen Cove's downtown, and promote additional housing opportunities. The RIO-GCA overlay requires demolition or stabilization of poorly maintained or vacant structures and an open space provision for new development. This location is unique because of the presence of steep slopes. Minimum lot area is three acres, maximum residential density is 20 units per acre, and maximum allowable height is five stories.

Permitted uses include multiple dwellings and townhouses.

The incentives may include waivers from affordable housing set-aside requirements and hillside protection provisions, and adjustments to the lot area and bulk requirements in exchange for structured parking, streetscape improvements, on-site recreational amenities, or other public benefit improvements. The developer can also apply to provide money in lieu of community benefits or amenities if the Planning Board determines community benefits are not feasible.

RIO-ON Overlay

The Orchard Neighborhood Redevelopment Incentive Overlay (RIO-ON) District is mapped over R-4, B-2, and I-2 districts. The RIO-ON overlay encourages the redevelopment of vacant and deteriorated properties to improve the character of the established neighborhood. Like the RIO-GCA overlay, the RIO-ON overlay intends to create an attractive entryway into the City and provide additional housing opportunities. The Orchard Neighborhood has a unique historical character that needs to be protected. At the same time, increases in density (both legal and illegal) have strained local infrastructure and the housing stock.

Uses permitted by special permit include townhouses (single-family attached dwellings), flats within townhouses, multi-family residential buildings, and mixed-use commercial and residential structures. The overlay allows affordable housing set-aside requirements and hillside protection provisions to be waived. The overlay also provides incentives and bonuses, including a density bonus for structured parking, streetscape improvements, and green building. The developer can also apply to provide money in lieu of community benefits or amenities if the Planning Board determines it is not feasible to provide them.

PWD Floating District

The Planned Waterfront District (PWD) is a floating zone that the City Council may map with the recommendation of the Planning Board and Waterfront Commission in response to a development proposal. The PWD zone is applicable within a predesignated area, including properties in the I-2, I-3, and MW-2 zones. The district is intended to eliminate blight and blighting influences and allow for the assemblage of sites and redevelopment in line with the objective of creating an attractive waterfront. Permitted uses include various water-dependent and enhanced uses, such as yacht clubs and marinas, boat docks, repair, rental, and sales. The PWD zone also permits garden-type apartments or townhouses, restaurants, retail, offices, and research and development laboratories.

on a minimum of one-acre lots, with a maximum coverage of 10%, and a maximum height of two stories and 30 feet.

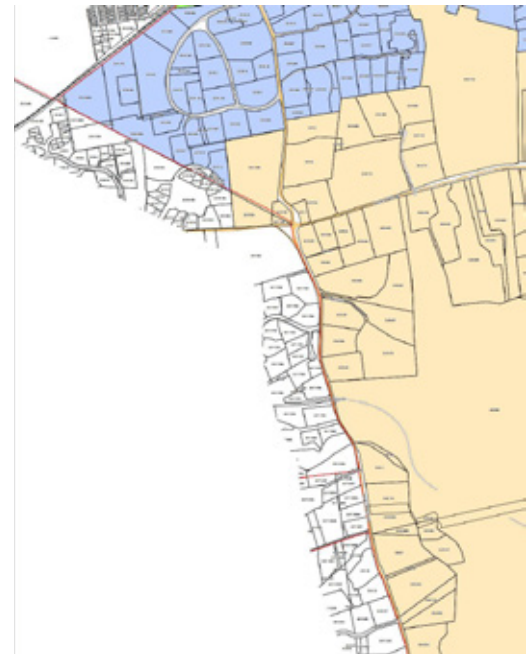
- Glen Head's northern border with Glen Cove (to the south of Knott Drive in Glen Cove) is zoned R1-20. This district allows for single-family homes built on a minimum 20,000 square foot lot, with maximum coverage of 15%, and allowable height is two stories or 28 feet.
- LI, the Light Industry District, is found south of Glen Cove's Sea Cliff Avenue industrial area to Glen Cove Road. The LI district allows manufacturing, assembly, warehousing, research and development, office, and other compatible job-creating commercial activities. The minimum lot size is one acre with a maximum coverage of 50% and a height limit of three stories and 50 feet.
- GB (General Business District) is found on Cedar Swamp Road in Glen Head and allows primarily for commercial uses, such as banks, offices, restaurants, retail, personal services, and more. The minimum lot width is 40 feet, the maximum coverage is 80%, and the maximum height is 35 feet.
- R1-6 zoning is found in Locust Valley, including along Locust Valley's western border with Glen Cove, and allows for single-family homes on minimum 6,000 square foot lots, maximum building coverage of 15%, and a maximum height of two stories and 30 feet.
- Several areas in Glen Head to the south of the City of Glen Cove are zoned R1-7, which allows for single-family homes built on lots with a minimum area of 7,000 square feet. Maximum building coverage is 25%, and allowable height is two stories and 28 feet.
- R1-10 zoning is found in Glen Head and Locust Valley (including at Glen Head's border with southeast Glen Cove) and allows for single-family homes built on a minimum of 20,000 square foot lots. Maximum building coverage is 20%, and allowable height is two stories and 28 feet.
- APO (Aquifer Protection Overlay) District covers many of the areas in Glen Head along the border with Glen Cove. The purpose of the district is to establish special standards and procedures regulating the use and development of land within the Oyster Bay Special Groundwater Protection Area, as designated by the Nassau County Public Health Ordinance (Article X) and by the New York State Environmental Conservation Law (Article 55), with the intent of protecting both the quality and quantity of groundwater.

Village of Matinecock

- R-5A is a single-family rural residence district with a minimum lot size of five acres along Piping Rock Road, adjoining Glen Cove's eastern border.
- R-2A is a single-family residence district with a minimum lot size of two acres covering the northern portion of the border of Matinecock and Glen Cove.

Lattingtown Village (south to north)

- R-2A is a single-family residential district with a minimum two-acre lot size on the southern portion of the border of Lattingtown and Glen Cove.
- R-4A is a single-family residential district with a minimum four-acre lot size, found along the northeastern border of Glen Cove up to the Long Island Sound.



Matinecock Village Zoning

Source: Village of Matinecock

Issues and Opportunities

A variety of issues and opportunities related to zoning and land use emerged from discussions with City staff, members of the Zoning Board of Appeals (ZBA) and Planning Board, City Attorney and external zoning consultants, and Comprehensive Plan Core Working Group, and through public comments received during the planning process.

In recent years, the City Council has proactively updated zoning regulations in the downtown area (Central Business District) to provide more flexibility in uses and make it more straightforward to open a business. Additionally, the City has retained zoning consultants to conduct a zoning assessment to identify and address issues related to code maintenance, such as inconsistencies or incongruencies in the Zoning Code. This work is ongoing and should be addressed outside of the Comprehensive Plan process, as an administrative “housekeeping” undertaking. However, this Comprehensive Plan update is a unique opportunity for the City to consider potential solutions that relate to larger land use and zoning challenges. The latter are identified in this section, with possible strategies and options recommended at the end of this chapter.

Explore options to make downtown more vibrant

The current CBD Overlay mapped along parts of School and Glen Streets is intended to encourage a mix of uses that includes residential and retail. Mixed-use downtowns are desirable from an economic, fiscal, and environmental standpoint, in addition to being more attractive and vibrant places where people want to be.

An issue identified during this planning process is the lack of foot traffic and patrons in the downtown area. Even though the downtown residential population has grown in the last few years, this growth has not necessarily translated to increased revenues for downtown businesses or increased demand for commercial activities. This issue needs further evaluation and is discussed more in-depth in the downtown chapter of this plan. However, it is important to maintain zoning regulations that allow for flexibility in uses and a mixture of residential and commercial activities in the downtown.

Consider zoning updates where needed and desirable

The City adopted a number of zoning amendments in 2010 following the adoption of the 2009 Master Plan. Today, more comprehensive strategies are needed to address areas where uses allowed by existing zoning may not meet modern needs or lack context with existing land uses.

A comprehensive review of the existing zoning districts reveals a few areas that would benefit from potential changes in support of this plan’s goals and City needs. Options are suggested for potential zoning changes in the following locations:

- Glen Cove Creek waterfront – north side (Marine Waterfront-3 District)
- Transit-Oriented Development (TOD) Zones
 - Glen Street LIRR Station/Cedar Swamp Road
 - Sea Cliff Avenue (area by the LIRR station)
 - Potential floating TOD zones, which would enable the City of Glen Cove to plan for future TOD without specifically mapping TOD zones on the Zoning Map. Floating TOD zones could potentially be established on the Zoning Map when development applications that meet floating TOD zone application requirements are approved.

- B-4 Zoning District (Forest Avenue)
- The B-1 Zoning District on the west side of Brewster Street from Mill Hill Road north to the R-6 district line was rezoned from B-1 to B-2 during the planning process.

Figure 3-3. Glen Cove Creek (North Side) Existing PUD



Sources: BFJ Planning, City of Glen Cove, Google Earth

In some cases, suggested changes concern uses allowed by zoning; in other cases, it may be advisable to modify dimensional regulations such as minimum lot size or setbacks. Zoning recommendations are included at the end of this chapter.

Glen Cove Creek waterfront: Open up opportunities for sites located on the north side of Herb Hill and Garvies Point Roads

The redevelopment of the north side of the Glen Cove Creek Waterfront has been transformational for the City and beneficial for the environment. The remediation of over 50 acres of contaminated land to provide for housing, recreation, open space, and commercial uses followed a strong vision and several policy actions including zoning changes. The area is in the MW-3 district, a zone created with the objective to encourage water-dependent and water-enhanced uses along the Glen Cove Creek. It was recognized that this area contained substandard structures with obsolete uses that, in many cases, are incompatible with modern and productive waterfront uses. A PUD provision was included through special permit use with the distinct objective of encouraging mixed-use, large-scale development that included public benefits such as public access to the waterfront.

Figure 3-4. Glen Cove Creek (North Side) Size of Parcels Outside the Existing PUD



Sources: BFI Planning, City of Glen Cove, Google Earth

As a result of the PUD plan, the south side of Herb Hill and Garvies Point Roads underwent significant new development and investment in infrastructure and public amenities, including a new waterfront park. RXR was the selected developer to undertake the PUD plan. RXR's PUD plan was concentrated in the south side of the MW-3 zone (Figure 3-3). The north side of Herb Hill and Garvies Point Roads did not see the same level of investment. Instead, the few large parcels existing in that area are still occupied by older, underutilized industrial/warehouse structures or are vacant, and do not fit with the renovated context of a mixed-use waterfront neighborhood. The fairly prohibitive existing zoning requirements are hindering the investment in and redevelopment of the north side parcels. For example, principal permitted uses only include restaurants, yacht and marine insurance broker, and waterfront-related retail (e.g. boating, fishing, and diving supplies). Today, there is very limited demand for such uses and they would not be compatible with the upgraded environment and community uses existing on the south side of the zoning district. Lastly, PUD applications would require a minimum of 25 contiguous acres of land. This vast amount of land is no longer available on the north side of the MW-3 district.

The outdated MW-3 zoning requirements have hindered investment in the north side of the zone, causing incompatibility of uses existing in the same area. In summary, some of the zoning issues identified during the analysis of the MW-3 zoning district are as follows:

- Principal uses in the MW-3 are very restrictive and not reflective of modern needs and trends.

- The remaining properties that are not part of the existing PUD are in the range of 1.0 – 8.9 acres and, even if contiguous sites were assembled, they would not reach the required minimum contiguous land area of 25 acres to be eligible for a new PUD (Figure 3-4).

TOD Opportunity Areas

Three LIRR stations are located within Glen Cove. The Oyster Bay line serves this area, connecting people to jobs in New York City and other Long Island locations. Of the three stations, the Sea Cliff and Glen Street stations appear to be more desirable locations for redevelopment. They have large nearby underutilized parcels and – in the case of Glen Street – are within walking distance of the downtown.

The area around Glen Street LIRR station (Glen Street/Cedar Swamp Road) was a BOA Program strategic site. The several steps involved in the BOA program culminated in a series of reports and recommendations for the future of the area. However, for various reasons including a lengthy timeline between the beginning and end of the program, recommendations for land use and zoning changes from the study were never adopted by the City.

The Comprehensive Plan can help the City revisit recommendations from past plans and studies and understand new trends and community goals, to establish a path forward that is more aligned with current and future City needs. By pursuing Smart Growth and sustainability principles, the City aims to find a balance between redevelopment of targeted opportunity sites and preservation of precious natural resources and open space. TOD provides an opportunity to capitalize on public transit service for commuters, while promoting investment and new uses—including affordable and workforce housing—around train stations. TODs can be pursued through zoning changes or new zoning overlays (or perhaps through floating TOD zone regulations) that set requirements for new development in terms of mix of uses, scale and other dimensional requirements, as well as parking and increased public benefits. TOD should provide opportunities for expansion of the City’s affordable and workforce housing inventory, as well as any necessary upgrades to existing infrastructure and improvements to public spaces (note: the Step III BOA Implementation Strategy recommends that potential TOD provide a share of affordable housing that exceeds what is required by the City’s Zoning Code—a recommendation this Comprehensive Plan supports).

B-4 Zoning District along Forest Avenue

The B-4 Limited Commercial District is mapped only in the easternmost section of Forest Avenue, on the south side of the road, between Walnut Road and the City’s boundary with Locust Valley. This is a transitional area that provides a buffer between more intensive commercial uses and the residential neighborhood to the south. Land uses range from single-family residential to mixed-use (retail and residential) and commercial uses including medical offices. There are also a few vacant parcels. Principal permitted uses in the existing zoning allow for a variety of commercial uses, including retail, financial institutions, and medical offices.

Residential use is permitted as a special use at the discretion of the Planning Board. Requirements for

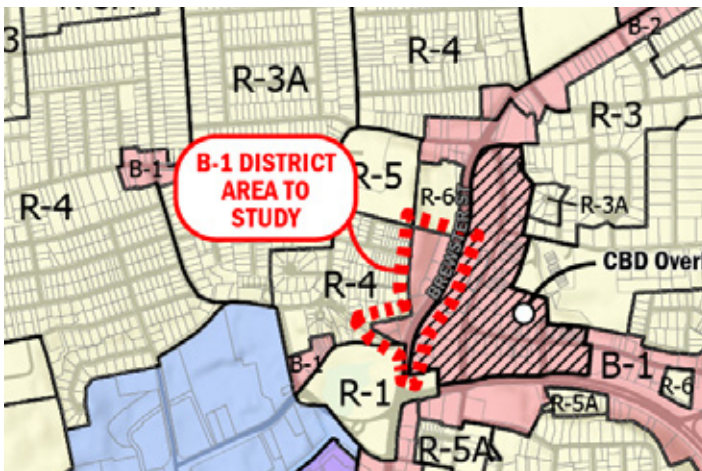


B-4 area recommended for further study

Source: City of Glen Cove, BFI Planning

residential use are particularly restrictive as residential uses “may only be established in buildings that were previously used as residences, and no new residential buildings shall be considered” (Section 280-68F of the Zoning Code).

The area of St. James Place east to the Glen Cove municipal border is an area that has some underutilized or vacant sites, and it serves as a gateway to Glen Cove. City staff reported challenges finding commercial tenants for this area, contributing to long-term vacancies in some of the buildings. The City may want to study this area of the B-4 district.



Former B-1 Zoning District, Brewster Street

Sources: City of Glen Cove, BFI Planning

B-1 Zoning District along the west side of Brewster Street

The B-1 Zoning District formerly extended beyond the core downtown area, including to areas adjacent to the downtown that in some cases do not have the more compact, pedestrian-oriented land use patterns that are typical of downtowns. The Building Department Director suggested consideration be given to potential rezoning from B-1 to B-2 zoning for one of these B-1 peripheral areas. This area, depicted in the figure on the left, covers the west side of Brewster Street between Mill Hill Road and the R-6 district. There, parcels are fairly large and current uses are compatible with B-2 district principal uses. A rezoning from B-1 to B-2 zoning was approved by the City Council in February 2024 for this area to open up opportunities for a greater range of as-of-right uses.

Other Issues and Opportunities

Other issues and opportunities to consider while reviewing zoning and land use matters include:

- Property owners state that tax pressure is increasing.
- New investment in the City is a way to decrease the tax burden, but it should be evaluated in light of potential effects on the environment and limitations to the City’s resources (e.g., water).
- Residential demand is strong, while demand for most commercial uses is low.

Recommendations

3.1. Maintain a mix of land uses in the downtown.

Glen Cove should continue to promote a mix of uses in the downtown area to create a vibrant, 24/7 active neighborhood. Downtown living offers a lifestyle desired by younger professionals and empty nesters who want to live close to stores, restaurants, entertainment, institutions, and amenities. The CBD overlay regulations provide for a good balance of scale and density while encouraging commercial uses on the ground floor. Downtown development and

redevelopment should complement the existing character of downtown Glen Cove, improve connectivity, provide public benefits, and result in more affordable and workforce housing.

3.2. Remove zoning barriers to continue to promote investment and redevelopment of remaining underperforming sites at the north-side of the Glen Cove Creek waterfront.

3.2.1. Amend the MW-3 district to allow for a greater mix of uses as principal uses.

The MW-3 zone should promote a mix of uses that are compatible with the recently developed uses in the south side of the zoning district. New uses could include light industrial, recreational and entertainment, and other commercial uses that support the residential uses existing on the south side.

3.2.2. Review uses allowed by special permit in the MW-3 district, including PUD requirements.

Some of the options that the City should consider for Special Permit revisions include:

- 3.2.2.1. *Reduce the minimum contiguous land area required for PUD developments from 25 acres to 10 to 15 acres.*
- 3.2.2.2. *Reduce the maximum residential density from 20 units per acre to 15 to 18 units per acre for a luxury/market based residential product.*
- 3.2.2.3. *Allow a density bonus (~5-10 additional units per acre) for a product which significantly addresses housing affordability and/or senior housing in the City, especially if environmental remediation/clean-up is involved.*
- 3.2.2.4. *Review and make appropriate adjustments to other PUD criteria in Section 280-73.2C(3)(b), such as reducing minimum public open space requirements to, for example, 20% of the total PUD land.*
- 3.2.2.5. *If open space is not reduced, then the existing maximum residential density of 20 units per acre for a market based residential product could be maintained.*
- 3.2.2.6. *Consider requiring at least one parking space per unit for multifamily residential that is bundled with the rental agreement. This would help reduce issues of residents using on-street public parking to store their vehicles to avoid paying extra for private parking.*

3.3. Consider TOD overlay zones or floating TOD zones by the Glen Cove and Sea Cliff LIRR stations.

There are only a few desirable redevelopment sites in Glen Cove, and some of them happen to be near two of the City's three train stations (the Glen Street and Sea Cliff stations). While LIRR service on the Oyster Bay line is not as frequent as may be desired, these sites provide infill opportunities for residential and/or mixed-use development. TOD overlay zones or floating TOD zones should be within reasonable proximity to the Glen Street and/or Sea Cliff LIRR station.

TOD overlay zones (or floating TOD zone regulations) would be discretionary and require Planning Board review. Regulations should be tailored to ensure development fits within the existing context. Requirements should control the scale, density, and urban design outcomes of new development.

At the Glen Street station multifamily development should be limited to 3-4 stories and 40-50 feet, including parking. At the Sea Cliff station, townhomes should be encouraged, and story heights should be 3-4 stories and 40-50 feet. The City may also consider requiring a setback on the fourth floor. The present commuter parking should be maintained, and any new development should provide adequate parking for its own residents.

TOD should achieve connectivity with adjacent neighborhoods: gated TOD communities should be avoided. The City should include provisions to regulate dimensional aspects of buildings. For example, to avoid creating a long wall between TOD development and existing neighborhoods, townhomes could be controlled by not including more than six in any one building length. The particular details of dimensional and other requirements will need to be worked out once the City is ready to write the zoning code for TODs.

TOD should provide community benefits, such as public amenities and increased commuter parking, and should only occur with necessary upgrades to existing infrastructure (e.g., drinking water and stormwater systems). TODs could also be built as condominiums or townhouses that could support the City's goals of supporting first-time homebuyers and seniors who would like to downsize (see Chapter 2).

3.3.1. *Create a TOD overlay zone by the Glen Street LIRR station.*

Underutilized properties near the Glen Street Station could provide opportunities for residential or mixed-use development with more affordable and workforce housing and improved public space. This location is well-situated for residential uses because it is within walking distance to the downtown and commercial areas along the Glen Street/Cedar Swamp Road Corridor.

3.3.2. *Consider creating a TOD overlay zone by the Sea Cliff LIRR station.*

Redevelopment of former industrial sites (such as Photocircuits, Pass & Seymour) near the Sea Cliff Station should prioritize job creation and achievement of this plan's economic development goals (See Chapter 5). Residential uses in this area are likely infeasible due to environmental issues. In the future, housing or mixed-use may be possible closer to the intersection of Sea Cliff Avenue and Glen Cove Avenue, within a quarter to half a mile of the Sea Cliff Station. The TOD concept is also addressed in Chapters 2 and 4.

3.3.3. *Consider including design guidelines as a requirement to opt-in in the TOD overlay / TOD floating zone.*

Another public concern regarding potential TOD is the aesthetics of new development. The design and scale of some new developments in the City feel out of character with Glen Cove's traditional built environment. Careful considerations should be made in the design of new development near the train stations. The City should consider controlling scale through setbacks and height limits and or/design guidelines. Walkability and sense of place would be enhanced through desirable building aesthetics.

3.4. Consider zoning changes in a few targeted commercial districts.

- 3.4.1. Consider studying the area on the south side of Forest Avenue in the B-4 zoning district from St. James Place east to the Glen Cove municipal border.*

This area has some underutilized or vacant sites, and it serves as a gateway to Glen Cove. The City may want to study this area.

- 3.4.2. The Comprehensive Plan recommended studying the west side of Brewster Street north of Mill Hill Road for a potential rezoning from B-1 to B-2. The recommendations were approved during the Comprehensive Plan process.*

- 3.4.3. Consider allowing grocery stores by special permit in the B-1 district and defining "grocery store" in the code.*

A definition of "Grocery Store" should be provided in the code. This plan recommends defining a grocery store as a store for food and staples that does not exceed 25,000-30,000 square feet.

3.5. Improve coordination and municipal efficiency of government Boards and Commissions.

- 3.5.1. Review the roles and processes of Boards and Commissions to improve communication and streamline application processes.*

The roles of Boards and Commissions should be reviewed regularly to aim for streamlined coordination and improved communication and cooperation especially when permits are reviewed by more than one Board/Commission. The City Council, ZBA, Planning Board, and IDA should have periodic meetings to facilitate communication amongst the boards and ensure alignment. There also should be some procedural changes for when an application goes in front of multiple boards. If an application needs multiple approvals, variances, or site plan review by multiple boards, the Building Department should send it to both boards indicating who acts first so all boards know and can track the progress. The outcome of a review by a board should be disclosed before appearing before another board.

- 3.5.2. All boards doing approvals should be careful to comply with ADA to ensure that parking for elderly and handicapped individuals is accessible and convenient.*



Chapter 4. Transportation and Mobility

Introduction

A safe and efficient transportation system that accommodates the needs of all users is essential to Glen Cove's ability to continue to grow and prosper. Strategies to enhance mobility and circulation within Glen Cove are also critical to improve the City's economic viability and local quality of life.

Informed by stakeholder engagement, analysis of data, and a consideration of best practices, this chapter aims to address current challenges while anticipating future needs. Whether it's optimizing the roadway network, encouraging public transit and walkability, or enhancing connectivity between neighborhoods, this chapter sets forth a vision that aligns with broader Comprehensive Plan objectives, ensuring a well-connected and more sustainable City.

Plans, Initiatives, Recent Developments, and Policies

This section recaps both regional and local plans that were raised in Chapter 1, and introduces additional local initiatives and policies related to transportation, mobility, and parking.

Plans and Reports

Cedar Swamp Road Corridor Study (2008)

The Cedar Swamp Road Corridor Study was funded by the Nassau County Community Visioning Program and the City of Glen Cove. The purpose of the plan was to identify strategies to create a sense of place and to improve pedestrian connectivity, traffic circulation, and economic viability of this gateway to downtown Glen Cove. The plan's transit-related recommendations include a focus on: improved streetscape; improved pedestrian experience; improved roadway alignment; creation of a TOD district; improved linkages to downtown and the adjacent neighborhoods; and improved visual appearance at specific gateways, including the gateway to the City at the southern end of Cedar Swamp Road and at the Glen Street railroad station.

Walking Audit for the City of Glen Cove (2020)

Organized by Vision Long Island and AARP, a downtown walking audit was organized with representatives from these organizations as well as from the City of Glen Cove. The walk audit provided an opportunity for specific recommendations to be drafted in order to improve the safety and walkability of the City, and to support its recent designation as an "Age-Friendly Community." The audit consisted of a loop tour: Pratt Blvd. – Pulaski St. – Glen St. – School St. – Brewster St. – Herb Hill Rd. – Charles St. Specific locational recommendations included measures that ranged from new crosswalks to tighter curb radii, road narrowing, simplified intersections, and bulb outs/curb extensions.

Americans with Disabilities Act (ADA) Transition Plan (2020)

The City of Glen Cove is dedicated to creating reasonable and accessible paths for everyone, including people with disabilities. The ADA Transition Plan helped to set an action agenda for numerous accessibility upgrades related to pedestrian infrastructure. As it relates to transportation and streetscapes, this plan outlines methods to remove barriers and attain accessibility, such as curb ramps, sidewalks, and crosswalks in new construction and alterations.

In summer 2021, ADA-compliant curb ramps and crosswalks were installed on Glen, School, and Bridge Streets in downtown Glen Cove. ADA accessibility improvements are underway in the alleyways connecting School Street to the Brewster Street Parking Garage.

City of Glen Cove Downtown Parking Connections (2022)

The City of Glen Cove prepared the Downtown Parking Connections study with funding from Empire State Development. The purpose of the study was to evaluate the potential for new and improved vehicular and pedestrian access to the Brewster Street Parking Garage from School Street in downtown Glen Cove. To implement the study, the City is making near-term improvements to pedestrian and ADA access, lighting, signage, and landscaping in connection areas between School Street and the garage and eliminating some curb bump-outs at strategic locations on School Street. A vehicular connection from School Street to the garage may be feasible to implement in the long-term, with a preferred location closest to 3 School Street and 5 School Street (AMC Theaters and restaurants).

Nassau County Shared Mobility Management Plan (2022, Ongoing)

The Nassau County Shared Mobility Management Plan (SMMP) will identify opportunities for introducing new and enhanced mobility to complement and extend the reach of existing transit services, thereby improving transportation options for residents, workers, students, and visitors, particularly those populations that are underserved.

“Shared mobility” represents transportation options that are shared among users. These include:

- Flexible or on-demand transit (e.g., Nassau Inter-County Express’ [NICE’s] Elmont Flexi)
- Bike sharing (e.g., Citi Bike, Bethpage Ride)
- Scooter sharing (e.g., Lime)
- Ride hailing (e.g., Uber, Lyft)
- Car sharing (e.g., Zipcar)

Glen Cove is one of five areas being explored for targeted transit interventions that include last mile connections, on-demand transit, and bike/scooter share.

Recent Developments Most Relevant to Transportation & Mobility

Glen Cove Ferry Terminal and Boat Basin Project

The ferry terminal was built to provide commuter ferry service to Manhattan, and potentially connections to LaGuardia Airport and Connecticut. The project was administered by the New York State Department of Transportation (DOT) and received partial funding from the federal government and Vision Long Island. The more than \$20 million project was completed in 2016. The project redeveloped a portion of a former Superfund site (Captain’s Cove) with a ferry dock, infrastructure, terminal building, and an approximately 90-space municipal parking lot. COVID-19-related delays have put implementation of the ferry service on hold. More information about the Ferry Terminal is presented later in this chapter.

Garvies Point

The area on the north side of Glen Cove Creek is known as Garvies Point. Following the Glen Cove Creek Waterfront Revitalization Plan (see Chapter 1), the City entered into an agreement with RXR Glen Isle Partners LLC in 2003 and developed a Planned Unit Development (PUD) for Garvies Point that includes private residences, commercial space, and public amenities including over 27 acres of open space for public use. The PUD was amended in 2015 and a further amendment was approved pending written decision by the Planning Board in late 2023. Key mobility and parking investments that were part of the Garvies Point redevelopment include or will include:

- 2,381 parking spaces, with 65+ additional spaces to be added for the public in the next phase



Garvies Point Waterfront Esplanade

Source: BFJ Planning

- One-mile waterfront esplanade, including bike path (predominantly complete)
- Access to Glen Cove's Ferry Terminal (complete)

Other Nassau County Studies and Investments

- Shore Road Streetscape Improvements – This project is underway, spanning from the Village of Sea Cliff into Glen Cove, with the key objective to calm traffic in order to make this roadway safer for all users. It includes a bike lane and streetscape, sidewalk enhancements, and a number of targeted traffic calming interventions (i.e., road diet interventions, the addition of speed monitors, and stop signs and lights).
- Glen Cove Avenue traffic signal and intersection upgrades - While most Glen Cove Avenue signal enhancements are within Sea Cliff, a number of intersections are in Glen Cove. This is a revolving program to rebuild traffic signals, upgrade intersection equipment (e.g., pedestrian crossing signals), and ensure ADA compliance.

Policies

Complete Streets

In May 2021, the Glen Cove City Council adopted a Complete Streets Policy. The goal of the policy is to adapt the City's road network to accommodate all users, including transit riders, pedestrians, bicyclists, motorists, the elderly, and individuals with disabilities. Such road and streetscape adaptations will occur over time as roadway and infrastructure improvements are made. The policy aims for safer, less congested, and more sustainable transportation in the City.

Note: Recent and planned roadway and streetscape investments on behalf of the City of Glen Cove and Nassau County are also detailed later in this chapter.

Existing Conditions

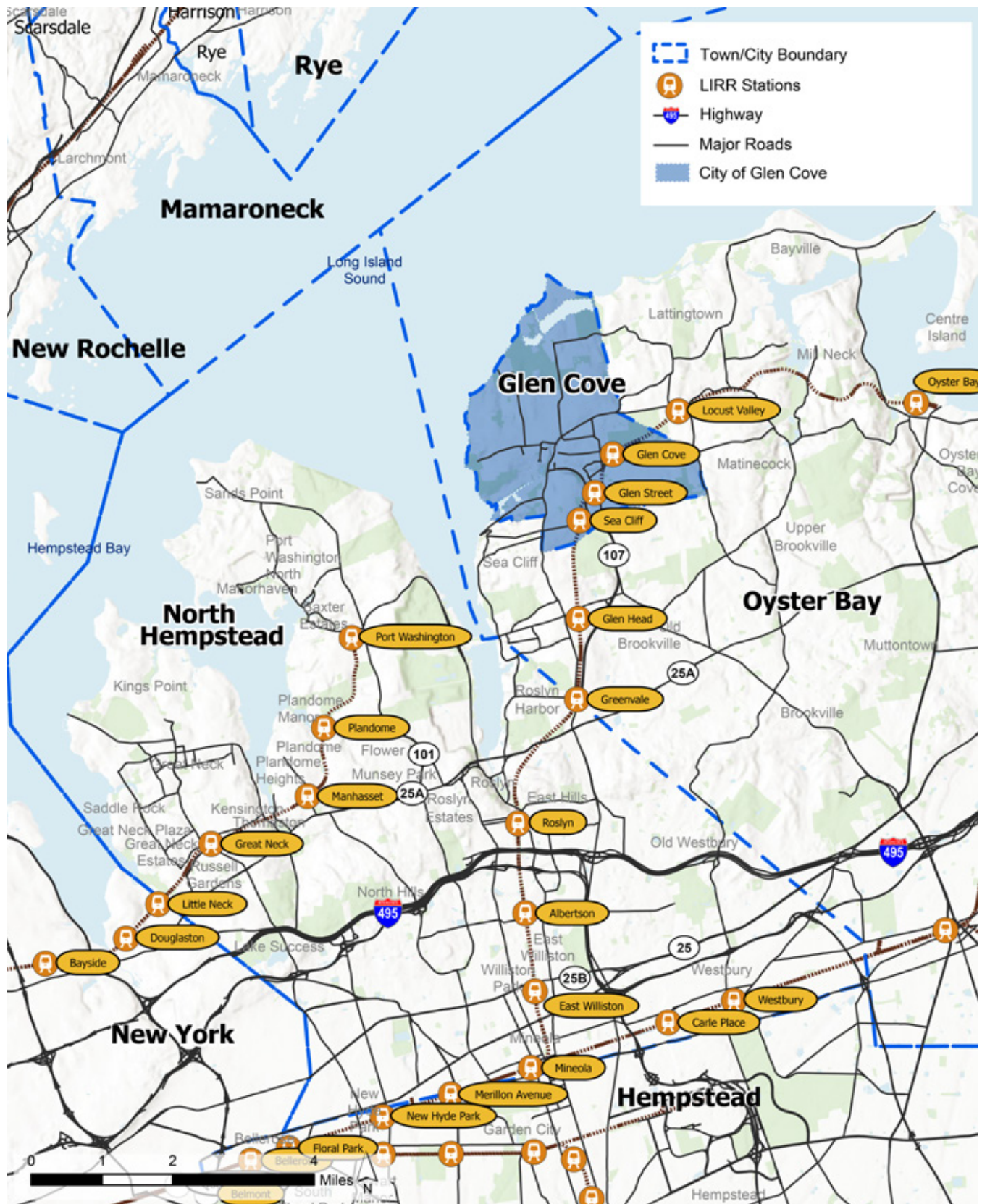
Regional Connectivity: Road & Rail Access

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

Route 25A is approximately a 10-minute drive (20-minute drive during morning and evening rush hours) from downtown Glen Cove. I-495 is approximately a 20-minute drive to/from the City (35-minute drive during rush hours) and generally provides the most efficient connection to New York City and eastern Long Island. The Northern State Parkway is another east/west option, which runs parallel to the Long Island Expressway between Hauppauge and New York City. The local north/south parkway system (i.e., Meadowbrook Parkway, Wantagh Parkway, Seaford-Oyster Bay Expressway) provides convenient access to various communities to the south of Glen Cove along the south shore of Long Island.

Figure 4-1 shows Glen Cove's regional connectivity, including rail access. The Long Island Railroad (LIRR) Oyster Bay Branch line has three stations within Glen Cove that serve local residents and commuters. From south to north, the first is Sea Cliff Station, which serves neighborhoods in the southern end of the City, including Sea Cliff Avenue. The second station is Glen Street, which is about a ¾ mile walk from

Figure 4-1. Regional Connectivity



Sources: NYS GIS, BFI Planning

downtown. The third station is Glen Cove, which is northeast of downtown and primarily surrounded by single-family residential neighborhoods.

Public transportation and additional detail regarding LIRR service are discussed later in this chapter.

Figure 4-2. Commutation Patterns (Inflow/Outflow) in Glen Cove, 2019



Sources: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2019; Quarterly Census of Employment and Wages from the Bureau of Labor Statistics

Total Employed in Glen Cove: 9,803

Employed Residents of Glen Cove: 13,359

Commutation Patterns

The most representative Census data on origin-destination commuting patterns is limited to pre-pandemic 2019 conditions, which report that about 13% of Glen Cove’s working residential population are employed within the City and 87% commute to locations outside of the City. See Figure 4-2 and Table 4-1. Roughly 8,000 individuals commute into Glen Cove from other locations for work. Table 4-2 shows that 29% of Glen Cove’s working population works in New York City, and Table 4-3 shows that the top location from which outside workers commute to work in Glen Cove is also New York City (21%). Table 4-4 presents Glen Cove residents’ means of transportation to work. As the table shows, 77% used a car to get to work as of 2020. Over the past decade (2010-2020), the share of residents who carpooled to work decreased by 3% whereas the use of public transit increased by 3%.

This commutation pattern may have changed as a result of the COVID pandemic particularly the frequency of trips due to more opportunities to work from home. Prior to the pandemic, the commutation trips could translate into daily trips to and from work; post-pandemic, these trips occur less frequently. Comparing LIRR data from prior to the pandemic (January and February of 2020) to the same months after the pandemic (January and February of 2024), ridership at Glen Cove’s three stations has declined by an average of 29% (see Table 4-5).

Table 4-1. Worker Inflow/Outflow 2009-2019

	2009	2019	% Change 2009-2019
Live outside of Glen Cove, commute in (inflow)	7,169	8,001	11.60%
Live and work in Glen Cove	2,071	1,802	-13%
Total workers employed in Glen Cove	9,240	9,803	6.10%
Live in Glen Cove, commute out (outflow)	10,078	11,557	14.70%
Total workers living in Glen Cove (residents)	12,149	13,359	10%

Source: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2019

Table 4-2. Where Workers Who Live in Glen Cove Are Employed (2019)

	Total	% Share
New York city, NY	3,883	29%
Glen Cove city, NY	1,802	14%
Manhasset CDP, NY	474	4%
Garden City village, NY	244	1.8%
Port Washington CDP, NY	210	1.6%
Mineola village, NY	202	1.5%
Other Locations	6,544	49%
Total	13,359	100%

Source: US Census Bureau, Longitudinal Employer– Household Dynamics (LEHD), 2019

Note: “Other Locations” is a sum total of all other municipalities where workers who live in Glen Cove are employed.

Table 4-3. Where Workers Who Are Employed in Glen Cove Live (2019)

	Total	% Share
New York, NY	2,096	21%
Glen Cove, NY	1,802	18%
Bayville, NY	162	2%
Hicksville, NY	137	1.4%
Levittown, NY	135	1.4%
Hempstead, NY	126	1.3%
Glen Head, NY	124	1%
Other Locations	5,221	53%
Total	9,803	100%

Source: US Census Bureau, Longitudinal Employer– Household Dynamics (LEHD), 2019

Note: “Other Locations” is a sum total of all other municipalities where workers who are employed in Glen Cove live.

Table 4-4. Means of Transportation to Work (2010-2020)

	2010	2020
Drove car alone	70%	71%
Carpooled	9%	6%
Public Transportation	7%	10%
Walked	8%	3%
Other means	1%	2%
Worked at home	5%	7%
Total	100%	100%

Source: 2006-2010 ACS 5-Year Estimate; 2016-2020 ACS 5-Year Estimate

Table 4-5. LIRR Ridership at Glen Cove, Glen Street and Sea Cliff Stations (2020-2024)

		Ridership			
Station	Month	2024	2020	Variance	% Change
Glen Cove	January	11,066	16,470	(5,404)	-33%
	February	10,626	14,664	(4,038)	-28%
	Sub-Total	21,692	31,134	(9,442)	-30%
Glen Street	January	9,548	13,094	(3,546)	-27%
	February	8,849	12,280	(3,431)	-28%
	Sub-Total	18,397	25,374	(6,977)	-27%
Sea Cliff	January	10,667	14,642	(3,975)	-27%
	February	9,344	13,378	(4,034)	-30%
	Sub-Total	20,011	28,020	(8,009)	-29%
City of Glen Cove Total		60,100	84,528	(24,428)	-29%

Note: Ridership totals are based on ticket sales data and exclude refunds, chargebacks, and adjustments

Source: LIRR, 2024

Roadway Overview and Functional Classification

NYSDOT has established a functional classification for roads. This classification is based upon use, design, and capacity. Figure 4-3 shows the classification of the roadways in the City of Glen Cove.

Principal Arterial – Function as through roads connecting major municipal centers to each other and to the expressway system.

- **Glen Cove Road (Route 107) / Pratt Boulevard** spans through the southern portion of the City to downtown Glen Cove, serving as the principal north-south connection to Route 25A / Northern Boulevard and to I-495. The portion of this roadway south of Sea Cliff Avenue is referred to as Glen Cove Road, whereas the portion to the north is referred to as Pratt Boulevard. The majority of the corridor has two lanes in either direction with a concrete barrier in the middle, does not have frontage or access to adjacent land uses, and has a wide shoulder with no sidewalks. The character of the corridor changes at its northernmost segment for two blocks west of Pulaski Street, where posted speeds slow to 30 mph to better accommodate downtown conditions.

Minor Arterial – Generally carry higher traffic volumes than major collector roadways and provide direct connection to principal arterials.

- **Glen Cove Avenue** – In the southern extent of the City, Glen Cove Avenue forms the border with the Village of Sea Cliff. This commercial corridor provides another critical north-south linkage for the City to Route 25A / Northern Boulevard and to I-495. Glen Cove Avenue is one lane in each direction in the southern extent of the City but becomes two lanes in either direction north of Craft Avenue.
- At its northern extent, Glen Cove Avenue turns into **Brewster Street**, which borders the western edge of downtown. Although there are sidewalks along both sides of Brewster Street, the roadway is car-dominated as many uses that front School Street back-end to Brewster Street.

- **Cedar Swamp Road / Glen Street** serves as another critical north-south connector. South of Elm Street the roadway is referred to as Cedar Swamp Road, whereas north of Elm Street it is Glen Street. Cedar Swamp Road is a gateway into the City, branching off Route 107 / Pratt Boulevard. The roadway is a commercial corridor with two lanes of traffic in either direction and sidewalks on both sides. Where the roadway becomes Glen Street near Elm Road, this marks the transition into downtown Glen Cove with a slight increase in the density of uses and more pedestrian activity.
- **School Street / Bridge Street** is a key roadway within the downtown core characterized by wide sidewalks and highly utilized on-street parking. Bridge Street spans one block between Pratt Boulevard and Glen Street, where the roadway transitions into School Street, which stretches north to its intersection with Prospect Avenue.
- **Shore Road** spans adjacent to Hempstead Harbor in the southwestern extent of the City and becomes The Boulevard south of Glen Cove in Sea Cliff. The roadway serves as an access point to Sea Cliff Beach (in the Village of Sea Cliff) and private marinas in Glen Cove.
- **Sea Cliff Avenue** spans east-west in the southern extent of the City, connecting Glen Cove Avenue and Pratt Boulevard to the Sea Cliff LIRR Station. The western portion of the roadway is primarily residential whereas the eastern portion is primarily light industrial.
- **Forest Avenue** generally spans east-west and transitions from School Street, making this a feeder roadway into the downtown area. The roadway is a mixed-use corridor with big box retail at its intersection with Walnut Road, and provides connectivity to the hamlet of Locust Valley to the east of Glen Cove.
- **Dosoris Lane** spans from downtown to the north end of the City and is a key north-south connection for many single-family neighborhood areas and traffic associated with Glen Cove High School and Deasy Elementary School.
- **Lattingtown Road** spans east-west in the northern end of the City and serves as a connection to the Village of Lattingtown east of Glen Cove. The roadway primarily serves as a connection for residential neighborhoods.

Major Collector – Generally designed to carry traffic from local residential streets to arterial roadways. The Average Annual Daily Traffic (AADT) is typically in the range of 1,500 to 8,000 vehicles per day.

- **Herb Hill Road** spans east-west, connecting Garvies Point Road to downtown at Brewster Street.
- **Highland Road** spans east-west, connecting downtown School Street to St Andrews Lane.
- **Town Path / Duck Pond Road** spans east-west near downtown Glen Cove. Town Path connects to the west at Glen Street and become Duck Pond Road to the east of Pearsall Avenue. Duck Pond Road connects east to the Village of Matinecock.
- **Walnut Road** is an important north-south roadway that connects Pearsall Avenue and Town Path to Old Tappan Road. The road provides direct access to Glen Cove Hospital, Gribbin Elementary School, and Glen Cove High School.
- **Pearsall Avenue** primarily serves as a connector road from Glen Street to Highland Road, where it becomes St Andrews Lane.
- **Charles Street** (Herb Hill Road to Glen Cove Avenue) primarily connects downtown to neighborhoods to the north and west.
- **Landing Road** is an east-west road that connects areas in the vicinity of downtown to neighborhoods on the west end of the City. This roadway becomes Cottage Row, which connects directly to downtown.

Figure 4-3. NYSDOT Roadway Classification & Average Annual Daily Traffic (AADT) Volume



Sources: NYS GIS, NYS DOT, BFJ Planning

Two additional roadway classifications carry less volumes but play an important role in the overall network:

Minor Collectors and Local Streets – Provide access to adjacent land and are meant to carry low volumes of traffic at low speeds, not meant to carry through traffic.

Annual Average Daily Traffic Volumes (AADT)

AADT is the total volume of vehicle traffic of a roadway segment for a year divided by 365. Figure 4-3 shows AADT volumes that are available for roadways within Glen Cove.

AADT generally corresponds with roadway classification. The Principal Arterial roadway (Glen Cove Rd. / Pratt Blvd.) has the highest traffic volumes in Glen Cove and Minor Arterial roads such as Brewster St., Glen St., and Glen Cove Ave. follow as other roadways with the most traffic volumes. Table 4-5 summarizes the AADT volume estimates of the top ten highest trafficked roadways in the City. In addition to Glen Cove Rd. / Pratt Blvd., all roads listed in Table 4-5 are either Minor Arterials or Major Collectors.

Table 4-6. Glen Cove Streets with the Highest Average Annual Daily Traffic (AADT)

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

Source: NYSDOT, 2019; Actual and estimate data.

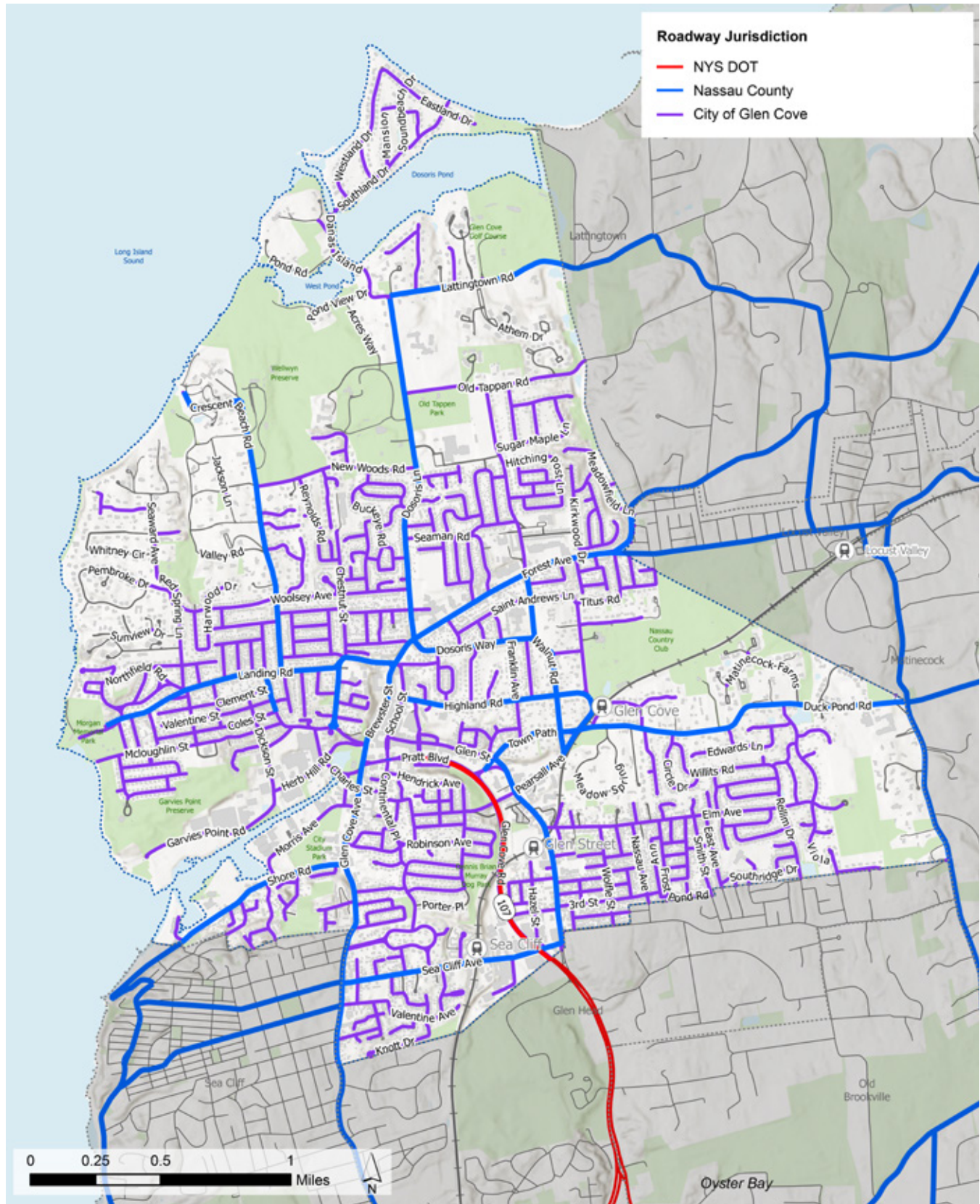
Note: AADT listed represents the highest recorded AADT on a portion of each road

Roadway Jurisdiction

Although the City has maintenance jurisdiction over a majority of the roads in Glen Cove (i.e., neighborhood residential streets), Nassau County has jurisdiction over the following key streets (see Figure 4-4):

- Glen Cove Ave.
- Brewster St.
- Forest Ave.
- Glen St. (portion south of Cedar Swamp Rd).
- Cedar Swamp Rd.
- Town Path
- Duck Pond Rd.
- Shore Rd.
- Sea Cliff Ave.
- Highland Rd.
- Dosoris Way
- Dosoris Ln.
- Landing Rd.
- Crescent Beach Rd.
- Lattingtown Rd.
- Elwood St. (from Landing Rd. to Coles St.)
- Cottage Rd.
- Hill St.
- Walnut Rd.
- Pearsall Ave. (Highland Rd. to Walnut Rd.)

Figure 4-4. Roadway Maintenance Jurisdiction



Sources: NYS GIS, NYS DOT, BFJ Planning

Crash Analysis

Motor Vehicle Crash Incidents

An inventory of motor vehicle crash records was obtained from NYSDOT (with Nassau County assistance) for the most recent available five-year period (January 2019-March 2023). During this period, there were approximately 1,920 crashes, 76% of which occurred at intersections.

Figure 4-5 illustrates intersection-based motor vehicle crashes by density in Glen Cove during this period. These data identify areas in the City that have been particularly prone to motor vehicle crashes, with the most crashes generally centered along signalized intersections that lead to the downtown core and other major corridors. Table 4-6 lists the top 11 intersections with the highest crash incidents during the analysis period. The intersection with the greatest number of crashes between 2018 and early 2023 was Forest Avenue and Walnut Road.

The intersections in Table 4-6 present targeted opportunities for further study and safety enhancements, in coordination with Nassau County and NYSDOT where necessary.

Table 4-7. Glen Cove Intersections with Highest Crash Incidents (2018-2023)

Intersection	Injuries	Total
Forest Ave. - Walnut Rd.	25	55
Brewster St. / School St. – Cottage Row	31	49
Glen Cove Ave. - Sea Cliff Ave.	20	47
Herb Hill Rd. - Brewster St.	12	46
Pearsall Ave. / Hendrick Ave. - Glen St.	15	37
Sea Cliff Ave. - Cedar Swamp Rd.	18	36
Glen St. - Town Path	20	35
Pratt Blvd. - Town Path	15	33
Brewster St. - Dosoris Ln. / Dosoris Way	28	30
Glen St. / Cedar Swamp Rd. - Elm Ave.	10	28
Glen Cove Ave. - Shore Rd.	14	22

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

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

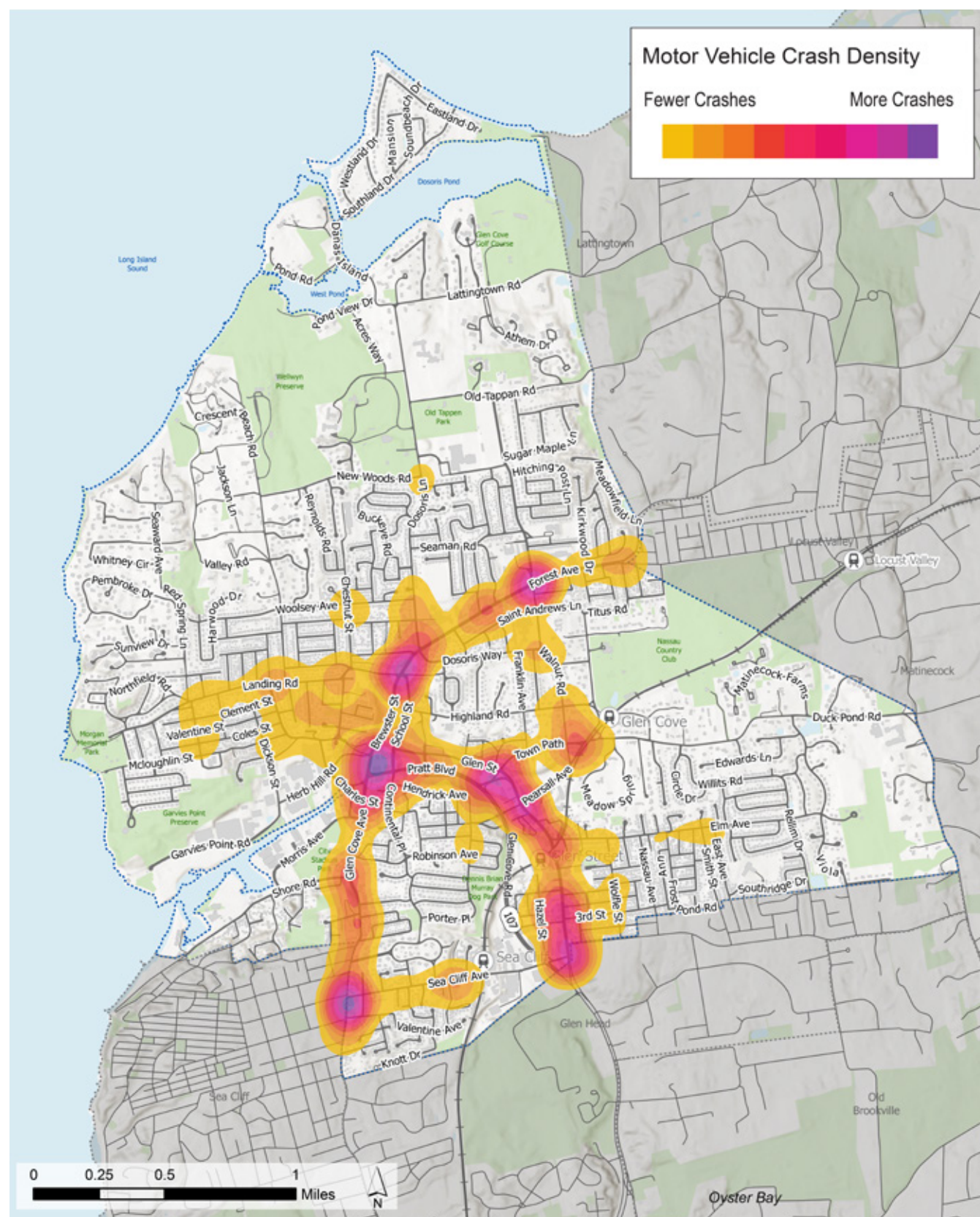
(3) Injury totals include all passengers from each incident

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

During this analysis period, there were three crash-related fatalities:

- Pratt Blvd. - Bridge St. / Continental Pl. intersection (August 2020)
- Forest Ave. - Walnut Rd. intersection (June 2022)
- Brewster St. near the Glen Arms Apartment complex (November 2018)

Figure 4-5. Crash Density (2019-2023)



Sources: NYS GIS, NYS DOT, BFJ Planning

Note: Crash data reporting period is 1/1/2018 - 3/31/23

Bike and Pedestrian-Related Crash Incidents

Crash data from the same five-year analysis period were analyzed to identify crashes that involved pedestrians or bicyclists. During this period, there were 60 crash incidents that involved pedestrians and 30 incidents that involved bicyclists. Figure 4-6 provides crash data plots of incidents that involved pedestrians and bicyclists. These data points highlight Glen Cove Ave., Brewster St., Forest Ave., and Glen St. / Cedar Swamp Rd. as corridors with higher concentrations of crash incidents that involved pedestrians or bicyclists. Table 4-7 shows that the Pearsall Ave.-Glen St. intersection had the greatest number of crashes that involved pedestrians (5), whereas Forest Ave.-Walnut Rd. had the greatest number of crashes that involved bicyclists (5).

Table 4-8. Glen Cove Intersections with Highest Crash Incidents Involving Pedestrians or Bicyclists (2018-2023)

Intersection	Pedestrians		Bicyclists	
	Injuries	Total	Injuries	Total
Pearsall Ave. - Glen St.	6	5	0	0
Glen St. - Town Path	4	4	1	1
Forest Ave. - Walnut Rd.	1	1	6	5
Glen Cove Ave. - Charles St.	3	3	2	2
Glen St. - Hendrick Ave.	0	0	2	2

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

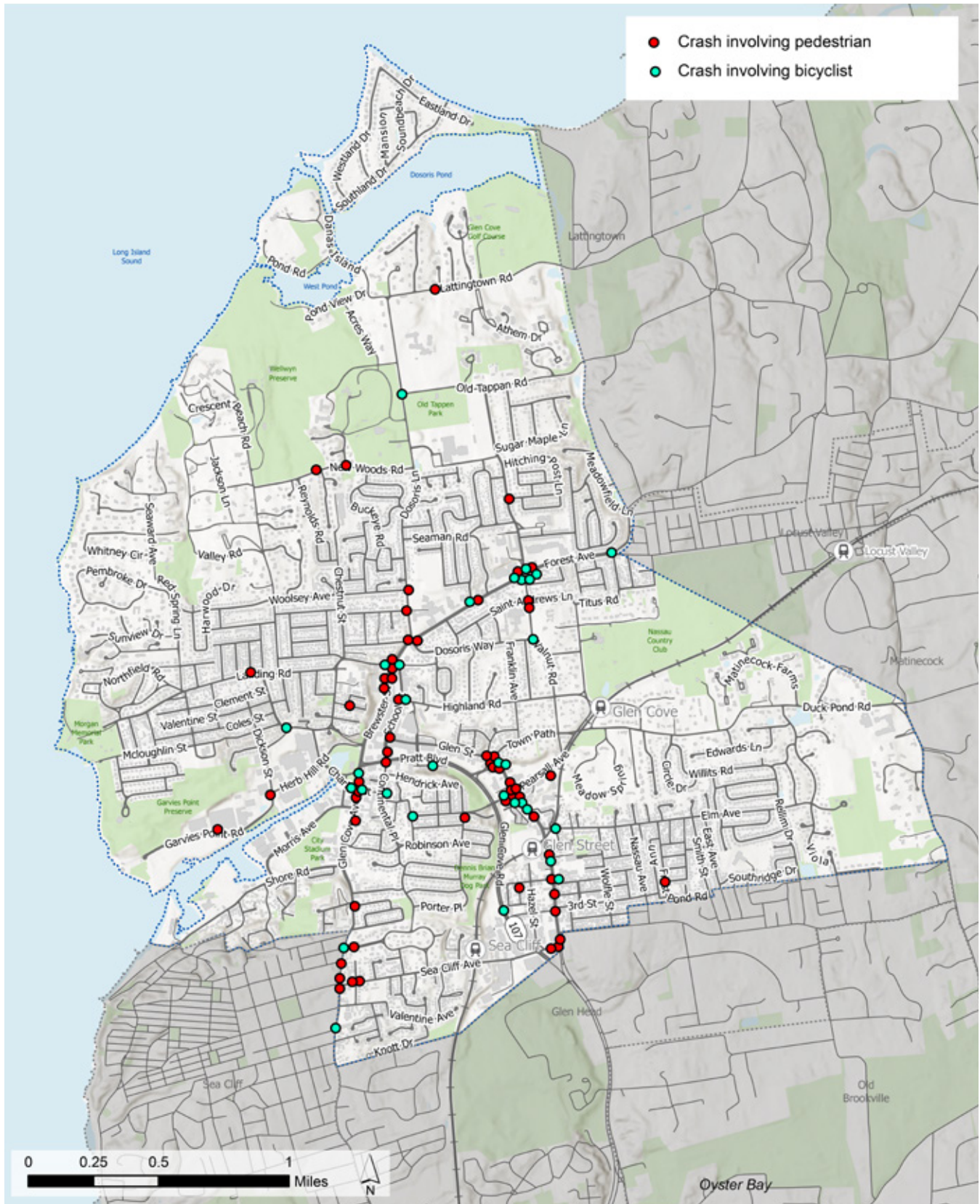
Complete Streets

Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. As discussed in the beginning of this chapter, Glen Cove adopted a Complete Streets Policy in 2021. The Complete Streets Policy is particularly relevant to downtown Glen Cove, where there are multiple stops for the LOOP and NICE buses, proximity to three LIRR stations, significant pedestrian activity, pickup and drop-off activity, active on-street parking, and transit services that serve the senior citizen population.

Glen Street Enhancements - The City is pursuing a roadway improvement study (traffic and streetscape) to address conditions on Glen Street, extending from Town Path to Village Square. This is supported by Community Development Block Grant (CDBG) funds. The study will result in a design that provides safer access for all users. In addition to this area, the sidewalks on lower Glen Street (south of Pulaski Street to Sons of Italy) are also scheduled to be rehabilitated.

The City continues to pursue other opportunities and best practices to transform downtown streets, including enhancement of the pedestrian conditions, improvements to aesthetics and safety (e.g., lighting), and improvements to on-street parking. In addition to enhancing the overall pedestrian experience, Complete Streets features and design elements also provide an opportunity to enhance roadway safety.

Figure 4-6. Crash Incidents Involving Pedestrians or Bicyclists (2019-2023)



Sources: NYS GIS, NYS DOT, BFJ Planning

Note: Crash data reporting period is 1/1/2018 - 3/31/23.



Long Island Rail Road (LIRR) Train Station



Nassau Inter-County Express (NICE) Bus

Source: BFI Planning

Public Transit

An evaluation of current public transit services and resources provides an opportunity to evaluate whether there are opportunities to enhance user convenience and to increase ridership.

Long Island Rail Road (LIRR)

As stated earlier in this chapter, the Long Island Rail Road (LIRR) Oyster Bay Branch line has three stations that serve local residents and commuters. From south-north, the first is Sea Cliff Station which serves neighborhoods in the southern end of the City. The second station is Glen Street which is about a $\frac{3}{4}$ mile walk from downtown. The third station is Glen Cove which is northeast of downtown and primarily surrounded by single-family residential neighborhoods. The Oyster Bay Branch splits from the Main Line at the Mineola station and runs north and east to Oyster Bay. On weekdays, these stations have service twice per hour during peak hours and generally less than once per hour off-peak. Service on the weekends is generally once every two hours. Except for one daily train in either direction on weekdays, the Oyster Bay Branch does not provide direct service to Manhattan; riders must transfer at either Jamaica or Mineola (Ronkonkoma Branch). Parking conditions at these stations vary but have generally had lower utilization since the pandemic.

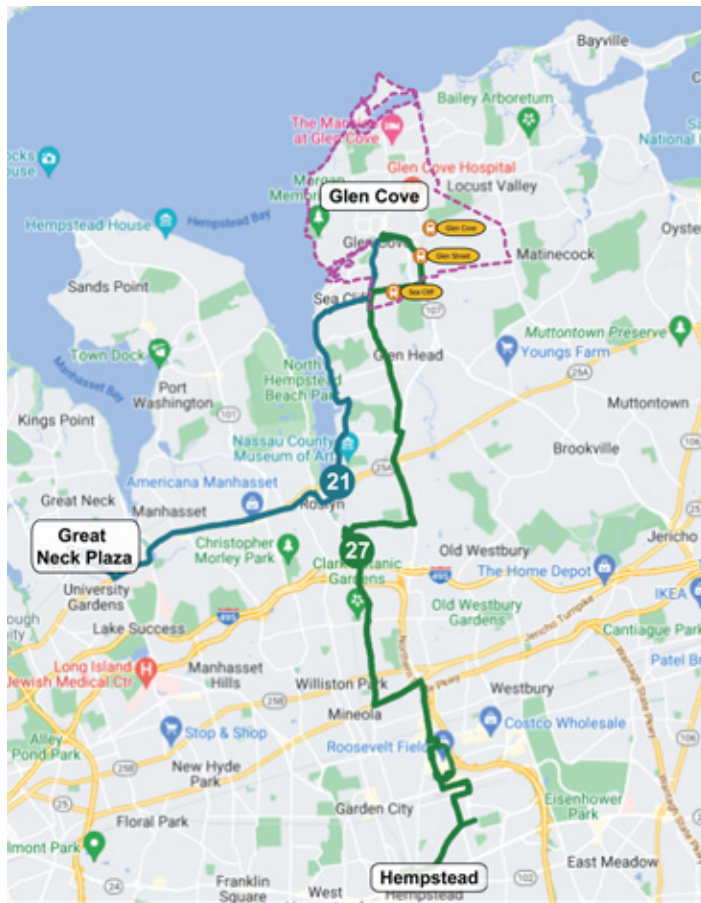
Nassau Inter-County Express (NICE) Bus Service

NICE is the local bus system serving Nassau County. Glen Cove has public bus services via two NICE routes: the N21 and the N27. Figure 4-7 illustrates the NICE bus routes. Both routes generally run from 5 a.m. to 10 p.m. with service frequency twice per hour during weekday peak hours and otherwise once per hour throughout the remainder of the day. Both lines run on Saturday with service once per hour. This limited frequency hinders both routes from being a more viable and convenient means of transportation for commuters. Another significant barrier to increased NICE bus ridership is that these routes do not cover most of the City's neighborhoods. Routes are relatively "in and out" of the City with a terminus stop on Bridge Street near the U.S. Post Office.

- The N21 operates between Great Neck Plaza and Glen Cove. In addition to service along Glen Cove Avenue, downtown is served by a stop on Bridge St. near Pratt Blvd.
- The N27 operates between Glen Cove and Hempstead. The route runs along the southernmost segment of Glen Cove Ave., Sea Cliff Ave., Cedar Swamp Rd. / Glen St., and also serves central downtown with a stop on Bridge St. near Pratt Blvd. The N27 also provides connections to the Sea Cliff and Glen Street LIRR stations.

Some local stakeholders have expressed the desire for NICE to enhance local bus service and potentially introduce micro-transit options (i.e., on-demand shuttle vans / mini-buses that service a defined area) to provide for greater flexibility and local coverage.

Figure 4-7. NICE Bus Routes N21 and N27



On-Demand Micro Transit

On-demand micro-transit functions similarly to private companies like Uber or Lyft: customers can request a ride via a mobile phone app within an established defined service area. Unlike traditional fixed-route public transportation, on-demand micro transit adapts its routes and schedules dynamically based on passenger demand.

For example, Nassau County launched “NICE Mini” in the South Shore of Long Island. This option can be an optimal solution for communities where ridership is generally lower and fixed routes may not fulfill community needs.

For more information, see South Shore example, “Nice Mini”: <https://www.nicebus.com/Passenger-Information/NiceLink>.

City of Glen Cove Loop Bus

The Loop Bus is a local Department of Public Works (DPW)-managed bus service that operates on a schedule and fixed route every weekday, connecting downtown Glen Cove with nearby neighborhoods and destinations in the areas surrounding downtown. Figure 4-8 shows the locations of LOOP Bus stops. The fare is \$2.00 per ride (\$1.00 for senior citizens and students). During summer 2023, the City expanded Loop Bus service, operating from 7 a.m. to 7 p.m. (instead of 9 a.m. to 3 p.m.). The summer schedule includes stops at additional locations, including the Glen Street train station, the YMCA, the municipal golf course, and Pryibil Beach. Base fare to Pryibil Beach is \$3.00. This extended schedule is meant to be specifically for summer months and is expected to return in summer 2024. Operation of the Loop Bus route is funded by a Statewide Mass Transportation Operating Assistance (STOA) grant from NYSDOT. The City of Glen Cove purchased a new wheelchair accessible, ADA-compliant bus vehicle for its Loop Bus service in 2020 with grant monies from the Federal Transit Administration (FTA).

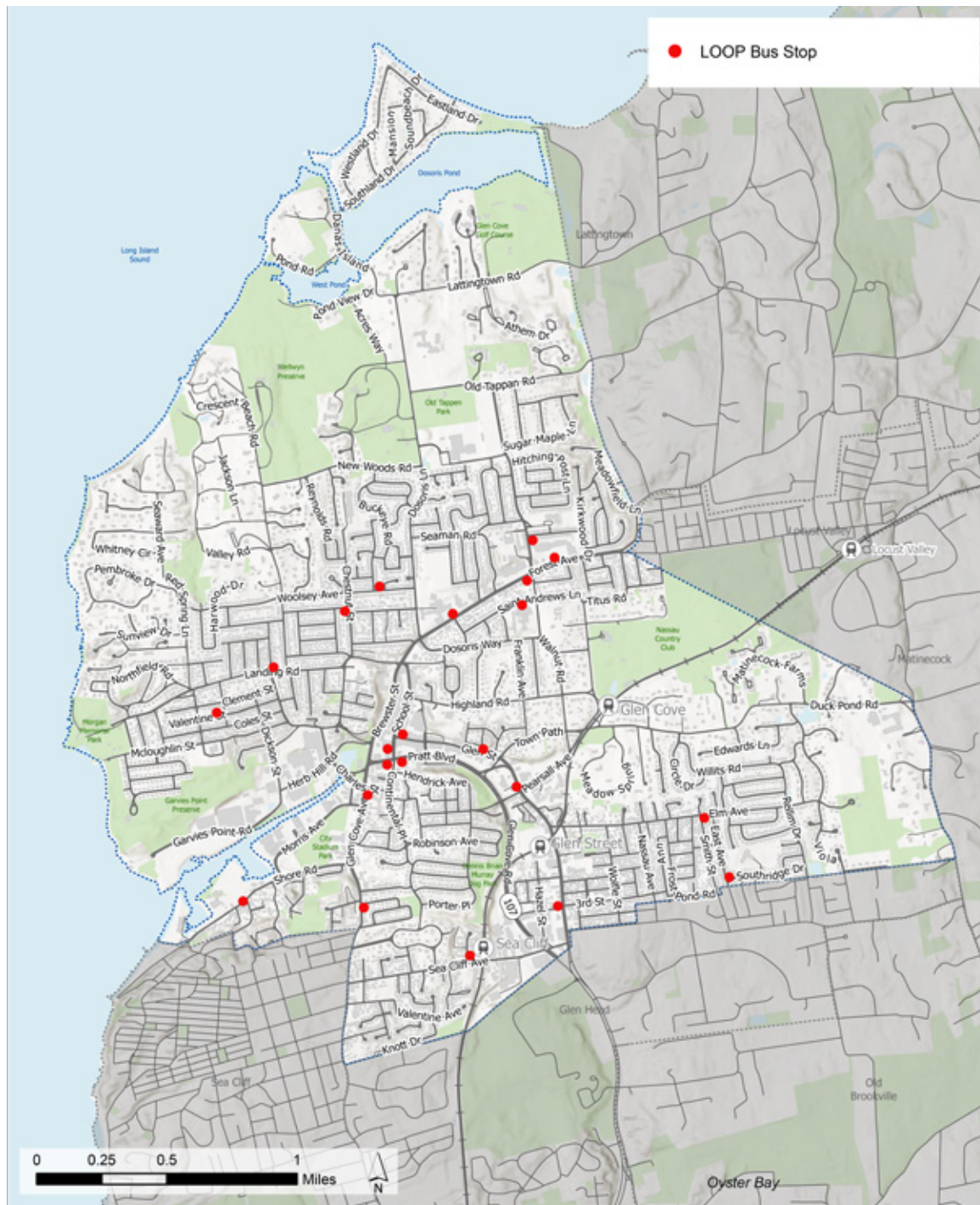


City of Glen Cove Loop Bus

Source: BFJ Planning

April 2023 ridership data from DPW shows that the maximum total daily number of riders served in any given day was 8 (with most days being lower than this), despite the shuttle traveling roughly 60 miles per day shift. Low LOOP bus ridership provides the City with an opportunity to reconsider how this service is organized.

Figure 4-8. LOOP Bus Stops



Sources: City of Glen Cove, NYS GIS, BfJ Planning

Glen Cove Ferry Terminal

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

The Glen Cove Ferry Terminal and Boat Basin is a federally funded project involving the construction of the ferry terminal building, marine and waterside improvements, public access, pedestrian spaces, and a parking facility. In addition to linking commuters from Glen Cove to Manhattan, the project also envisioned serving tourists traveling to and from New York City and the possibility of future Long Island Sound destinations. In the interim, the Ferry Terminal is available for recreational use and houses the Eastern Star vessel through a license agreement. In 2023, the City approved a transient boat permit at the Ferry Terminal and plans to expand fencing/gates to a third ferry slip to accommodate passenger use.

Other Local Transit Resources

Other transportation resources include the following:

- **City of Glen Cove Senior Center Shuttle** – In addition to providing senior citizen “Curb-to-curb” rides from home to the Senior Center, this service also provides scheduled grocery store trips for participants.
- **City of Glen Cove Medical Transit Program** – In partnership with the Senior Center, the City now operates this service with a single vehicle. The service provides a way for low-income residents to access transit to non-emergency medical appointments.
- **North Fork Express Park and Ride Bus** – This privately operated bus charter offers peak-hour commuter services, with a focus on connecting Long Island’s North Shore with jobs in Lower Manhattan and Midtown. Service runs Monday to Friday and departs from Glen Cove’s Saint Patrick’s Catholic Church three times between 6 a.m. to 7:30 a.m. for Wall Street and twice between 6:30 a.m. -7:30 a.m. for Midtown.

Parking

All on-street and public off-street parking in Glen Cove is free (no charge for use). While the Glen Cove DPW is in charge of parking facility maintenance, the Glen Cove Police Department is in charge of ticketing and violations. Since all parking is unpaid in Glen Cove, the Police Department reports that citations are most commonly issued for violations of short-term parking and excessive on-street double parking.

On-Street Parking

On-street parking time limit regulations are most common downtown and along Cedar Swamp Road. Posted time limits are predominantly 2-Hour, although some blocks have 1-Hour limits (i.e., areas of Glen Street). Additionally, designated 15-minute spaces are utilized in front of a number of businesses to accommodate pickup and drop-off transactions.



Downtown On-Street Parking Signage

Source: BFI Planning



Brewster Street Garage

Source: BFJ Planning



Pulaski Street Garage

Source: BFJ Planning

Off-Street Parking

Glen Cove has two multi-level parking garages that are convenient for downtown workers and visitors: the Pulaski Street Garage and the Brewster Street Garage. Both facilities were constructed during the era of Urban Renewal (1978). The aging condition of both facilities has gained increasing attention recently and repairs remain a significant action item for the City. Both facilities are underutilized and have an excessive supply of parking, which provides an opportunity to potentially reconsider the future of these sites.

Brewster Street Garage

Located adjacent to Brewster Street and School Street, north of Pratt Boulevard, this facility contains approximately 580 parking spaces. A recent Condition Assessment Report for this garage estimated that the cost of necessary repairs is \$14 million. It is also acknowledged that a full garage replacement could be a viable solution, but may not be cost-effective, at a total estimated cost of \$39 million. State grant dollars have been awarded to put a dual port Electric Vehicle (EV) charging station in the Brewster Street Garage. Dormitory Authority of the State of New York (DASNY) grant monies provided 2 grant awards in the last six years of \$150,000 and \$500,000 respectively to complete priority repairs in the garage.

Pulaski Street Garage

Located on Pulaski Street between Highland Road and Glen Street, this facility contains approximately 780 spaces. A recent garage evaluation report issued in 2021 estimated necessary repairs at \$14 million. State grant funds were utilized to install two dual port EV charging stations in the Pulaski Street Garage.

Commuter Lots

In addition to these garages, the City and MTA maintains commuter lots at each of Glen Cove's three LIRR stations:

- **Sea Cliff Station** – Approximately 115 spaces. Parking here is free and open to all.
- **Glen Street Station** – Approximately 90 spaces. The larger lot north of the tracks is free but available only to Glen Cove residents. The smaller lot south of the tracks is free and unrestricted.
- **Glen Cove Station** – Approximately 60 spaces. The larger lot north of the tracks is free but available only to Glen Cove residents. The smaller lot south of the tracks is free and unrestricted.

Recommendations

4.1. Continue to enhance the safety and efficiency of Glen Cove's roadways.

4.1.1. *Target intersection upgrades to improve traffic and pedestrian safety at locations that have the highest crash rates.*

Intersections with the highest crash rates include:

- Forest Ave. - Walnut Rd.
- Brewster St. / School St. - Cottage Row
- Glen Cove Ave. - Sea Cliff Ave.
- Herb Hill Rd. - Brewster St.

Since most of these roads are totally or partially under County control, County cooperation on potential upgrades is imperative.

4.1.2. *Target corridor-wide improvements on the City's most trafficked roadways where there are the greatest concentrations of crashes.*

The City and County should continue to promote safety-enhancing Complete Streets interventions on the busiest corridors with the most crash incidents, including:

- Glen Cove Ave. – Brewster St. – Forest Ave.
- Glen Cove Rd. – Pratt Blvd.
- Cedar Swamp Rd. – Glen St.

Alternatives to the raised medians on Cedar Swamp Rd. and Glen Street should be explored with Nassau County.

4.1.3. *Pursue upgrades that enhance the pedestrian experience and safety throughout the City, with a priority at key downtown intersections and near key community facilities.*

- Outstanding recommendations from the Vision Long Island/AARP/LI Complete Streets Coalition include the provision of more crosswalks at the intersections of Brewster Street with Glen Cove Avenue and Charles Street.
- Enhanced pedestrian signage/crossing lights and pedestrian-level lighting could be added to existing intersections and mid-block crossings. For example, such improvements could be considered at the Glen Street-School Street intersection.
- Continue to improve conditions along Cedar Swamp Road/Glen Street. Also, ensure quality crosswalks and sufficient pedestrian signalization. Continue to ensure that sidewalks and crosswalks around parks, schools, and other community facilities are adequate.
- Continue to identify additional locations to implement the City's Complete Streets policy. For example, ensure that sidewalks and crosswalks around parks, schools, and other community facilities are adequate. Also, sidewalk gaps along major roads should be closed when opportunities arise (i.e., portions of Walnut Rd., Dosoris Ln., etc.).

- Continue to upgrade and improve the City's crosswalks, alleyways and curb ramps for pedestrian accessibility and ADA compliance (e.g., replacing brick walkways with smooth concrete paver alternatives).

4.1.4. *Explore Artificial Intelligence (AI) and machine learning solutions to improve traffic flows and transportation infrastructure.*

Examples include Google's "Project Green Light" in Seattle, WA.

4.2. *Promote Transit-Oriented Development (TOD) around the Glen Street and Sea Cliff Stations that is contextual with surrounding neighborhoods, includes public benefits and amenities, adds to the City's affordable housing stock, and provides increased opportunities for multi-modal transportation.*

TOD is a planning strategy that aims to concentrate housing and jobs around public transportation stations in order to encourage more sustainable multi-modal transportation options, less reliance on single occupancy vehicles, and to improve overall convenience for local commuters.

The Glen Street and Sea Cliff Avenue stations provide the greatest opportunity for adjacent TOD sites. The City should explore development options that are contextual to the surrounding neighborhood in terms of design and building height, and coordinate parking resources with the MTA to ensure convenient station access and efficient land use. Parking coordination should ensure that the following two key objectives are met:

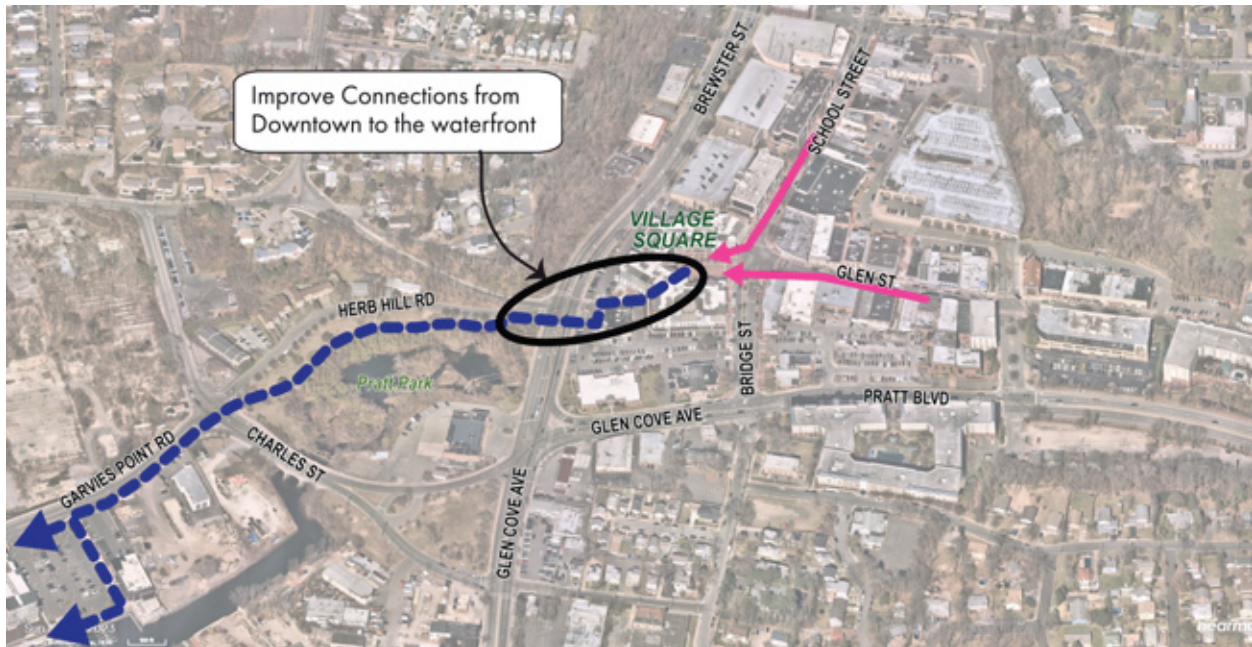
- Parking demand generated by new development is accommodated. Due to infrequent service on the Oyster Bay line, parking may not be reduced as much as it would in a well-functioning TOD.
- The number of commuter parking spaces that exists today should be available in the future, either by preserving existing parking supplies or through the provision of new facilities with designated commuter parking.

TOD projects should explore commuter parking and/or shared parking as a potential community benefit; shared parking concepts should increase parking for commuters beyond current capacity. Pedestrian, bicyclist, and vehicular connections should be provided between new TOD and adjoining neighborhoods, avoiding new development that is gated and walled off from surrounding areas. TOD recommendations are discussed further in Chapters 2 and 3.

4.3. *Enhance pedestrian connections from downtown to the Waterfront.*

4.3.1. *Strengthen downtown pedestrian connections to the Waterfront via Herb Hill Road and through Pratt Park.*

The existing pedestrian connection between downtown and Brewster Street through the Village Square development should be made clearer to the public as a direct way to access Brewster Street and to further link to the pedestrian pathway through Pratt Park that leads to the recently developed greenway along Garvies Point Road.



Improve pedestrian connections from downtown to the Waterfront.

Source: BFJ Planning, Google Earth

In addition to clear and inviting wayfinding that draws people to walk through Village Square, conditions in the rear of the development should be enhanced with similar wayfinding, painted crosswalks, and lighting.

Additional strategies to improve this connection are recommended in Chapter 5. They include the implementation of an Art Walk and the maintenance of landscaping along the pathway in Pratt Park.

4.3.2. Continue to partner with the County to make Complete Streets enhancements along the Glen Cove Ave. – Brewster St. – Forest Ave. corridor.

In tandem with recommendation 1.2, safety enhancements along this corridor should also aim to promote greater east-west connectivity for pedestrians as a strategy to strengthen waterfront access.

4.4. Strengthen the downtown parking system through facility investments and parking management strategies.

4.4.1. Study the feasibility of redeveloping all or part of the Pulaski Street Garage into a mixed-use project with a public-private partnership to resolve the excess parking capacity situation and the need to repair the facility.

4.4.2. Utilize parking management strategies to shift long-term on-street parking to the parking garages and improve parking turnover through better enforcement of parking duration limits.

The key strategy to achieve this is to ensure on-street parking durations are not exceeded through conducting regular and consistent enforcement.

4.4.3. *Encourage shared parking policies to enable such arrangements in the municipal garages and new developments, with a goal of increasing the existing parking supply available to shoppers, residents, and commuters.*

4.5. Overnight parking in residential areas of the City should be reviewed to assess whether any restrictions should be implemented.

4.6. Partner with Nassau County to explore NICE bus service upgrades, with a focus on the potential for on-demand transit service.

4.6.1. *Study the possible extension of existing routes to:*

- Make more stops in downtown, with the objective to better connect with LIRR stations;
- Connect with Glen Cove Hospital and possibly Forest Ave.; and
- Connect with Garvies Point.

4.6.2. *Study the feasibility of County-operated micro-transit in Glen Cove (i.e., an on-demand shuttle system), without any reduction to other bus service in the City.*

A micro-transit on-demand service could provide better service than the current fixed routes, although users would have to reserve a ride in advance. Any new service should augment existing bus service; existing service should not be compromised in order to add the new micro-transit on-demand service. On-demand service could help extend public transit to the locations identified above in 4.6.1.

Any changes in service should also consider local partnerships (e.g., Glen Cove Downtown Business Improvement District (BID)) to help promote services.

4.7. Lobby LIRR to provide more frequent and direct LIRR service to/from Oyster Bay Branch communities to Manhattan.

Current LIRR service is infrequent and inconvenient with trains running only once every 1-2 hours during off-peak times, providing little to no service at night, and having unideal arrival or departure times. For example, weekday morning trains arrive at Glen Street at 7:24am and the next train does not arrive until 9:01am, presenting difficulty for someone trying to use the train to get to work at 9:00am for a job in Glen Cove. Some challenges in providing more service on the Oyster Bay Branch are the limited number of diesel train cars and locomotives that the MTA has and the fact that there is a single rail line after the Locust Valley station, preventing trains from running in both directions at the same time.

Only one train per morning runs directly to Manhattan; all other trains require transfer at Jamaica. Direct service to Manhattan would be attractive to commuters who want to live in Glen Cove and access jobs in New York City or other destinations.

Glen Cove and neighboring municipalities along the Oyster Bay line should continue to advocate for more train service. More frequent service would enable commuters to depend on the railroad rather than their cars. This could have positive impacts on the environment, reducing greenhouse gases and traffic congestion.

The LIRR would need to make substantial investments in its infrastructure to accommodate increased service.

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.

4.9. Improve the LOOP bus.

- Provide a schedule and a map with routes and stops.
- Advertise and promote the service to boost ridership.
- Ensure adequate staffing to maintain reliable service and prevent disruptions in service.



Chapter 5. Downtown and Economic Development

The purpose of this chapter is to analyze the economic make-up of the City of Glen Cove, including employment, labor force, business and real estate conditions, along with overviews of the primary commercial corridors with special emphasis on the Downtown, in order to recommend goals and strategies to support and strengthen the business environment and tax base within the City.

Previous Relevant Plans

This plan builds on work previously done for the City of Glen Cove, including the Downtown Gateway Study and 2009 Master Plan. A summary of key findings follows.

Downtown Gateway Revitalization Plan, 2013

The objectives of the Downtown Gateway Revitalization Plan (Downtown Gateway to the Waterfront Phase II) were to examine the conditions along the Glen Street corridor from the Glen Street Long Island Rail Road (LIRR) Station to Downtown; along the Glen Cove Avenue corridor; and within Downtown. The overarching goals and strategies are as follows:

- Improve and Manage Tenant Mix
 - Engage in retail recruitment
 - Develop and enforce design standards
 - Preserve public gathering space
 - Build a “restaurant row”
 - Launch a business retention effort
 - Reposition and rebrand Downtown Glen Cove
- Improve Connectivity and Access
 - Improve gateway and wayfinding signage
 - Create multi-modal transportation connections to the waterfront
 - Improve bicycle infrastructure and amenities. Address pedestrian access, especially for residential neighborhoods in the immediate vicinity of Downtown.
- Address Issues of Safety and Perception of Safety
 - Make parking garages feel safer
 - Redesign, enhance, and activate alleys with lighting, plantings, and amenities
- Improve Downtown Foot Traffic
 - Increase ambient and impulse entertainment offerings to increase shopping
 - Incorporate sales marketing
 - Use public art to fill gaps and build on success

2009 City of Glen Cove Master Plan

The 2009 Master Plan identified the overarching goal for Downtown to “Encourage an active, inviting and well-connected Downtown, designed to respect the pedestrian and the existing character of historic buildings, while accommodating a mix of uses and appropriate redevelopment for residents and visitors.” The underlying objectives included:

- Protect and enhance Downtown’s historic scale and character.
- Enrich the mixed-use character of Downtown.
- Create an “arts and entertainment” district.
- Enhance walkability and amenities.
- Support the business community’s revitalization efforts.

- Address perceived and actual parking problems.
- Improve connections to the rest of the Glen Cove.

Cedar Swamp Road Corridor Study, 2008

The 2008 Cedar Swamp Road Corridor Study provides recommendations to recreate a “sense of place” along the Cedar Swamp Road corridor from the intersection with Sea Cliff Avenue to the south to Hendrick Avenue/Pearsall Avenue to the north. The four strategies for the project include:

- Streetscape improvements
- Creating a public plaza at Glen Street Station
- A new roadway configuration with a landscaped median
- Transit Village/International Market District

Outreach

Business Community

A group call was held on August 29, 2023 with City of Glen Cove staff and elected officials, Glen Cove Downtown Business Improvement District (BID) staff, Glen Cove Chamber of Commerce members, business owners, and the Comprehensive Plan consulting team. In addition, a follow-up call was held with Jill Nossa, Executive Director of the BID, on October 27, 2023 to provide the consulting team with additional information about BID activities.

Resident Input

As part of the larger Citywide outreach effort, several questions regarding the Downtown were incorporated into a public survey administered in November and December 2023. Out of the nearly 600 survey participants, approximately half identified “Downtown Offerings” as the greatest weaknesses of Glen Cove. Other key results of the survey associated with Downtown are the following:

Downtown Sentiments

Agree (Top Three)

- I feel safe when visiting downtown
- Walking is comfortable
- Parking is usually easy to find

Disagree (Top Three)

- It feels like a true, vibrant downtown
- I walk around and visit multiple stores
- There is a good mix of retail, restaurants, services and amenities

Top Economic Objectives

- Fill vacant storefronts (71%)
- Support local entrepreneurship, especially small businesses (50%)
- Expand local job opportunities (32%)

Most Desired Retail Businesses

- Clothing, shoes, accessories (69%)
- Grocery Store (59%)
- Restaurants and bars (41%)

Additionally, the Glen Cove BID has begun circulating a survey to residents living in some of the largest Downtown multi-family buildings to identify preferences, issues and opportunities. Once the survey has enough responses, it could contain valuable information for the City and the BID to further inform strategies and recommendations made in this Plan.

Issues and Opportunities

The City has made significant progress in the past 15 years in achieving the goals of each of the above-mentioned studies, yet conditions have changed and some work remains. The following sections provide analyses of existing conditions and trends, as well as next step goals, objectives, and strategies.

Through review of past studies, site visits, and discussions with Downtown stakeholders, the following issues and opportunities have been identified:

- Vacancies concentrated along Glen Street. A street survey performed by the Downtown BID in July 2023 determined that 90% of storefronts were occupied, but more than half of all vacant storefronts were on Glen Street.
- Lack of identity and disjointed Downtown streetscapes (lack of unifying theme between Glen and School Streets)
- Abundance of ethnic restaurants but limited retail and entertainment options
- Lack of an anchor / major attraction
- Increase in Downtown residents did not necessarily translate to more patrons (more evaluation is needed to verify and understand why)
- The juxtaposition of the very open and new Village Square with Glen Street, which is quite narrow, could be off-putting
- Pedestrian safety between Garvies Point and Downtown is a concern
- Seeming lack of interaction of Downtown residents (Village Square and Fairfield developments) with Downtown commercial activities.

The following examination of existing conditions, including physical characteristics, market trends, and employment and residential characteristics has been prepared with these issues in mind.

Existing Conditions



Source: BFJ Planning

The land use and zoning characteristics of the Downtown and other commercial areas are discussed in Chapter 3. This section describes the general appearance of the commercial areas as well as the occupying businesses.

Downtown

Downtown Glen Cove includes Glen Cove Avenue/ Brewster Street and Bridge/School Street from Pratt Boulevard to the south to North Lane/ Cottage Row to the north; Pulaski Street from Pratt

Boulevard to the south to Highland Road to the north; and along Glen Street from Bridge Street to the west to Town Path to the east.

The Downtown core (Glen and School Streets) is characterized by one- to three-story buildings with retail storefronts below and service office space and apartments above. The buildings range in age from the late 1800s and early 1900s to current-day, with no single uniform façade type or signage style. There has been recent investment in increasing the residential population Downtown. The Fairfield Metro, constructed in 2007, located along Pratt Boulevard just to the east of Continental Place and Fairfield Metro North at 100 Glen Street, together provide 256 studio, one- and two-bedroom apartments. The dominant development in the Downtown is the newly constructed five-story Village Square residential mixed-use development located at the intersection of Bridge and Glen Streets. The 146-unit development has only six vacancies according to the Village Square leasing website as of 10/30/2023. Village Square contains 13 workforce units, awarded through a lottery process with hundreds of applications, illustrating the need for more workforce and affordable housing units Downtown.



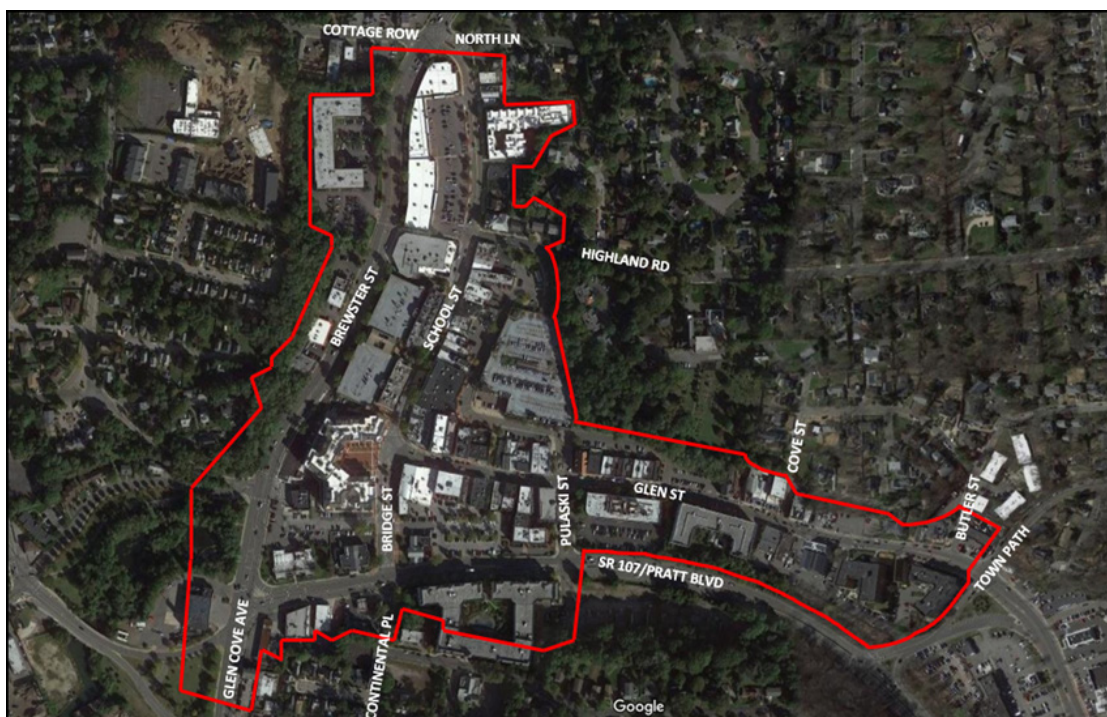
Fairfield Metro Apartments



Village Square

Source: BFJ Planning

Figure 5-1. Glen Cove BID Boundaries



Business Types

According to the Glen Cove BID directory and as summarized in Table 5-1, the most prevalent business type in the Downtown is restaurants, of which there are 27, followed by legal services (24) in proximity to the Glen Cove City Court. Beauty and spa services follow with 15, medical offices and retail stores have equal numbers (14 each), while health, wellness and fitness services number 12. The majority of remaining uses are other business and personal services, which people visit to complete a task during the day, not because they desire to shop and stroll. Similarly, apart from the restaurants and residential buildings, there is little to draw people Downtown at night.

Table 5-1. Downtown Glen Cove BID Businesses by Type

Category	Number of Businesses
Restaurants	27
Legal Services	24
Beauty & Spa Services	15
Medical	14
Retail	14
Health, Wellness & Fitness	12
Financial & Investment	9
Automotive	6
Residential Locations	6
Media & Entertainment	5
Architecture-Design	4
Wholesalers & Manufacturers	4
Cleaning Services	2
Contractors & Construction Trades	2
Insurance	2
Pet Services	2
Computer Information Services	1
Real Estate	1

Source: Glen Cove BID (www.glencovedowntown.org)¹

Vacancies

In July of 2023, the City performed a walking survey of ground floor vacancies in Downtown. This information was updated in November of 2023 to reflect more current conditions. The street survey determined a 90% occupancy rate. As shown in the table below, there were ten vacancies identified, seven (7) were located on Glen Street and three (3) were on School Street. The vacancies on Glen Street likely have a disproportionate impact on Downtown's ability to attract shoppers, as they are located within the single block between Bridge and Pulaski Streets—the entryway to the shopping area from Village Square.

¹ <https://glencovedowntown.org/business-directory/> Accessed 10/30/2023

Table 5-2. Ground Floor Vacancies, November 2023

Address	Square Feet	Monthly Lease	Description
14 Glen Street	NA	NA	Storefront
18 Glen Street	2,700	NA	Storefront
19 Glen Street	7,500	NA	Storefront
36 Glen Street	2,500	\$4,500	Storefront
37-39 Glen Street	1,200	NA	Storefront
44 Glen Street	2,100	\$2,400	Storefront
57 Glen Street	2,500	\$4,200	Storefront
84 School Street	1,400	\$5,300	Storefront
91 School Street	NA	NA	Storefront
110 School Street	5,246	\$1.69 Million (for sale)	Medical Building

Source: City of Glen Cove

Compounding the situation are the first three buildings on the north side of Glen Street. Life's ABCs' windows often have drawn shades, making the building appear to be boarded up. In addition, while patrons can exit City Hall and the Glen Cove City Court onto Glen Street, they have had to enter from the rear of the building since the 2020 COVID pandemic in response to security concerns, making them seem vacant despite the significant activity inside.



Street View of Glen Street from Bridge Street

Source: Google Maps Streetview

Lack of Online Presence

Online shopping is an ever-increasing share of retail and restaurant interaction. It could be said that a business without a website doesn't exist to newcomers to an area. Of the 150 members in the BID directory, only 40 have websites listed in their profiles. One of every three Downtown Glen Cove retailers and restaurants have websites (10 of the 27 restaurants and 4 of the 14 retailers), however, many of these do have alternative social media presence.

Other Commercial Corridors

Glen Street/Cedar Swamp Road

The Glen Street/Cedar Swamp Road corridor runs from Sea Cliff Avenue to the south to Town Path to the north. It is largely a mixed-use commercial corridor characterized by car dealerships and restaurants, including many of the City of Glen Cove's fast food offerings. Many businesses are in two-story buildings either designed to look like residences or in commercial buildings that are conversions from residential homes. While there



Glen Street/Cedar Swamp Road Corridor

Source: BFJ Planning

are sidewalks along the entirety of the corridor, the large lot sizes and front parking lots ensure that it is vehicle-based shopping.

Glen Cove Avenue

The Glen Cove Avenue north-south corridor forms the boundary with the adjoining Village of Sea Cliff and then extends up to the Pratt Boulevard boundary of Downtown. The corridor includes a mix of commercial uses as well as single-family homes and stretches of open space. The roadway itself is wide, but with narrow sidewalks with little protection from the highly trafficked roadway. As a result, shopping is vehicle-based, with shoppers driving directly to and parking at their specific destinations, with little likelihood of strolling from shop to shop.

Forest Avenue

The Forest Avenue corridor transitions from Brewster Street on the northern end of the Downtown and extends all the way beyond the Nassau Country Club into the hamlet of Locust Valley. It has a mix of uses, characterized by commercial strips or large stores (grocery, pharmacy, hardware) among single-family homes and institutional uses including schools and assisted living facilities. Glen Cove Hospital is located just off Forest Avenue at Walnut Road and is the driver of many of the medical-related businesses on the avenue.

Glen Cove Creek/Garvies Point

Glen Cove Creek is being successfully revitalized after decades of work by the City of Glen Cove. As detailed in Chapter 1 and shown in Figure 5-2 below, RXR is mid-development on Garvies Point on the north side of the Creek.

The renewal of the Waterfront should be capitalized on by improving connections between Garvies Point and the Downtown.

Figure 5-2. Garvies Point Proposed Amended PUD Master Plan, 2023



Source: RXR

Connectivity

The most direct connection between Garvies Point and the Downtown is at Pratt Park. The Brewster Street crossing at Herb Hill Road is the most direct/safest route; however, it requires crossing six (6) lanes of traffic and leads to the rear parking lot of Village Square/Panera Bread. To reach Downtown, pedestrians must walk around the Village Square development via the side parking lots before reaching Bridge Street and gaining access to Downtown shops. A public pass-through to the plaza on the other side of Village Square exists, but it is not ADA compliant and could use better signage.

The alternative is the crossing at the triangle convergence of Glen Cove Avenue and Pratt Boulevard. While improvements have been made to the sidewalk along Glen Cove Avenue/Pratt Boulevard, crossing the intersection does not feel safe, as mentioned during several Comprehensive Plan stakeholder interviews and as reported in other studies.

Figure 5-3. Street View of Brewster Street Crossing

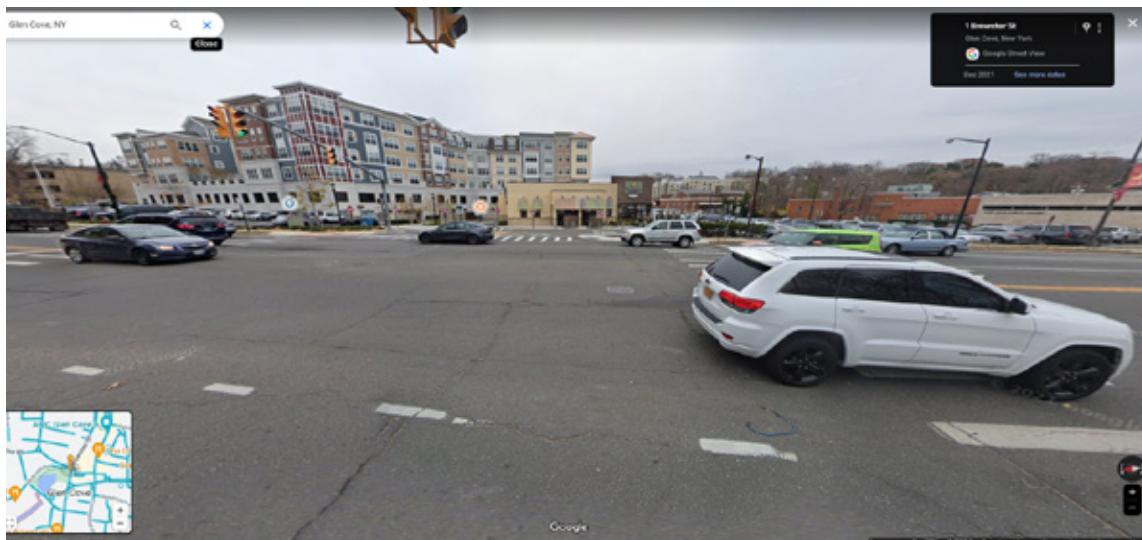


Figure 5-4. Street View of Glen Cove Avenue/Pratt Boulevard Intersection



Source: Google Maps Streetview

Retail Market Analysis

Conversations with Downtown Glen Cove stakeholders, including the BID and Chamber of Commerce, established that the majority of people who dine or shop in Downtown Glen Cove are Glen Cove residents. Further, anecdotally, it appears that the completion and occupation of Village Square had little impact on Downtown activity to-date. Village Square's ground floor retail recently opened to 100% occupancy, which may have an impact on future activity. This section will examine population and labor force characteristics as well as consumer expenditure and behavior information available from existing sources for the two Census Block Groups that most closely align with the Downtown and City of Glen Cove as a whole. This information will be augmented by survey results when they become available.

Employment and Labor Force

According to ESRI's Business Profiles, there were 1,201 businesses in Glen Cove in 2023, with 175 located in the Downtown Census Block Groups, which extend beyond the BID boundaries. With 1,205 workers, the Downtown comprises 11.7 percent of jobs in the City. The average Downtown business was slightly smaller at 6.9 employees, compared to 8.6 employees in the City as a whole.

Table 5-3. Business Characteristics Glen Cove and Downtown (2023)

	Downtown	Glen Cove
Total Businesses	175	1,201
Total Employees	1,205	10,283
Average Business Size (Number of Employees)	6.9	8.6
Total Residential Population	1,921	30,057
Employee/Residential Population Ratio	.63	.34

Source: ESRI

There were 1,921 of 30,057 Glen Cove residents living in the Downtown. The employee/residential population ratios show that Glen Cove, and to a lesser extent the Downtown, are net exporters of labor.

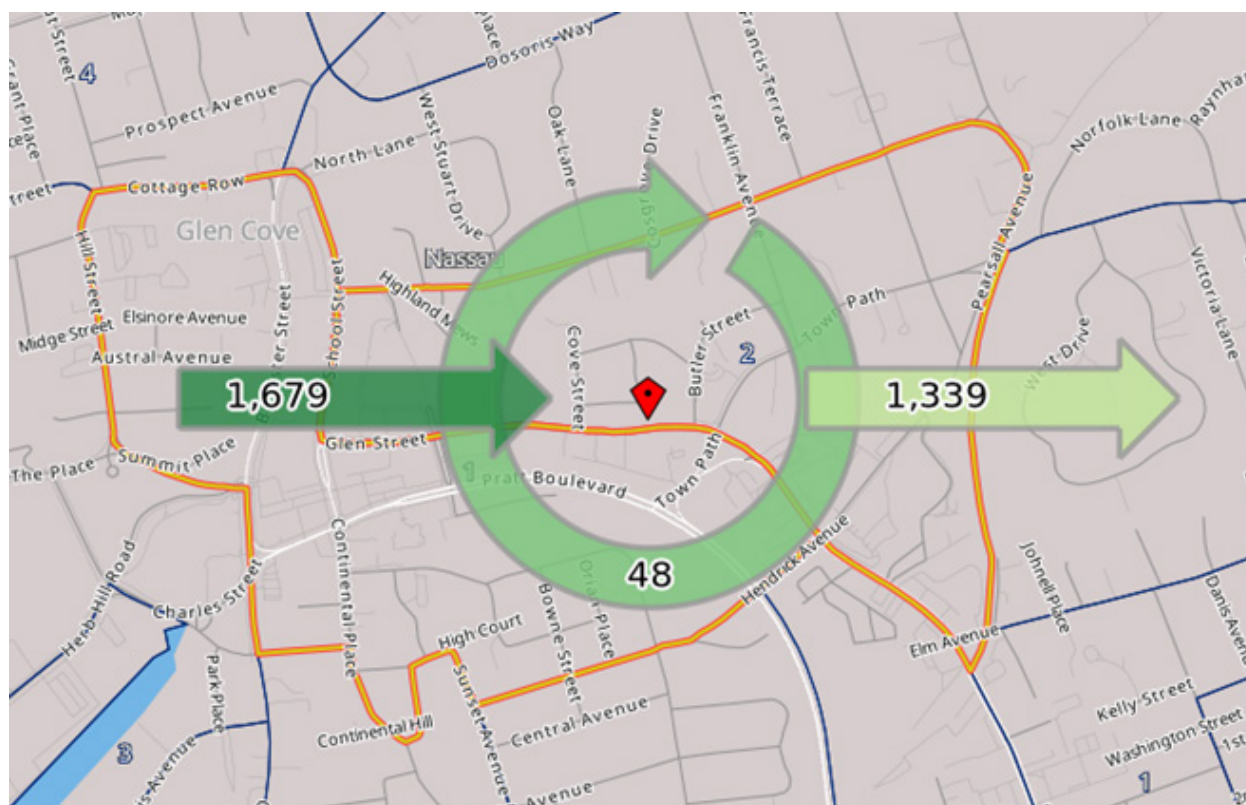
Additional information on the Downtown and Glen Cove workforces were collected from the US Census Bureau's longitudinal employer household dataset using the OnTheMap data tool. These data, prepared in conjunction with the State Department of Labor, produce information on workplace and employed resident demographics.

Downtown Worker Flows

Figure 5-5 shows the inflows and outflows of employment in the two Census Block groups (0360595173012 and 0360595172011) that contain the majority of the Downtown. Most recently available for 2020, the data show that there were 1,727 jobs in the Downtown, only 48 of which were performed by people who also live in the area. There are an additional 1,339 residents who work elsewhere.

Downtown Daytime Population

As determined by the total population plus net commutation (local workers minus employed residents who work elsewhere), the daytime population for Downtown Glen Cove is estimated to be 2,309 (1,921 + 388).

Figure 5-5. 2020 Downtown Job Flows

Source: US Bureau of the Census OnTheMap

Worker Characteristics

The OnTheMap dataset provides additional detail on worker demographics as shown in Table 5-4. Almost all (97.2%) of Downtown workers commute in from elsewhere, whereas 82.3% of Glen Cove workers commute in from other towns. Demographic characteristics of Downtown and Glen Cove workers are remarkably similar, with one in five identifying as Hispanic/Latino and roughly half being of prime working age between 30 and 54.

Table 5-4. Worker Characteristics, Glen Cove and Downtown (2020)

	Downtown	Glen Cove
Local Jobs	1,727	9,034
Workers Live Elsewhere	97.2%	82.3%
% Hispanic/Latino	20.8%	20.0%
% Workers Aged 30 to 54	49.3%	53.0%

Source: US Bureau of the Census OnTheMap

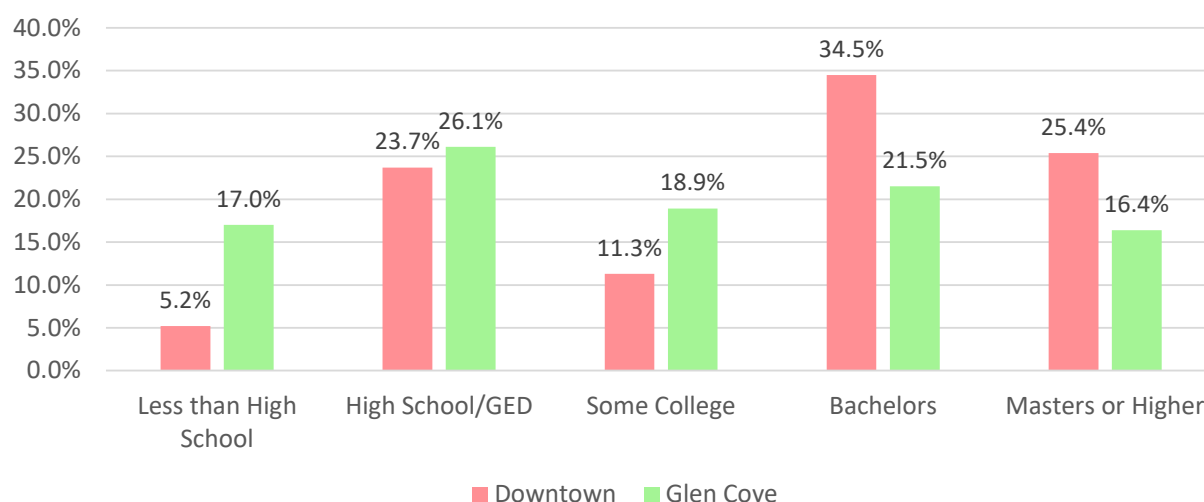
Population Characteristics

As mentioned earlier, the population of Glen Cove in 2023 was estimated at 30,057, with 1,921 living Downtown.

Table 5-5. Residential Characteristics, Glen Cove and Downtown (2023)

	Downtown	Glen Cove	Downtown Share
Population	1,921	30,057	6.4%
Households	816	10,828	7.5%
Families	419	7,096	5.9%
Median Age	53.9	42.3	127.4%
Median Household Income	\$96,617	\$87,558	110.3%
Average Consumer Expenditures	\$88,293	\$70,361	125.5%

Source: ESRI

Figure 5-6. Educational Attainment, Downtown and Glen Cove (2021)

Source: ESRI

The OnTheMap employed resident detail is shown in Table 5-6. The majority of residents in both the Downtown and the City of Glen Cove work elsewhere at 96.5% and 86.9% respectively. The demographic characteristics of Downtown and Glen Cove employed residents differ significantly. One third of Downtown employed residents were Hispanic/Latino compared to only 25 percent of the City as a whole. The greatest disparity is that more than half (52.7%) of Downtown employed residents are of prime working age (30 to 54) compared to only 22.8% of those in Glen Cove as a whole.

Table 5-6. Employed Resident Characteristics, Downtown and Glen Cove (2020)

	Downtown	Glen Cove
Employed Residents	1,387	12,238
% Employed Residents Working Elsewhere	96.5%	86.9%
% Hispanic/Latino	32.2%	25.0%
% Workers Aged 30 to 54	52.7%	22.8%

Source: US Bureau of the Census OnTheMap

Tapestry Segmentation/ Consumer Classifications

Retail and service businesses often reference established behavioral characterizations of an area before locating there. These profiles (known as tapestry segmentation in the industry) are classifications that summarize the characteristics and purchasing habits of various consumer groups as influenced by physical and social community characteristics. Table 5-7 presents the consumer classification profiles for the City of Glen Cove as a whole and the Downtown. As shown, the Downtown population is divided between Retirement communities (60.5%) and Exurbanites (39.5%). Glen Cove as a whole is more diverse.

Table 5-7. Consumer Classifications of Glen Cove and Downtown (2023)

	Glen Cove	Downtown
City Lights	37.0%	NA
Diverse Convergence	18.2%	NA
Pleasantville	12.2%	NA
Exurbanites	11.5%	39.5%
Old and Newcomers	10.4%	NA
Retirement Communities	NA	60.9%

Source: ESRI Tapestry Segmentation Report 2023

City Lights: These residents are found in urban areas, and include a diverse array of household and demographic characteristics. What they have in common is at least some college and high labor force participation rates. They often shop their convictions. They are cost-conscious, but willing to pay for quality. They often shop for quality brands at warehouse clubs or discount stores such as Marshalls or frequent big box stores like Target.

Diverse Convergence: These households include a blend of cultures in urban and suburban neighborhoods. Many are foreign-born and one in four households is linguistically isolated (limited English speaking). Almost half have only a high school diploma or less, but the labor force participation rate is higher than the US average. Median household income is \$46,500. Usually family households, their entertainment is focused on outdoor recreation and fast-food purchases, while groceries come from warehouse/club stores or specialty markets.

Pleasantville: These residents generally consist of slightly older couples with dual incomes. The median household income for this group is \$92,900. Most live in older homes, so contracted remodeling and home improvement are common costs. Spare time is spent watching TV. Shopping is just as likely to be done online as at a brick and mortar store. They are willing to pay more for quality and preferred brands, and tend to prefer classic to trendy. For entertainment, they tend to enjoy the beach and theme parks, visiting museums, and going to concerts.

Exurbanites: These residents are approaching retirement age but remain active and involved in their communities. With a median household income of \$103,400, they have an “affluent and urbane” lifestyle in which quality is more important than cost. They are technologically savvy, using the internet for everything from shopping to investing. They are active supporters of the arts and prefer natural/organic products.

Old and Newcomers: These residents tend to be singles who are either beginning their careers or retiring. Although environmentally conscious and with relatively low median household income of \$44,900, their shopping preferences are often driven by convenience. These individuals have a strong

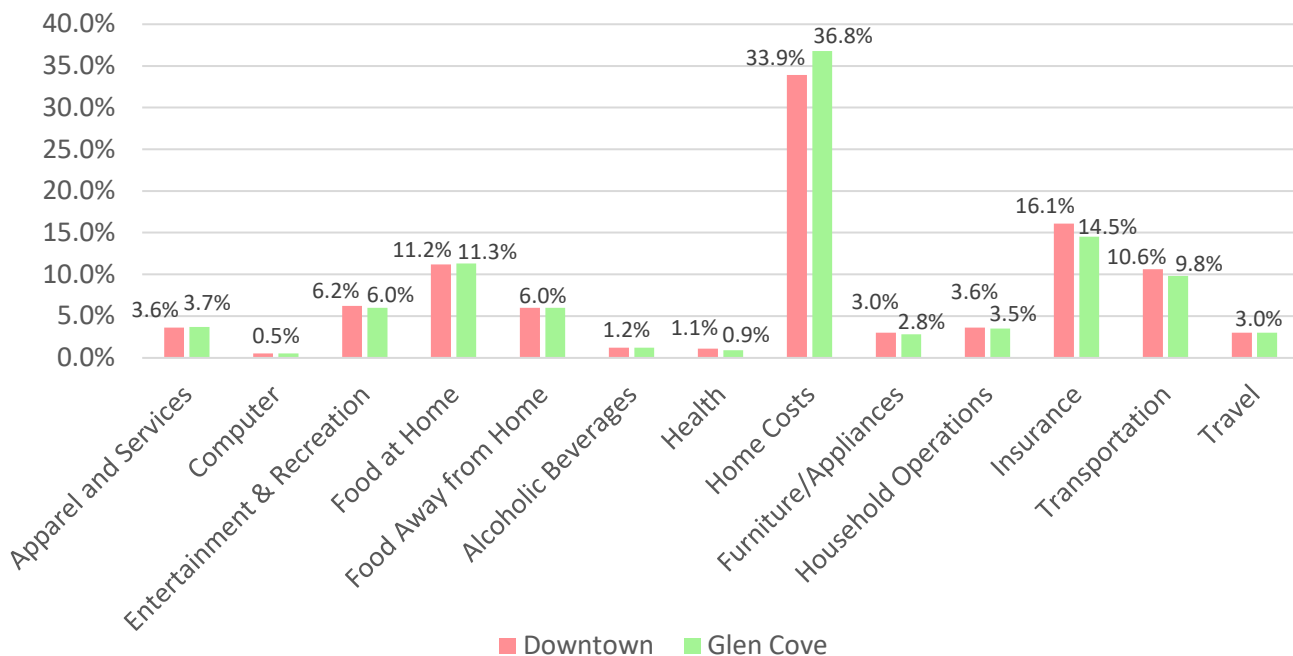
sense of community and volunteerism. Entertainment is internet-based, food is chosen for convenience, and vehicles are just a means of transportation.

Retirement Communities: With a median income of \$40,800, these residents are frugal and brand-loyal. Entertainment pursuits include reading, watching TV, and traveling, including abroad. They generally shop at big box stores for both price and convenience.

Consumer Expenditures

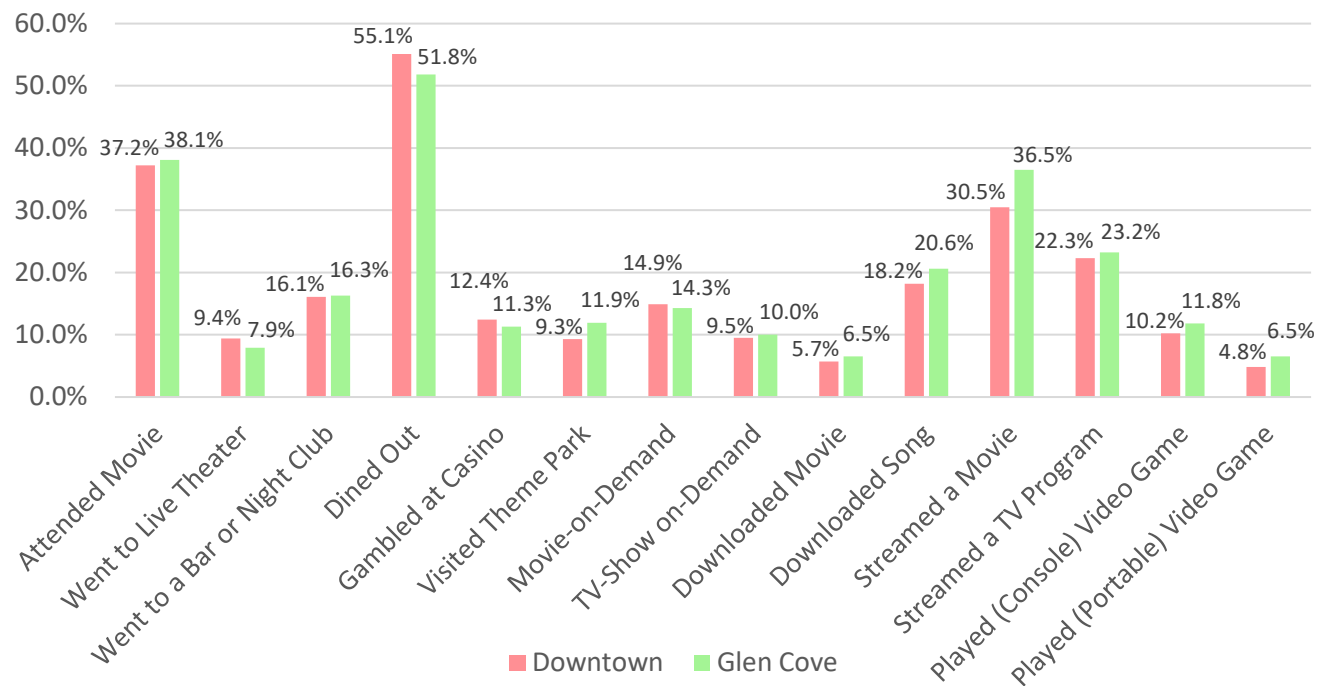
Glen Cove households expend \$761.9 million per year on goods and services (\$70,361 per household on average); \$72.0 million of which is spent by Downtown households (\$88,293 per household on average). The share of total purchases by category are quite similar for Downtown and City residents as shown in Figure 5-7. Downtown residents spend slightly greater amounts on entertainment and recreation, health care, household operations, insurance, and transportation and less on things like home costs and food at home.

Figure 5-7. Consumer Expenditures as Share of Household Total, Glen Cove and Downtown



Source: ESRI (2023)

ESRI also collects data on consumer preferences. The following chart presents entertainment preferences for Downtown residents in comparison to Glen Cove as a whole. As shown in Figure 5-8, the most common activity was dining out, with 55.1% of Downtown residents and 51.8% of Glen Cove residents having gone out for food in the last 12 months. The next most common activities were going to the movies or watching movies online. Downtown residents were slightly more likely to eat out or go to the theater or to a casino than the average Glen Cove resident, but less likely to go to the movies or stream entertainment at home.

Figure 5-8. Entertainment Preferences, Downtown and Glen Cove

Source: ESRI Retail Market Potential reports

Retail Gaps/Unmet Demand

Recommendations for Downtown businesses will be based on current businesses and missing types, input from outreach, and resident profiles. As stated in the preceding section, Glen Cove residents spend \$761 million per year on goods and services; however, based on the consumer profiles of residents, most do their everyday shopping online or at big box stores. Dining out is a common activity, so Downtown restaurants have a greater built-in opportunity to capture some of those dollars. But overall, the competition is fierce.

Finding ways to bring more people into the Downtown and giving them reasons to stay and browse is the best way to improve the capture rate.

Commercial Real Estate Trends

Retail

Glen Cove is part of the Glen Cove/Oyster Bay retail submarket within the broader Long Island region. With 2.3 million square feet, amounting to 9.7% of the total metro inventory, the submarket is the second smallest of the six areas that form the Long Island retail market, larger only than North Hempstead. According to data provided by Moody's Analytics, there has been no change to the retail inventory in the past 10 years.²

² Moody's Analytics, Glen Cove/Oyster Bay Retail Submarket Executive Briefing accessed 11/5/2023.

On a submarket basis, retail rents have increased 0.2% over the last year. At \$30.15, the Glen Cove/Oyster Bay submarket's September asking rent levels are higher than the market's average of \$28.79. However, as shown in Table 5-8, the current average asking rent for the 10 listed Glen Cove retail properties are 15% less than the submarket average. It is notable that the floorspace for these properties ranges from 939 square feet up to only 10,000 square feet, with an average of only 2500 square feet. The small size of the properties limits the types of businesses that could potentially locate there, making it a perfect place for smaller "mom and pop" businesses, but limiting appeal to larger stores.

Table 5-8. Available Commercial Real Estate by Type, City of Glen Cove

Total	Number of Properties	Total Square Feet	Average Asking Price	Median Asking Price
Retail	10	25,910	\$24.49	\$23.00
Restaurant	1	5,000	N/A	N/A
Office	20	37,411	\$98.60	\$30.90
Flex Space	2	25,000	N/A	N/A
Industrial	3	82,397	\$14.00	\$14.00
Commercial Land	2	47,916	\$15.00	\$15.00

Source: Loopnet.com and City of Glen Cove Industrial Development Agency (IDA)³

Office

Glen Cove is part of the East Nassau Office submarket, which contains 10.4 million square feet of leasable inventory that has not changed significantly in the past 10 years. The average asking rent per square foot for office was \$28.39. The vacancy rate was 13.9% as of the third quarter of 2023. In the near future, office employment is expected to increase at a rate of 0.3 percent per year, but this increase will have little effect on absorption; in fact, vacancy rates are expected to increase.⁴

There are 37,411 square feet of office space available split among 20 properties in Glen Cove. Listed rents range from \$12 per square foot to \$600 per square foot, with a median asking rent of \$30.90. There is also one 4,000 square foot commercial flex space that could potentially be used for retail, restaurant, or office space. Despite vacancies, the asking rents in Glen Cove are slightly higher than the submarket average, likely due to the number of attorneys that have office space near the Glen Cove City Court.

Industrial

Glen Cove is part of the overall Long Island industrial market. Average asking rent for industrial space in Glen Cove is \$13.31 per square foot. Vacancy is very low at 3.0% overall; however, vacancy rates are significantly greater for new construction, with 12.3% vacancy for structures built from 2010-2019 and 29.4% vacancy for structures built since 2019.⁵

A secondary industrial land use market is warehousing and distribution. Glen Cove is part of the East Nassau submarket, which has an inventory of 10.9 million square feet, a vacancy rate of 3.2%, and

3 <https://www.loopnet.com/search/commercial-real-estate/glen-cove-ny/for-lease/?sk=98ea5bf726cb172cad82029e8704c77e> Accessed 10/11/2023

4 Moody's Analytics CRE REIS, East Nassau Long Island Office submarket Executive Briefing. <https://cre.reis.com/submarket/Off,LI,2/executive-briefing>

5 MA-CRE-Long_Island-Report Industrial Report.

average asking rents of \$10.93 per square foot. The outlook for warehouse space shows little change in overall stock, while rents are expected to increase by 4.4% to \$11.91 per square foot.⁶

There are three industrial spaces totaling 82,397 square feet for lease in Glen Cove. Located on Garvies Point Road, all three are listed for lease at \$14 per square foot or 5% higher than the Long Island average for industrial space and 28% higher than current warehouse/distribution asking rents.

Commercial Stock

As shown in Table 5-9, the majority of the floorspace for lease is in buildings constructed before 1980. Fifteen properties containing 84,984 square feet of space were constructed between 1980 and 2000, while four listings indicate they are in buildings constructed in the 21st century.

Table 5-9. Available Commercial Real Estate by Year Built, City of Glen Cove

	Number of Properties	Total Square Feet	Average Asking Price	Median Asking Price
Pre-1980	18	115,550	\$67.21*	\$22.00
1980-2000	15	84,984	\$23.80	\$24.00
2000+**	4	2,100	N/A	N/A

Source: Loopnet.com⁷

*Average asking price for the pre-1980 properties is skewed by one anomalously high listing.

**Not all listings provided available floorspace.

Median asking prices are only \$2 lower for the pre-1980 buildings (\$22 per square foot) than those constructed after 1980 (\$24 per square foot); however, none of these buildings are class A.

Development Potential

Along with the available spaces for rent, there are 12 potential development sites/projects in the pipeline in Glen Cove as listed in Table 5-10. Of these, seven are residential or have a residential component, with the potential for more than 1,492 units. Only one is approved, while several are under review.

One of the potential developments is a hotel located at 99 Glen Street. Variances would be required, but it is a project that could bring additional activity to Downtown.

There are six development sites listed as potential, with use to be determined. These include the three industrial sites adjacent to the Garvies Point development as well as the former Photocircuits site, which has been difficult to develop despite years of proposals, in part because redevelopment requires Town of Oyster Bay approvals as well as City of Glen Cove approvals.

6 Moody's Analytics CRE REIS, East Nassau Long Island Warehouse/Distribution submarket Executive Briefing. <https://cre.reis.com/submarket/Dis,LI,5/executive-briefing>

7 Ibid. Accessed 10/11/2023

Table 5-10. Development in the Pipeline, City of Glen Cove

Name	Address	Type	Units/Square Feet	Affordable	Status
Garvies Point		Mixed Use	494 (Future Phases 495 units)	55 (Future Phase 56 units)	Approved/Underway
Livingston/The Villa at Glen Cove	Glen Cove Avenue	Residential	176	16	Underway with Delays
North Shore Triangle	Staples Shopping Center on School Street	Mixed use	148 residential units, 20,000 square foot supermarket, 8,200 square feet of retail, 8,800 square feet of restaurant		Under Review by Planning Board
110 School Street	110 School Street	Mixed-use	Retail/Office/Residential		Review
115 Glen Street	115 Glen Street	Residential	29		Review
Adjacent to Garvies Point	Former Konica Minolta and Crown Dykman sites	TBD	19 acres		Potential
	28-38 and 1 Garvies Point Road	TBD			Potential
	Block J	Mixed use			Potential
Former Photocircuits/Pass & Seymour Site	Sea Cliff Ave	TBD	23 acres		Potential
Transit-Oriented Development (TOD) Sites, Glen Street Station		Residential	120-150	40-50	Potential
	99 Glen Street	Hotel			Potential--variances required
	150 Forest Avenue	TBD			Potential

Source: City of Glen Cove

Recommendations

5.1. Support existing businesses.

The majority of Glen Cove businesses are small independent companies, many of which have been in the City for decades. The City also attracts new businesses with relative ease, but there is a consistent turnover that indicates a need for additional support.

5.1.1. *Pursue funding or public-private partnerships to provide technology support to small businesses in order to establish and maintain web listing presence.*

While they may be on social media, many of the businesses that are members of the BID do not have a searchable web presence. For many shoppers, if a business does not exist online, it may as well not exist at all. If only to give the location and business hours, websites are a necessity in the modern shopping climate.

5.1.2. *Pursue additional grants to promote façade improvements and interior renovations for properties.*

Businesses benefit from façade improvements and interior upgrades that building owners may not have the funds to make. Glen Cove CDA already has a Commercial Façade Rehabilitation program funded through HUD's Community Development Block Grant (CDBG). However, tapping into additional funding opportunities such as the New York Main Street grants would make it easier for owners to improve the value of their properties. Utilities such as PSEG and National Grid also have programs for businesses that may be leveraged with other State and local support.

5.1.3. *Improve broadband access to Downtown businesses.*

In the Downtown stakeholder meeting, it was mentioned that there are Downtown properties that cannot get broadband service. The City should continue to reach out to telecommunications service providers to encourage them to make progress in filling service gaps.

5.2. Diversify Downtown businesses in order to create a 16-hour/7-day Downtown.

The Downtown is made up largely of restaurant and service businesses with very few retail stores and few restaurants that are open past 7 p.m. The goal is to encourage a mixed use experience with entertainment, retail, dining, grocery, performing arts, and cultural attractions.

5.2.1. *Increase nightlife and/or weekend activities by actively pursuing entertainment venues for Downtown.*

The arts are an acknowledged economic driver both nationally and in New York State. The newly released Long Island Arts Alliance Arts and Economic Prosperity 6 report shows that every person who attends a performing art event generates \$37.31 in additional expenditures (e.g., food, beverages, etc.). The arts are an economic driver in downtowns.

5.2.2. *Explore opportunities to attract new businesses, especially retail, to Downtown.*

Continue to pursue the retail mix suggested in the Gateway study. Consider the potential to work with the BID to hire a business attraction specialist to actively promote Glen Cove to desired businesses.

5.2.3. *Work with business owners to establish coordinated and consistent business hours throughout the Downtown.*

5.2.4. *Continue to create more flexibility in the Zoning Code in order to facilitate new business openings.*

5.2.5. *Support local entrepreneurship, especially for Hispanic/Latino businesses.*

Making the leap from a farmers market stand or in-home business to a formal commercial space is daunting for many entrepreneurs. The City, the Chamber of Commerce, and/or the BID could coordinate to potentially:

- Create materials that outline the steps required/expectations to open a new business.
- Pursue grants that could be used as gap-funding for the capital investment required.

5.2.6. *Consider potential for a hotel in Downtown.*

There is only one hotel in Glen Cove: The Mansion at Glen Cove. This Gold Coast mansion converted to 4-star hotel and conference center has 186 rooms. The space is a popular wedding and event venue and in the off-season,⁸ room rates average from \$200 to \$270 per night. The closest tourist class hotels are located along 25A in Roslyn and East Norwich, with rates that range from \$110 to \$180 per night. Recent data from Lodgistics.com indicate that the hospitality industry is finally recovering from the COVID-19 pandemic-related downturn; however, lower-tier hotels are outperforming luxury venues.⁹ This would indicate potential for a smaller, tourist class hotel in Downtown Glen Cove.

5.3. **Improve shopper/pedestrian experience.**

Pedestrian safety and perception of safety are vital to attracting and keeping people Downtown. The following strategies focus on physical improvements to improve the Downtown experience.

5.3.1. *Continue working to improve streetscape consistency and uniformity throughout the commercial areas.*

The City is working to upgrade and improve Glen Cove's sidewalks, crosswalks, alleyways, and curb ramps to ensure ADA compliance and pedestrian accessibility. This includes replacing bricks with smooth concrete paving alternatives.

5.3.2. *Consider reopening the front entrance of City Hall to eliminate the "dead space" on Glen Street, while ensuring City Hall remains secure.*

Glen Street has the majority of vacant businesses in the Downtown. The Glen Street City Hall entrance has been closed since COVID, and as such gives the impression that it is another vacancy. While it is understood that there are security concerns, reopening the front entrance

⁸ Rack rates for December 7, 2023 entered.

⁹ The State of Hotel Operations: 30 Must-Know Hotel Industry Statistics (2023) https://lodgistics.com/lodgistics_newsroom/hotel-industry-statistics/

would eliminate a very prominent perceived vacancy on a stretch of street that appears to be struggling.

5.3.3. *Improve connectivity and pedestrian safety between Glen Cove Creek/the Waterfront and Downtown.*

5.3.3.1. *An “Art Walk” along the route from Downtown Glen Cove to the waterfront can enhance the pedestrian experience while promoting local artists.*

5.3.3.2. *The City should consider setting aside a larger budget for the maintenance of the landscape along pedestrian paths, including the path through Pratt Park, which provides a connection between the Downtown and the waterfront.*

5.4. *Attract new shoppers.*

Anecdotal information indicates that Glen Cove shoppers largely come from Glen Cove, with very few visitors from out of town. Further, local residents are purpose-focused, attending to their business without lingering.

5.4.1. *Continue working with and supporting the BID, Chamber of Commerce, and North Shore Hispanic Chamber of Commerce with a diverse array of events and attractions in Downtown.*

5.4.2. *Improve wayfinding, especially between the Downtown and the waterfront, to include signage and updated information kiosks.*

5.4.3. *Regularly update marketing materials such as attractions maps, and distribute at community events, in area hotels and local businesses, and potentially as part of a welcome package to new residents.*

5.4.4. *Continue public investment in beautification efforts.*

- In particular, consider creating signage, over-street banners/street painting to make Glen Street seem more inviting.
- Pursue short-term opportunities to draw people Downtown and encourage them to linger, such as additional public art.

5.5. *Pursue meaningful economic development.*

There are several opportunities for impactful development throughout Glen Cove.

5.5.1. *Create an entertainment magnet for the Downtown.*

5.5.2. *Consider providing economic incentives for theater use as appropriate.*

5.5.3. *Publicize existing attractions in Glen Cove, such as the golf course and beaches, to bring people into Glen Cove who will potentially spend money at local businesses.*

5.5.4. *Encourage infill development on underutilized sites in existing commercial corridors (e.g., Cedar Swamp Road and Forest Avenue).*

This plan promotes an important Smart Growth principal to encourage infill development in areas appropriate for higher densities such as Downtown and near public transit. However, density should not exceed what is currently permitted by existing zoning without an overriding public purpose. This strategy aims to balance the provision of housing opportunities and the creation of a vibrant Downtown with the preservation of low-density residential areas, open space, and natural resources. See Chapter 2 for additional recommendations related to housing development.

5.5.5. *Rehabilitate the Pulaski Street Garage through a public-private partnership to be mixed-use with public amenities, while continuing to provide public parking within the garage. Nearby vacant and/or underutilized properties may be utilized to complete this vision.*

5.5.6. *Continue to encourage redevelopment of former industrial sites (e.g., Photocircuits and Konica) that meet the City of Glen Cove's economic development goals in terms of job creation and fiscal revenues.*

5.5.7. *Attract businesses to locate in Glen Cove and provide an array of local employment opportunities for a wide range of salary levels.*

Subject to environmental restrictions on properties and continued environmental remediation, there is potential for redevelopment on legacy industrial sites (near Sea Cliff Station and Glen Cove Creek) that could bring employment opportunities to Glen Cove. Examples of businesses that could provide job opportunities in a wide range of salary levels include light industry, manufacturing, insurance companies, software development companies, medical services, and medical supply and lab equipment producers.



Chapter 6. Natural Resources, Climate Change, and Resilience

Introduction

Glen Cove is committed to becoming a more sustainable community. As part of the City's commitment, Glen Cove has embarked on the process to become a certified Climate Smart Community. New York State's certification program recognizes communities for their accomplishments to reduce greenhouse gas (GHG) emissions and adapt to a changing climate, through a rating system leading to three levels of award: bronze (achieving 120 points through completing certified actions), silver (achieving 300 points through completing certified actions), and gold (gold level is currently under development). Points can be earned by completing the 116 certified actions including points for innovation and performance.¹ The 10 pledge elements involve:

1. Build a climate-smart community.
2. Inventory emissions, set goals, and plan for climate action.
3. Decrease energy use.
4. Shift to clean, renewable energy.
5. Use climate-smart materials management.
6. Implement climate-smart land use.
7. Enhance community resilience to climate change.
8. Support a green innovation economy.
9. Inform and inspire the public.
10. Engage in an evolving process of climate change.

Consistent with the requirements and guidelines of Climate Smart Communities (CSC) Certification Action Pledge Element #6,² this Comprehensive Plan focuses on the future sustainability and resiliency

1 <https://climatesmart.ny.gov/actions-certification/certification-overview/certification-framework/>

2 <https://climatesmart.ny.gov/actions-certification/actions/#open/action/66>

of the City by supporting natural resource protection, evolving green technologies, green infrastructure, and sustainable “smart growth” principles. This chapter highlights the natural resources and environmental features that define the City’s unique character and describes the hazards and challenges the City faces as a waterfront community.

The City of Glen Cove is committed to planning for future growth in a way that improves resilience and sustainability throughout the community. This Comprehensive Plan is the framework for the City to tackle critical local issues relating to climate change, as it establishes goals and recommendations to achieve a sustainable and resilient future. The recommendations presented in this chapter and throughout the Comprehensive Plan aim to ensure the City is a healthy and resilient environment for current and future residents for at least the next 10 years.

Sustainability and resiliency goals include the following:

- Achieve net zero waste by minimizing waste production and recovering organic matter.
- Replace GHG-emitting energy sources (coal, oil, gas) with renewable energy.
- Reduce GHG emissions and natural resource consumption.
- Protect and restore existing natural resources within the City to increase coastal resiliency.
- Improve stormwater management and infrastructure throughout the City.
- Ensure sustainable stewardship of the natural and scenic resources that define the City’s unique character.
- Increase the City’s resilience to future storms and sea level rise.

Prior Plans and Initiatives

Several prior planning initiatives and studies have been undertaken to improve the City’s flood resilience, reduce GHG emissions, increase sustainability, and prepare for the impacts of climate change. Recent development along Glen Cove Creek has also incorporated various sustainability and resiliency initiatives through covenants and agreements between the City and private developers. These studies and initiatives are further discussed below.

2023 Climate Vulnerability Assessment and Adaptation Strategies Plan for Western Gateway

In the summer of 2023, the City of Glen Cove adopted a climate vulnerability assessment and adaptation strategies (the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies Plan) for approximately 0.35 miles of shoreline and 66 acres of property along the south side of Glen Cove Creek (study area). The Climate Vulnerability Assessment outlines the vulnerability of the Creek from natural hazards, presents public input gathered during the assessment, and provides a framework for future resilience planning along the waterfront through adaptation and resilience recommendations. The assessment notes the following vulnerabilities the study area faces:

- Tropical storms and hurricanes have historically resulted in the largest storm surge flooding affecting the Glen Cove area.
- Intense precipitation (i.e., urban flooding or cloudburst) is a flood hazard for the study area.
- The Glen Cove Department of Public Works (DPW) Yard, Glen Cove Transfer Station, Nassau County Wastewater Treatment Plant, and Nassau County Public Works Facility have high vulnerability to flooding. These facilities are located at low elevations adjacent to Glen Cove

Creek. They are also located at the receiving end of runoff from upstream areas. These facilities, especially the Wastewater Treatment Plant, provide essential services.

- The study area shoreline is composed of a vertical sheet pile bulkhead and has high vulnerability to coastal flooding. Higher water levels may affect the bulkhead's stability. In addition, higher water levels warrant a discussion about whether the shoreline should be raised to protect the study area.
- The stormwater drainage system has high vulnerability to increasing intense precipitation and coastal flooding. Increasing intense precipitation is expected to overwhelm the drainage system more frequently. Members of the community have observed that parts of the study area are not adequately drained, suggesting the existing drainage system is not adequate. Increasing intense precipitation is expected to exacerbate these problems. Coastal flooding will also affect the stormwater drainage system by filling the outfalls and drainage pipes unless tide gates/valves are installed to prevent reverse flows.
- Morris Avenue and Shore Road have high vulnerability to coastal flooding and increasing intense precipitation. Both are located at low elevations and are also at the receiving end of runoff entering the study area. Park Place is projected to have high vulnerability in the future (by 2100) due to sea level rise.
- The Tiegerman School is a high value asset that is projected to change from having low flood vulnerability to having high flood vulnerability (by 2100) due to sea level rise.
- The study area's baseball fields are at two different elevations – four fields to the northeast are at a lower elevation than the four fields to the southwest. The four fields to the northeast have high vulnerability to coastal flooding. The fields are also at the receiving end of runoff entering the study area and have high vulnerability to flooding from increasing intense precipitation. The four baseball fields to the southwest have less vulnerability due to their higher ground elevation.
- The recreation features included in the proposed Waterside Recreational Redevelopment (WRR) project on the south side of Glen Cove Creek will most likely have high vulnerability to coastal flooding and increasing intense precipitation because the ground elevation at the proposed features is at a low elevation and along runoff paths towards Glen Cove Creek. With a robust drainage design, the area's vulnerability may be reduced. (Note: the WRR project included planning and design to reclaim and redesign a waste management complex on the south side of Glen Cove Creek with new recreational infrastructure.)
- The study area has high vulnerability to increasing temperatures, particularly in the form of heat waves. During heat waves, people are more prone to dehydration, heat exhaustion, and other medical emergencies. Heat and sunshine can also intensify ground-level pollution. Addressing heat waves is an important consideration for the study area's growth, especially given existing and planned recreational uses in the study area.



Source: GZA

Members of the community involved in this planning process noted flooding from recent storm events at specific locations:

- Flooding, high water table, and poor drainage at the baseball fields.
- Rain entering the study area from runoff along Robinson and Craft Avenues.
- Flooding at the corner of Robinson and Glen Cove Avenues if drains are clogged by debris.
- Flooding and poor drainage behind the Tiegerman School.
- Flooding on Shore Road resulting from runoff from the adjacent Village of Sea Cliff and high tide.

Resilience and adaptation strategies and measures that were recommended for the study area in the Climate Vulnerability Assessment include:

- Enhance the stormwater system to promote drainage. Consider nature-based features, such as streams and green infrastructure.
- Elevate buildings (residential or non-residential) using piles/posts/piers/columns, etc.
- Increase the site grade (for roads, fields, new residential/non-residential buildings, etc.).
- Dry-floodproof non-residential buildings (i.e., install temporary or permanent flood barriers at entrances and other penetrations below the design flood elevation).
- Construct perimeter flood protection (floodwall). The floodwall could incorporate the wastewater treatment plant bulkhead replacement project. Perimeter protection can also incorporate natural and nature-based features as space allows.
- Design sports fields to withstand flooding and drain quickly.
- Wet floodproof features below the base flood elevation (garages, storage, utilities).
- Develop a flood emergency response plan.
- Develop a post-storm repair and clean-up plan.
- Revise building/zoning regulations to increase resiliency to flooding in the Western Gateway area.
- Prioritize development of WRR recreational facilities along higher elevations within the study area (i.e., the location of the existing Glen Cove Compost Area and former incinerator site near the City Stadium complex).
- Update Natural Hazard Mitigation Plan with results and recommendations from this plan.
- Build outside of flood-prone areas for new construction, when practical.
- Elevate above flood elevation using fill within Federal Emergency Management Agency (FEMA) Zone A, outside of areas prone to wave action, for new construction.
- Increase public education about heat health risks.
- Install tide gates on outfalls.
- Non-structural long-term or people-based strategies including data-driven planning and administrative controls (e.g., scheduling outdoor activities to cooler times of the day).
- Construct additional cooling measures such as cooling centers, splash parks, pools, etc.
- Increase vegetation, tree cover, or awnings and canopies to provide additional shade and other benefits.
- Require construction with heat-resistant materials and/or materials that reduce heat island effects such as “cool” pavements.

- Increase pedestrian accessibility (improve and/or add more sidewalks, crosswalks, pathways, etc.)
- Increase bicycle accessibility (new bike paths, bike storage/parking)
- Increase connectivity of the Western Gateway study area to public transit (bus, ferry, etc.)
- Install traffic calming measures (raised crosswalks/intersections, lane narrowing/restriping, etc.)

The Climate Vulnerability Assessment includes a qualitative multi-criteria analysis tool to prioritize these strategies and measures and provides an overview of potential funding sources for each.

2021 Nassau County Hazard Mitigation Plan

Nassau County, in coordination with planning committees from various interested municipalities within the County, undertook a year-long planning process in 2021 to update and redevelop the hazard mitigation plan, which accounts for new risks and updated community priorities. The 2021 Nassau County Multi-Jurisdictional Hazard Mitigation Plan (Hazard Mitigation Plan) identifies hazards of concern, profiles these hazards, estimates risk and potential losses associated with these hazards, develops mitigation goals and actions that address the hazards that impact the area, and provides a strategy for plan implementation.³ As part of the 2021 Hazard Mitigation Plan, a risk assessment was undertaken for the County as a whole and each participating community to evaluate risks of natural hazards that are anticipated to impact the people, economy, services, housing, infrastructure, and environment. The City of Glen Cove Annex to the Hazard Mitigation Plan identifies coastal hazards, flooding, and wind as the natural hazards that most impact the City.

Mitigation strategies for the City, including previous and proposed actions, are provided in the Hazard Mitigation Plan. These actions include:

- Previous
 - Conduct an infrastructure analysis and design process for the East Island (also known as Morgan Island) Tidal Gates and Pryibil Beach Sluiceway (this action had been completed at the time of the Hazard Mitigation Plan).
 - Construct and install the recommended infrastructure improvements (the project had not started at the time of the Hazard Mitigation Plan).
- Proposed
 - East Island Bridge Tidal Gates Repair: The tide control gates are in disrepair and not functioning correctly (this action has been completed to date, see Infrastructure Rehabilitation below).
 - Pryibil Beach Sluiceway: the sluiceway has been cleaned out, facilitating better movement of water; however, the gate on the sluiceway has not been repaired.
 - Morgan Park Seawall Evaluation Study: The seawall at Morgan Park has been continuously damaged during storms. This has caused large granite rocks to shift, and they are now susceptible to undermining. The damage has also resulted in erosion of the land behind the seawall to the point where it is not being properly retained and has the potential to slide (seawall rehabilitation has largely been completed to date, see Infrastructure Rehabilitation below).

³ To be executed upon conditional approval of the Plan from the New York State Division of Homeland Security and Emergency Services (NYS DHSES) and FEMA.

- Sea Cliff Avenue Flood Mitigation: The roadway on Sea Cliff Avenue is prone to flooding during storm events and a small creek that runs perpendicular to the roadway overflows onto the roadway during storm events, making it unpassable.
 - Solution: Increase the storm drainage capacity in this area so that the creek and roadway can properly drain.

The Hazard Mitigation Plan listed FEMA Hazard Mitigation Assistance as a potential funding source for the Sea Cliff Avenue Flood Mitigation action.

Waterfront Development

Garvies Point transformed a 56-acre brownfield site on the north side of Glen Cove Creek into a vibrant mixed-use waterfront community. Aside from the environmental benefits associated with remediation, the new development incorporated the following sustainability and resiliency measures:

- 28+ acres of public use and green space, including raingardens, bioswales, tree planting, landscaped areas using native plants, restoration of wetlands, and removal of invasive plant species.
- Old utilities taken off-line, and new utilities moved underground in conduits, including electrical, drinking water, sanitary, natural gas, and telecommunications during reconstruction of Herb Hill Road and Garvies Point Road
- Elevation of buildings, with Leadership in Energy and Environmental Design (LEED) silver status gained for all three residential buildings completed to-date.
- Completion of an ecological pier over the wetlands area, to be used for educational purposes.

Infrastructure Rehabilitation

The City received Water Quality Improvement Project Program grant funding from the New York State Department of Environmental Conservation (NYSDEC) to rehabilitate the East Island Bridge tidal gates, which had been in a state of disrepair and failing to properly regulate flow between the Long Island Sound and Dosoris Pond. The project has been completed and included the following components:

- Rehabilitation of the bridge tidal gates;
- Limited structural improvements to the bridge and wingwalls; and
- Installation of green infrastructure (including native plantings and bioswales) near the bridge, Dosoris Pond, and on the south side of Prybil Beach to improve the water quality.

This project restored the flow between Dosoris Pond and Long Island Sound. Wetland plantings, bioswales, shoreline restoration plantings, and a permeable accessway will be installed. These green infrastructure improvements complement the ecological benefits of improved water flow between Dosoris Pond and Long Island Sound by filtering stormwater runoff that causes pollution in the pond and by stabilizing the shoreline.

In addition to rehabilitation of the East Island bridge tidal gates, the City has rehabilitated the Morgan Park seawall, which sustained damage during Superstorm Sandy. This seawall is composed of large granite blocks and is the last line of defense to protect the City from coastal erosion and storm flooding. The focus of the project was on the water side of the wall, which was leaning inland. Funding was secured from the State to reconstruct the seawall, and the majority of construction was completed in 2022; the final phase of seawall repair is anticipated to be completed in 2024.

Resiliency Measures

During Hurricane Ida in 2021, low-lying areas in the City were severely damaged due to flooding including the Police Department headquarters on Bridge Street and the Glen Cove Public Library on Glen Cove Avenue. The intensity of the storm and the volume of rain combined caused extensive damage and, as the Police Department building is across from a hilly area (Continental Place) and sits atop an underground stream, water could not be pumped out fast enough to reduce the damage.⁴

Since Hurricane Ida, the Police Department has installed six pumps in various locations throughout the basement to prepare for future flooding events. Additionally, the Glen Cove DPW is in the process of installing a backup generator on the property, which will be raised and outside of the floodplain. City Hall also has a backup generator.

Clean Energy Community Program and Energy Benchmarking

In 2017, the City was designated as a New York State Energy Research and Development Authority (NYSERDA) Clean Energy Community, which is an optional statewide program that provides municipalities with opportunities to implement clean energy actions, save energy costs, create jobs, and improve the environment. Once designated as a Clean Energy Community, the City received a \$5,000 grant from NYSERDA in 2017. NYSERDA has identified ten high-impact actions for local governments to take, including benchmarking, clean energy upgrades, LED streetlights, clean fleets, solarized clean heating and cooling, unified solar permits, energy code enforcement training, Climate Smart Community certification, community choice aggregation, and Energize New York. By completing four of the ten actions, a local authority can earn the Clean Energy Community designation and apply for a grant of up to \$250,000 to fund additional clean energy projects. Participating municipalities can implement these high-impact actions to save energy, cut costs, and earn designation.

The City began conducting annual energy reporting for municipal buildings to earn points under this program and to identify opportunities to cut energy waste; the chosen baseline year for reporting was 2021. To date, an energy report for 2021- 2022 is available with benchmarking for 2023 underway. In total, the City tracks energy use at 12 properties including streetlighting and drinking water pump stations at various properties. Between 2021 and 2022, energy use, natural gas use and GHG emissions increased and decreased at various locations. Details are provided in Table 6-1 below.

⁴ <https://www.liherald.com/stories/two-weeks-later-glen-cove-is-still-recovering-from-ida,134807>

Table 6-1. Changes in Energy Use, Natural Gas and GHG Emissions between 2021-2022, City of Glen Cove

Facility	Electricity Use Change from 2021 (Baseline)	Natural Gas Use Change from 2021 (Baseline)	GHG Emissions Change from 2021 (Baseline)
Animal Shelter	Decrease	No change	Decrease
City Hall	Increase	Increase	Increase
City Stadium	Decrease	--	Decrease
Drinking Water Pump Stations	Increase	--	Increase
Fire House/EMS	Decrease	Increase	Increase
Golf Course	Increase	Decrease	Increase
Other*	Decrease	Increase	Decrease
Parking Garage – Brewster Street	Decrease	--	Decrease
Parking Garage – Pulaski Street	Decrease	--	Decrease
Police Station	Decrease	Decrease	Decrease
Senior Center	Increase	Increase	Increase
Streetlighting	Decrease	--	Decrease

**Refers to miscellaneous utility meters through the City that do not serve any of the main municipal facilities (e.g., park facilities).*

Total changes from the 2021 baseline year for each category are provided in the benchmarking report, which indicates that throughout City facilities, total electricity use increased by 0.9%, natural gas use increased by 0.7% and GHG emissions increased by 0.9%.

Renewable Energy

As part of their commitment to reducing fossil fuel consumption and GHG emissions, the City has implemented several projects and passed legislation to promote renewable energy, as follows:

- 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 NYSEDA Municipal Zero-emission Vehicle (ZEV) Infrastructure Grant Program (approximately \$48,000) to install EV charging stations at the Brewster Street parking garage.
- The City adopted the New York State Unified Solar Permit to streamline the permit process for eligible solar photovoltaic installations as part of the action items to become a designated NYSEDA Clean Energy Community.
- The City along with the Glen Cove Community Development Agency (CDA) has leveraged Community Development Block Grant (CDBG) Program funding to purchase and install five solar trash/recycling compactors as a pilot program in the Glen Cove Downtown Business Improvement District (BID) and Prybil Beach. If successful, the City will expand the installation of these mechanisms throughout and beyond the BID.

- As a result of becoming a NYSEDA Clean Energy Community, the City was awarded a grant from the State to be used for LED lighting, which was utilized to convert much of the City's roadway lighting and lighting for municipal infrastructure to LED lighting.
- Solar panels have been installed on the rooftop of the Glen Cove Senior Center and the Glen Cove Fire Department in 2017, which has been estimated to save the City approximately \$300,000 over 25 years. The City has identified additional locations for rooftop solar facilities (see Issues and Opportunities section below).
- Rechargeable battery equipment and stations have been intermittently housed at some of the City's former industrial sites (under private ownership) as an interim use pending redevelopment of these sites.

Climate Smart Communities

As previously discussed, the City became a registered CSC community in 2023 after adopting the CSC pledge. While the City has previously completed many CSC actions to satisfy the NYSEDA Clean Energy Communities program, this Comprehensive Plan update has been prepared to satisfy CSC Action PE6, completion of a comprehensive plan with sustainability elements. To date, the following CSC actions have been completed by the City:

- Conducted a municipal benchmarking report 2021-2022 for City buildings, properties and infrastructure (PE3 Action)
- Converted streetlights to LED lighting (PE3 Action)
- Conducted energy code enforcement training (PE3 Action)
- Participated in residential organic waste (curbside leaf collection) program (PE5 Action)
- Adopted the New York State Unified Solar Permit to streamline the approval process for installing solar throughout the community (PE6 Action)
- Adopted a Complete Streets policy (PE6 Action)
- Installation of EV (alternative-fuel infrastructure) charging stations (PE6 Action)
- Provision of access to public transit via the City's Commuter and LOOP Bus Service (PE6 Action)
- Being a certified New York State Tree City (local forestry program) through the National Arbor Day Foundation (PE6 Action)
- Adopted the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies – completed a vulnerability assessment and climate adaptation plan with a limited scope, covering multiple climate hazards for a limited geographic area (the Western Gateway study area, located on the south side of Glen Cove Creek) (PE7 Action)
- Coordinating a farmers' market (Deep Roots Farmers Market) at Garvies Point (PE8 Action).

Additional CSC actions can be undertaken/implemented by the City to adapt to climate change and reduce GHG emissions, many of which are eligible for funding by the NYSDEC under the CSC Grant Program.

Existing Conditions

Topography and Slopes

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

Wetlands and Hydrology

Wetlands are valuable to people and the environment, with numerous functions and benefits including flood and stormwater management, surface and groundwater protection, erosion control, pollution treatment and nutrient cycling, and provision of fish and wildlife habitat. Wetlands are some of the most productive ecosystems, and provide nesting, spawning, and breeding habitat for a variety of wildlife and plant species. They perform vital ecosystem services, such as stormwater filtration and storage, which can assist in reducing flood impacts and improving water quality by absorbing pollutants and reducing turbidity. Additionally, wetlands provide groundwater recharge, assist in maintaining base flow in streams and rivers, and support other water bodies such as ponds. They also provide opportunities for recreation, education, and research, as well as open space.

The City is bounded by surface waters to the north (Long Island Sound) and the west (Hempstead Harbor). Glen Cove Creek is an important waterbody in the City, and has been the focus of remediation and redevelopment efforts spanning three decades. The NYSDEC regulates activities that occur within or adjacent to freshwater and tidal wetlands. The State agency is currently in the process of proposing freshwater wetlands regulatory changes, including decreasing the acreage threshold of wetlands for which the State will have jurisdiction on (from 12.4 to 7.4 acres). The U.S. Army Corps of Engineers (USACOE) regulates activities that occur only directly within freshwater and tidal wetlands. The Long Island Sound and marsh areas along the coastline of the City, including Dosoris Pond, West Pond, and Glen Cove Creek, constitute tidal wetlands regulated by both the NYSDEC and USACOE (see Figure 6-1).

There are some mapped State-regulated freshwater wetlands in the City, as shown in Figure 6-2, including a 22.6± acre wetland at Welwyn Preserve, a 14.4± acre wetland on the eastern side of the Glen Cove Golf Course that continues south of Lattingtown Road and south of Old Tappan Road along the City's eastern boundary, and portions of a 77.4± acre wetland (stream) that flows from Mill Pond, as further discussed below.

The U.S. Fish and Wildlife Service (USFWS) publishes a series of National Wetland Inventory (NWI) maps that illustrate the location of smaller wetland systems; these wetlands are typically regulated by the USACOE. There are several wetlands throughout the City depicted on the NWI maps that are regulated by the USACOE and represent potential waters of the United States. Any activities that occur directly within these water bodies would require consultation with the USACOE.

Figure 6-1. Tidal Wetlands



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

Figure 6-2. NYSDEC Freshwater Wetlands



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

Glen Cove Creek flows out to Mill Pond at Pratt Park and becomes an underground stream that generally flows through existing parking lots and development in the downtown between Brewster Street and Pulaski Street, before generally following NYS Route 107 and flowing through residential neighborhoods in the village of Old Brookville to a NYSDEC freshwater wetland at the de Seversky Mansion on the New York Institute of Technology (NYIT) campus south of Northern Boulevard.

Stormwater Management

Stormwater runoff from weather events, if not captured by storage systems, has the potential to collect and transport pollutants from development areas to nearby surface waters. As further discussed in Chapter 7 of this Comprehensive Plan, Chapter 237 of the City Code provides legislation for stormwater management in the City, in an effort to mitigate and prevent stormwater runoff from contaminating surface and ground water.

Water Quality

The Federal Clean Water Act requires states to periodically assess and report on the quality of waters. Section 303(d) of the Act also requires states to identify “Impaired Waters,” where specific designated uses are not fully supported. For these Impaired Waters, New York must consider the development of a Total Maximum Daily Load (TMDL) or other strategies to reduce the input of the specific pollutant(s) that restrict waterbody uses, to restore and protect such uses. Every two years, pursuant to the Federal Clean Water Act, the NYSDEC submits a list of impaired waters that require a TMDL. The Draft 2020-2022 Section 303(d) List of Impaired/TMDL Waters is the most recent publication from the NYSDEC, which includes Dosoris Pond, Glen Cove Creek, Hempstead Harbor, and the Long Island Sound (Nassau County Waters).

Dosoris Pond is an impaired waterbody segment which has impacted shellfishing due to fecal coliform since 2002. Glen Cove Creek (lower creek and its tributaries) is listed as impaired due to fecal coliform (since 2002) and silt sediment (since 2018) which has impacted secondary contact recreation. Hempstead Harbor (northern section) and its tributaries has been impaired by pathogens since 2007 which has impacted fishing, primary contact recreation, secondary contact recreation, and shellfishing. The Long Island Sound, Nassau County Waters has been impaired since 1998 due to fecal coliform, which has impacted fishing and shellfishing.

Land development or redevelopment activities that would discharge pollutants of concern to impaired waters or TMDL-designated watersheds would require the preparation of a stormwater pollution prevention plan (SWPPP) that includes water quantity and water quality controls as provided in Section 237-8 of the City Code.

Crescent Beach has been closed for swimming since 2009 due to high bacteria from the stream that runs alongside the beach and into the harbor. Sampling conducted by the U.S. Environmental Protection Agency (USEPA), NYSDEC, and Nassau County Department of Health between 2018 and 2019 indicated that elevated fecal indicator bacteria concentrations at Crescent Beach are likely due to domestic, wildlife or other environmental factors, with birds (including gull species) and canines being the most likely contributor. Therefore, on February 5, 2020, the NYSDEC closed its investigation into sources of contamination of Crescent Beach. Since then, the City has installed helix filters that worked in reducing fecal contamination from one branch of the stream and is currently in the process of enlarging a culvert to improve tidal flush in the other branch, with the idea that the combination of the two interventions will decrease the coliform levels and allow reopening of the beach to bathing and swimming.

There are several shellfishing areas in Nassau County that are in such poor sanitary condition (based on an annual water quality analysis) that shellfish should not be taken for use as food and such lands are designated as uncertified areas by the NYSDEC. Shellfish closures occurred at the following locations along the coastline and within Glen Cove between January 1st through December 31st of 2023.⁵

- Crescent Beach: all that area of Hempstead Harbor lying within 250 yards of the seaward end of the rock jetty at the City of Glen Cove's Crescent Beach at the foot of Crescent Beach Road.
- West Pond: all areas and a portion of Hempstead Harbor lying between lines extending 500 feet on a bearing of 305 degrees true from the seaward ends of the rock jetties on each side of the entrance to West Pond.
- All of Dosoris Pond.
- Hempstead Harbor: all of Hempstead Harbor, including tributaries, lying southerly of a line extending northeasterly from the westernmost chimney on the seaward side of the large brown house (situated on the bluff within Sands Point Park and Preserve) located approximately 1,300 yards northwesterly of Mott Point, to the western end of the rock jetty at Red Spring Point, on the opposite eastern shoreline, and then continuing along the northeasterly side of the jetty to the shore. The jetty forms the northern enclosure of the private marina serving the Legend Yacht and Beach Club Community on Pembroke Drive in Glen Cove.

2022 Hempstead Harbor Water Quality Report

In the early 1990s, the Coalition to Save Hempstead Harbor (CSHH) developed a water-quality monitoring program for Hempstead Harbor that has continued and expanded over the years. A key component of the program since its start has been citizen involvement (i.e., observing changing conditions around the harbor and notifying CSHH as well as appropriate municipal and environmental agencies of any unusual events affecting the harbor). The core monitoring program for Hempstead Harbor encompasses regular-season weekly testing from May through October at stations established in the upper and lower harbor (including several shoreline stations) and in Glen Cove Creek generally on the same day of the week and at the same time, starting at approximately 7 AM and typically continuing for five hours. Weekly collection of water samples during the winter (November through April) is limited to monitoring locations that are not specific to the City. The CSHH monitoring locations that are specific to Glen Cove are:

- CSHH #3, at the red channel marker N-2, at the mouth of Glen Cove Creek, between the Hempstead Harbor Club and Sea Cliff Beach.
- CSHH #8, at the Nassau County Sewage Treatment Plant outfall pipe.
- CSHH #9, outfall about 10 feet west of CSHH #8.
- CSHH #10, outfall about 20 feet west of CSHH #8, at the end of the seawall.
- CSHH #11, about 50 feet east of CSHH #8.
- CSHH #12, about 100 feet east of CSHH #8, in the middle of the Creek, north of the bend in the south seawall.
- CSHH #13, 60 feet from the Mill Pond cement weir at the head of Glen Cove Creek.
- CSHH #17, outside Crescent Beach restricted shellfish area across from white beach house.
- CSHH #17A, within the Crescent Beach restricted area across from the stream that runs alongside the beach.

5 <https://www.dec.ny.gov/things-to-do/shellfishing/closures>

Water samples are collected at all testing stations for bacterial analysis by the Nassau County Department of Health. Tests for dissolved oxygen (DO), salinity, water temperature, pH, and turbidity are collected weekly at certain locations including CSHH #13 and #17.

The CSHH has participated in the Unified Water Study: Long Island Sound Embayment Research (UWS) since the program's inception in 2016. Although CSHH conducts monitoring for the UWS as a separate program from the core monitoring program for Hempstead Harbor (collecting biweekly samples from May through October), to the extent possible CSHH has aligned testing equipment and methodologies for both programs. Five CSHH core monitoring program stations were selected for inclusion in the UWS (coded as "HEM"). The locations that are specific to Glen Cove are HEM-M-03, which is the same as CSHH #3, and HEM-O-06, which is the same as CSHH #17. Key monitoring findings specific to Glen Cove include the following:

- Healthy dissolved oxygen (DO) levels (greater than 4.8 parts per million [ppm]) were observed in 72.2% of all surface and bottom measurements taken in 2022. For bottom DO levels (which are most crucial to bottom-dwelling marine life), hypoxic conditions (less than 3.0 ppm) were observed in 18.5% of all measurements taken in 2022.
- Unlike the previous two seasons, during which no surface hypoxia was observed, 10 surface readings across five stations (4.9% of all surface readings) were hypoxic in 2022.
- In 2022, there was one anoxic bottom reading (less than 1.0 ppm) on July 27 at CSHH #16. The last anoxic readings occurred in 2019.
- CSHH #13 had the longest duration of bottom hypoxia of all stations surveyed in 2022 and saw the largest increase in hypoxic frequency from 2021 to 2022.
- Glen Cove Creek experiences higher nutrient loading than other areas of the harbor because of the number of stormwater outfalls that empty into the Creek as well as the discharge from the Nassau County Sewage Treatment Plant, which is located on the south side of the Creek.
- A sewer-line break that was confirmed in November 2021 was responsible for discharging raw sewage to Mill Pond and Glen Cove Creek for months.
- Overall, thermal stratification of the water column was slightly greater in 2022 than in 2021.
- Maximum air temperatures reached 97°F in mid-July 2022 during a weeklong heat wave, and air temperatures recorded on July 21 were the highest of the season at each station surveyed.
- Despite a heatwave in July, average air temperature for the entire season, as measured during core-program weekly surveys, was cooler in 2022 than in 2021.
- On average, harbor-wide salinity in 2022 was higher than in 2021 at both the surface and bottom.
- CSHH #8 and #13 typically exhibit lower salinity readings compared with other stations. This is due to their proximity to known sources of freshwater input. For this reason, the data from these stations are not included in the 2022 seasonal averages, which are meant to convey overall harbor conditions.
- Due to an equipment malfunction that was resolved late in the season, pH results for the 2022 season rely primarily on LaMotte pH test kit readings. Every week throughout the season, LaMotte pH test kit readings were 8.0, except for one 7.5 reading on June 29, suggesting that pH was consistent with what is typical for Hempstead Harbor.
- The average Secchi-disk depth (method to monitor water clarity by determining the lowest depth at which ambient light can penetrate the water column) for the 2022 season was 9.4% deeper than the 2021 average and 20.8% deeper than the 2020 average.

- Despite a deeper harbor-wide average, the range of Secchi depth readings in 2022 was comparable with typical harbor conditions.
- In 2022, samples indicated that the average total nitrogen in Hempstead Harbor ranged from fair to very poor conditions.
- Average ammonia was lower at most stations in 2022 compared with average ammonia in 2021. The most notable decreases occurred at Glen Cove Creek stations (CSHH #8, #12, and #13).
- Levels for fecal indicator bacteria were lower at outer-harbor stations than near-shore and outfall stations, likely because they are less influenced by stormwater and other discharges from the watershed.
- Among operational beaches, only Morgan Beach was closed due to high bacteria levels (for two days) during the 2022 season.
- While there remain periodic exceedances of fecal coliform and enterococci thresholds at Glen Cove Creek stations (CSHH #8-13), neither showed the same pattern of high levels in 2022, indicating a recovery from the sewer line break.
- Total precipitation for the 2022 summer season (June 21 to September 22) was 12.11 inches (307.59 mm). This is less than half of the total precipitation for the 2021 summer season, which was 27.83 inches (708.88 mm).

2022 Nassau County Nine Key Element Watershed Plan

Stony Brook University in coordination with Nassau County prepared the 2022 Nassau County Nine Key Element Watershed Plan (Watershed Plan) to update watershed-based nitrogen models for sub-watersheds throughout Nassau County (last updated in 2018), which included Hempstead Harbor. The updates resulted in slightly larger nitrogen loads in Hempstead Harbor compared to previous nitrogen loading models conducted in the 1980s. In 2020, the Nassau County Subwatersheds Study determined the sources of nitrogen entering Nassau County surface waters were from fertilizer, wastewater, atmospheric deposition, and pets.

All of Nassau County's bays have been identified as impaired (as identified on the 2018 New York State Section 303(d) List of Impaired/TMDL Waters) due to pathogens, although excessive nitrogen may also contribute toward water quality impairment of these systems, according to the Watershed Plan. Impairments of Nassau County waterbodies associated with excessive nitrogen have been documented in recent decades and have included hypoxia and harmful algal blooms. The Stony Brook University Gobler lab has documented regular occurrences of harmful algal blooms and hypoxia in Hempstead Harbor. Wastewater from onsite septic systems was the largest nitrogen source to all North Shore bays, according to the Watershed Plan. The Watershed Plan also notes that the largest nitrogen load on the North Shore comes from the northern section of Hempstead Harbor (excluding the North Shore well/urban drain/subsea discharge). The following Best Management Practices (BMPs) were developed for the Watershed Plan to reduce nitrogen based on collaboration with Stony Brook University and public input meetings conducted by Nassau County:

- Replace existing onsite/household septic systems with innovative and alternative (I/A) nitrogen reducing systems.⁶
- Reduce fertilizer use.

⁶ Nassau County Department of Public Works has implemented a grant program (the SEPTIC Program) for residents and small businesses to replace aging septic tanks and cesspools with I/A nitrogen reducing systems. Additional information can be found on Nassau County's website (<https://www.nassaucountyny.gov/5191/Nassau-Septic>) and additional discussion is provided in Chapter 7.

- Improve stormwater systems.
- Implement nutrient bioextraction (combines growing and harvesting shellfish and seaweed for the purpose of removing nitrogen and other nutrients from coastal waters).⁷
- Connect homes to sewage treatment plants.
- Re-route sewer outfalls from bays to the Atlantic Ocean.

Specific BMPs were modeled for each watershed. For Hempstead Harbor, the most effective BMPs that would help achieve nitrogen reduction needed to meet local and State water quality goals and targets included upgrading of existing private septic systems, reducing fertilizer use, and implementing moderate bioextraction techniques.

Critical Environmental Areas

A portion of the Oyster Bay Special Groundwater Protection Area is a Critical Environmental Area (CEA) that extends into the City of Glen Cove's eastern boundary. Critical Environmental Areas (CEAs) are areas in the State which have been designated by a local or State agency to recognize a specific geographical area with one or more of the following characteristics:

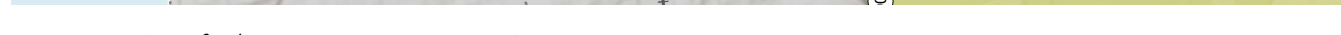
- A feature that is a benefit or threat to human health;
- An exceptional or unique natural setting;
- An exceptional or unique social, historic, archaeological, recreational, or educational value; and/or
- An inherent ecological, geological, or hydrological sensitivity to change that may be adversely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

Article 55 of the New York State Environmental Conservation Law designates special groundwater protection areas on Long Island under Sole Source Aquifer Protection. The Oyster Bay Special Groundwater Protection Area CEA spans portions of the Town of North Hempstead and Town of Oyster Bay in addition to portions of the City (see Figure 6-3). This CEA was designated by Suffolk County on February 10, 1988, to protect groundwater. Potential impacts on the characteristics of a CEA are relevant concerns with respect to development, and agencies take CEAs into consideration when determining the significance of a Type I or Unlisted Action that may affect a CEA under the New York State Environmental Quality Review Act (SEQRA).

Ecology

Hempstead Harbor has been designated by the New York State Department of State (NYSDOS) as a Significant Coastal Fish and Wildlife Habitat due to ecosystem rarity (rare in ecological subregion), species vulnerability (endangered, threatened, and special concern species nest and utilize the harbor), human use (important recreational fishing area), population level (an important waterfowl wintering area), and replaceability (irreplaceable). The NYSDOS's habitat assessment form identifies Hempstead Harbor as a relatively shallow coastal bay that is important to fish and wildlife year-round. The harbor is a valuable waterfowl wintering area (between November and March) and supports a diverse assemblage of other bird species. Osprey (species of special concern in New York State) currently nest on constructed platforms as well as on previously existing nesting sites in the harbor. A diversity of rare bird species has

⁷ <https://dec.ny.gov/nature/waterbodies/oceans-estuaries/linap/initiatives/nutrient-bioextraction-initiative#:~:text=Nutrient%20bioextraction%20combines%20growing%20and,same%20way%20and%20plants%20do.>



been observed visiting Hempstead Harbor at frequencies varying from occasional to regular.⁸ Hempstead Harbor is also a productive area for marine finfish and shellfish as it provides nursery and feeding habitat (from April 1 to November 30, generally) for a variety of fish. Hempstead Harbor also contains hard clam populations, and diamondback terrapin have been observed in the vegetated tidal wetlands of the narrow portion of Hempstead Harbor south of the Route 25A viaduct. Diamondback terrapins are not identified as an endangered or threatened species in New York State and until recently were considered a game species with an open season. On May 1, 2018, commercial harvest was eliminated in New York State.⁹ Although the species receives no additional protections from the State, it is considered a vulnerable species, with several other states currently listing the species as endangered, threatened, or a species of special concern. The habitat assessment form further indicates that any activity that would substantially degrade the water quality in Hempstead Harbor would adversely affect the biological productivity of this area. Recommendations to limit impacts to fish and wildlife include:

- Improve water quality in the bay, including the control and reduction of discharges from vessels and upland sources.
- Vegetated upland buffer zones should be protected or established to further reduce water quality impairment from upland sources.
- Existing and proposed dredging operations in this area should incorporate the use of BMPs to avoid and reduce adverse effects.
- Alternative strategies for the protection of shoreline property should be examined, including innovative, vegetation-based approaches.
- Control of invasive nuisance plant species, through a variety of means, may improve fish and wildlife species' use of the area and enhance overall wetland values.
- Use of motorized vessels should be controlled (e.g., no wake zones, speed zones, zones of exclusion) in and adjacent to shallow waters and vegetated wetlands.
- Thermal discharges, depending on time of year, may have variable effects on use of the area by marine species and wintering waterfowl. Installation and operation of water intakes should be limited.

Hempstead Harbor is also designated as part of an Important Bird Area by the National Audubon Society, as it is an important waterfowl wintering area, as well as an important breeding area for Piping Plovers (federally listed as endangered and listed as endangered by the NYSDEC) and Least Terns (listed as threatened by the NYSDEC).¹⁰ According to the Audubon Important Bird Area mapper, other at-risk species have been documented in this area and it is an important stopover site for shorebirds during fall migration.

West Pond is a designated NYSDEC Significant Natural Community due to the presence of marine intertidal mudflats. According to the New York Natural Heritage Program, marine intertidal mudflats can be found across Long Island in North and South Shore embayments and in the Peconic Estuary and contain rare species such as the Great Egret and Salt-meadow Grass.¹¹

⁸ Rare bird species within Hempstead Harbor are provided on the NYSDOS Coastal Fish & Wildlife Habitat Assessment Form available at: https://dos.ny.gov/system/files/documents/2020/03/hempstead_harbor.pdf

⁹ <https://www.dec.ny.gov/nature/animals-fish-plants/diamondback-terrapin-watchable-wildlife#:~:text=On%20May%201%2C%202018%2C%20the,commercial%20and%20recreational%20crab%20pots.>

¹⁰ <https://gis.audubon.org/portal/apps/dashboards/1742bc47f980490da9c23e23dc4d5e86#site=786>

¹¹ [https://guides.nynhp.org/marine-intertidal-mudflats/#:~:text=Maritime%20beach%20\(guide\)-,Marine%20intertidal%20mudflat%20substrates%20are%20composed%20of%20silt%20or%20sand,above%20the%20high%20tide%20line.](https://guides.nynhp.org/marine-intertidal-mudflats/#:~:text=Maritime%20beach%20(guide)-,Marine%20intertidal%20mudflat%20substrates%20are%20composed%20of%20silt%20or%20sand,above%20the%20high%20tide%20line.)

Shoreline Protection

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

Coastal Erosion

Coastal lands are constantly eroding due to natural events such as strong wave action, currents, and tides, as well as storm events. Coastal erosion is difficult to predict and is worsening with global sea level rise as storm intensity and frequency increases. The severity of erosion depends not only on natural events, as well as the intensity and frequency of storm events, but on the stability of shoreline sediments. Coastal erosion presents a threat to both private and public property, warranting costly emergency beach restoration and capital improvements. Coastal erosion threatens important protective systems such as dunes and bluffs, which are prominent features on the North Shore of Long Island.

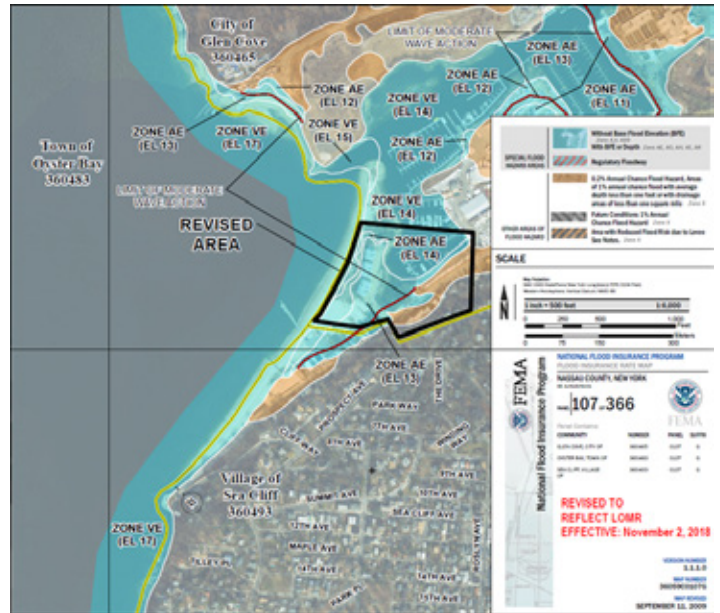
Coastal Erosion Hazard Areas Law (Environmental Conservation Law Article 34) empowers the NYSDEC to identify and map coastal erosion hazard areas and to adopt regulations (6 NYCRR Part 505) to control certain activities and development in those areas. The NYSDEC implements this law through the Coastal Erosion Hazard Area (CEHA) Permit Program. The construction or placement of a structure, or any action or use of land which materially alters the condition of land, including grading, excavating, dumping, mining, dredging, filling or any disturbance of soil, is a regulated activity requiring a Coastal Erosion Management Permit. There are two types of coastal erosion hazard areas: natural protective feature areas (NPPFA) and structural hazard areas (SHA). NPPFAs are areas that contain the following natural features: beaches, dunes, bluffs, and nearshore areas, and protect natural habitats, infrastructure, structures, and human life from wind and water erosion, along with storm-induced high water.¹² SHAs are lands located landward of NPPFA and have shorelines receding at a long-term average annual recession rate of 1 foot or more per year. In Glen Cove, most of the coastline is in a CEHA because of NPPFAs; all areas south of Glen Cove Yacht Club (including the Yacht Club) are not within a CEHA. This is likely since most of the shoreline south of the Glen Cove Yacht Club is hardened with bulkheads.

Floodplains

The National Flood Insurance Program (NFIP) is a program that enables property owners in participating communities to purchase flood insurance as protection against flood losses, while requiring State and local governments to enforce floodplain management regulations that reduce future flood damages. By law, FEMA can only provide flood insurance to those States or communities that adopt and enforce floodplain management regulations that meet or exceed minimum NFIP requirements. The City administers the NFIP through the building permit application process and site plan review.

¹² <https://www.dec.ny.gov/environmental-protection/dam-safety-coastal-flood-protection/coastal-management/areas-regulated-by-ceha>

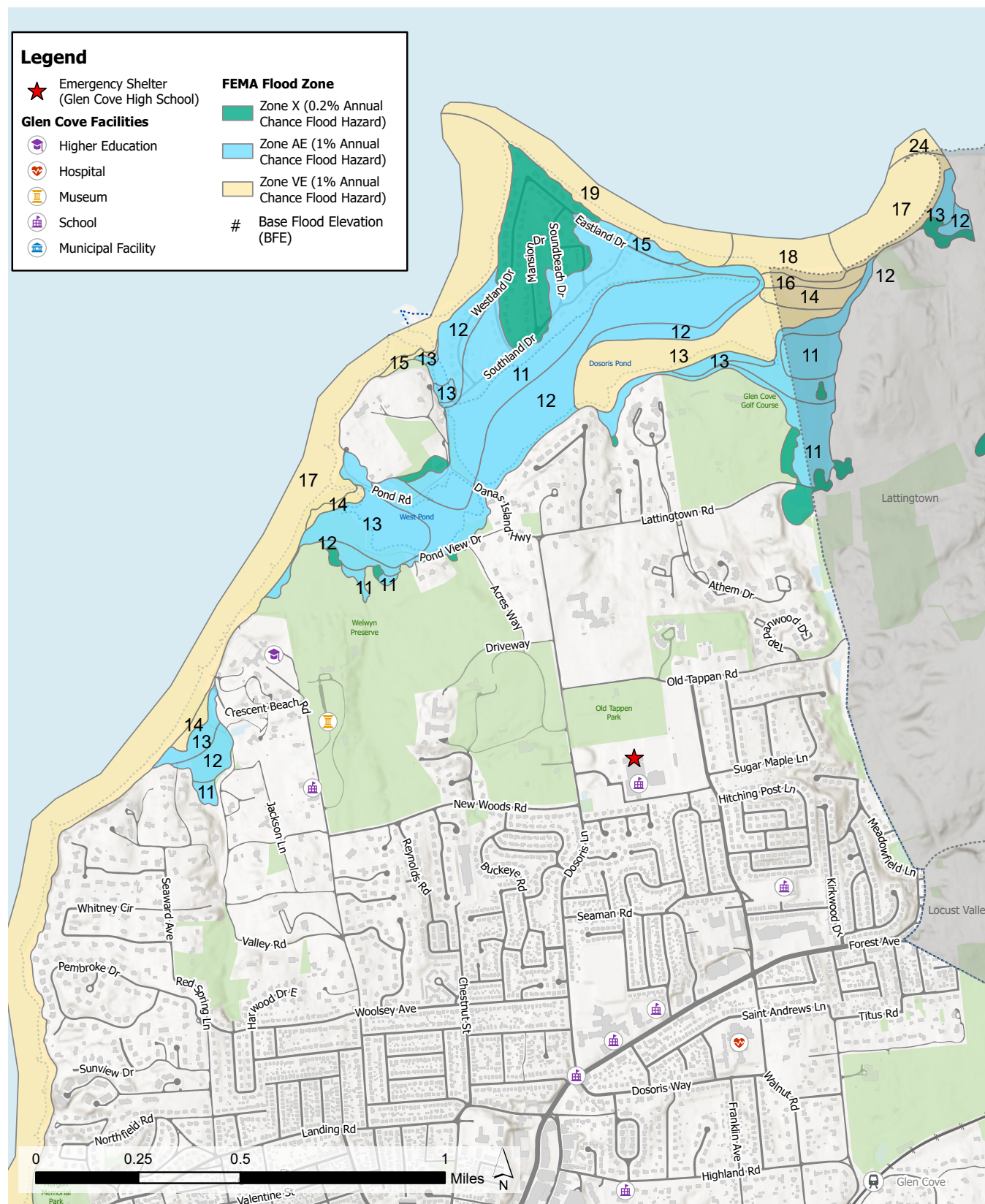
Glen Cove regulates new development (new and substantially improved structures) within special flood hazard areas as shown on the Flood Insurance Rate Map (FIRM) Panels that encompass the City (36059C0019G, 36059C0038G, 36059C0107G) per Chapter 154, Flood Damage Prevention, of the City Code. All construction or other development proposed in Special Flood Hazard Areas (the area that would be flooded by the base flood, defined as the flood that has a one percent chance of occurring in any given year or the 100-year floodplain) in the City requires a floodplain development permit. As stated in Chapter 154, the proposed elevation of the lowest portion of any new or substantially improved structure (including basement or cellar) located in Zones AE or Zones VE must be above the prescribed Base Flood Elevation (BFE), as well as adhering to additional building requirements. It should be noted that Chapter 154 accounts for freeboard (although not specifically called out as such), as the City requires elevating the lowest floor level two feet above the BFE for residential and non-residential structures. The City's Building Department Director is responsible for floodplain management. The Glen Cove High School is designated as a FEMA emergency evacuation shelter.



The entire FEMA FIRM Panels 36059C0019G and 36059C0038G, which encompass the northern areas of the City, were last revised in 2009. As shown in Figure 6-4 and Figure 6-5, the City's coastline is in the special flood hazard area labeled Zone VE, which refers to areas that are within the 100-year floodplains and are subject to additional hazards associated with storm waves. Base flood elevations in the northern portion of the City range from 24 feet to 17 feet along the shoreline (within Zone VE), with elevations decreasing further inland. There are no community facilities in the floodplains in the north portion of the City as depicted on Figure 6-4. Base flood elevations in the southern portion of the City range from 17 feet to 14 feet within Zone VE and between 14 feet and 11 feet within Zone AE along Glen Cove Creek as depicted in Figure 6-5. South of Glen Cove Creek, community facilities within the 100-year floodplain include the Police Department and Harbor Patrol (with a required BFE of 10 feet); the Tiegerman Elementary School is located in the 500-year floodplain. Both the Fire Department and the Volunteer Emergency Medical Service (EMS) Corps are located just outside of the 100-year floodplain. The limit of moderate wave action generally follows the coastline and includes Dosoris Pond, West Pond, and the portion of Glen Cove Creek up to the Glen Cove Marina.

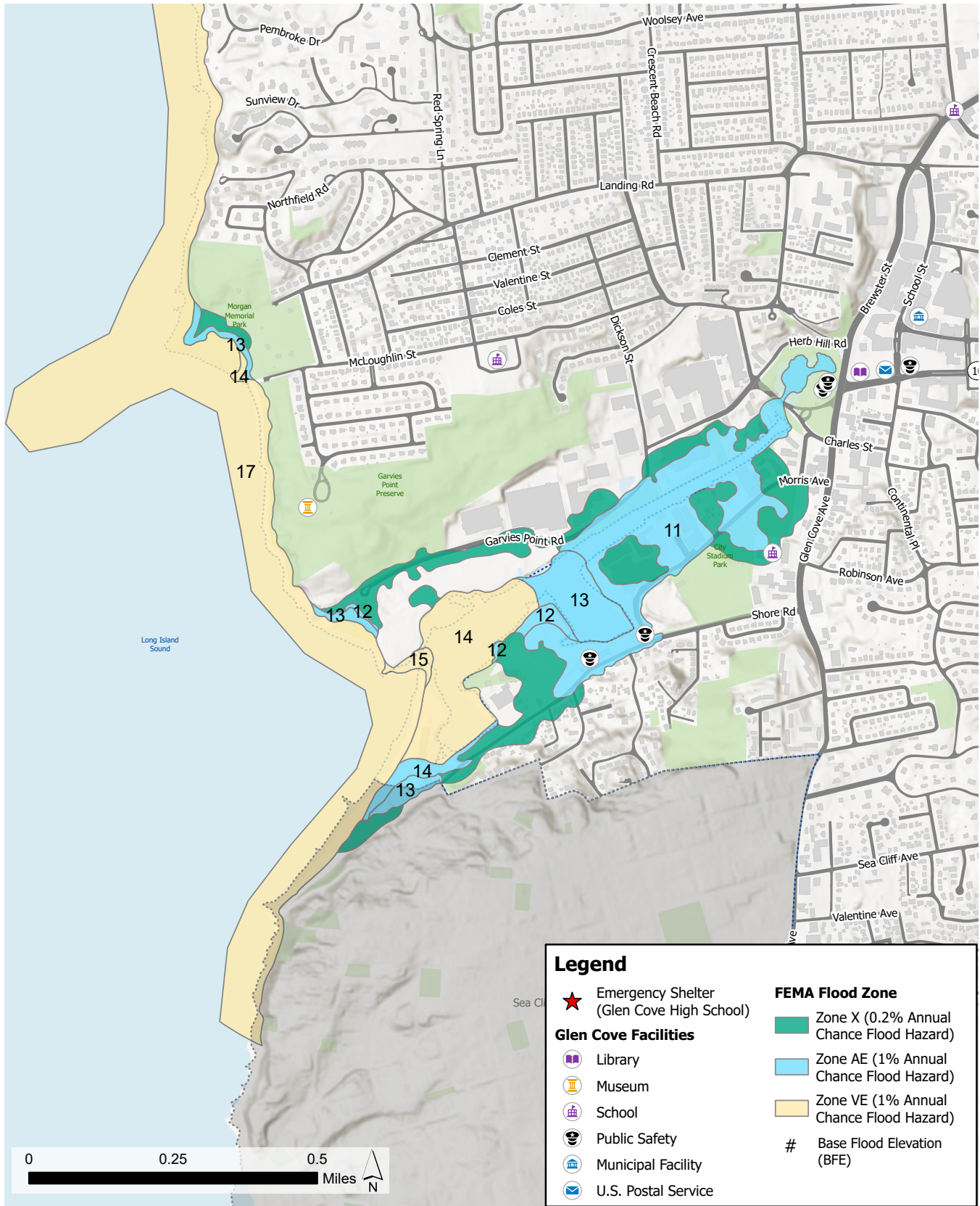
A Letter of Map Revision (LOMR) was issued in November 2018 for FIRM Panel 36059C0107G, which encompasses the central and southern portions of the City including Glen Cove Creek. The LOMR was specific to the area 900 feet north of the intersection of Prospect Avenue and Park Way (see image below). The revisions involved modifications to Zone AE (both increase and decreases), reductions in the BFE, and changes from Zone VE to Zone AE in certain areas.

Figure 6-4. FEMA Floodplains North



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

Figure 6-5. FEMA Floodplains South



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

Sea Level Rise

Sea level rise is an issue of concern for all of Long Island and for communities along the coastline throughout the world. The rate of sea level rise along the East Coast in the 20th century was the fastest in the last 2,000 years.¹³ As sea levels continue to rise, coastlines will become increasingly vulnerable to impacts associated with flooding, shoreline erosion, and hazards from storms. In communities along coastlines such as Glen Cove, rising seas threaten critical infrastructure such as roadways, sewage treatment plants, and power transmission infrastructure. From an ecological perspective, sea level rise creates stress on habitats and coastal ecosystems that provide recreation and protection from storms. Sea level rise will also cause changes to groundwater systems including contamination of drinking water (i.e., saltwater intrusion) and septic system failures due to rise in the water table. In response to climate change and sea level rise, NYSERDA prepared sea level rise projections known as ClimAID in 2011 and supplemental projections in 2014 along New York's coastlines and estuaries. The NYSDEC sea level rise projections for the Long Island Region are provided in Table 6-2.

Table 6-2. NYSDEC Sea Level Rise Projections for 2020s and 2050s (Long Island)

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

Source: NYCDEC

In 2022, global mean sea level was four inches above 1993 levels, making it the highest annual average in the satellite record (1993-present).¹⁴ By the end of the century, global mean sea level is likely to rise at least one foot above the year 2000 levels, even if GHG emissions follow a relatively low pathway in next few decades.¹⁵ Every four to five years, the National Oceanic and Atmospheric Administration (NOAA) leads an interagency task force that reviews the latest research on global sea level rise to determine the likely and “unlikely but plausible” sea level rise scenarios for different GHG and global warming pathways. In the 2022 report, the task force concluded that even on the pathway with the lowest possible GHG emissions and warming (1.5 degrees Celsius), global mean sea level would rise at least one foot above 2000 levels by 2100.¹⁶ On a pathway with very high rates of emissions that trigger rapid ice sheet collapse, sea level could be as much as 6.6 feet higher in 2100 than it was in 2000.¹⁷ It should be noted that these projections for the end of the century are dependent on which GHG pathway (i.e., continuing without reductions or significant reductions) is followed by society and how major ice sheets respond to oceanic and atmospheric warming.

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

13 <https://www.rutgers.edu/news/sea-level-rise-20th-century-was-fastest-2000-years-along-much-east-coast>

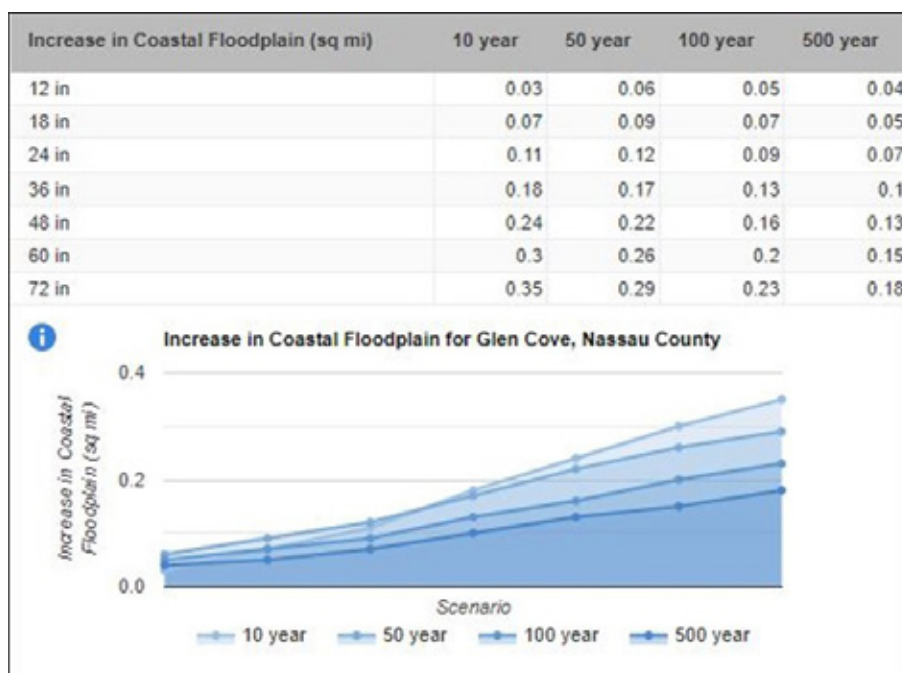
14 <https://www.climate.gov/news-features/understanding-climate/climate-change-global-sea-level>

15 Ibid.

16 <https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report-sections.html>

17 Ibid.

show the extent of flooding for the 10-year, 50-year, 100-year, and 500-year flood events (i.e., flood recurrence interval) for each sea level rise scenario.¹⁸ The chart below depicts the various scenarios in Glen Cove for each recurrence interval. Figures 6-6 through 6-8 portray the 10-year, 50-year, and 100-year flood events for 24 inches (two-foot) of sea level rise in the Long Island Sound.



Storm Surge

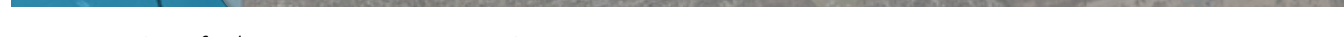
Storm surges from hurricane events cause significant flooding in low-lying coastal regions. In 2012, Superstorm Sandy caused major damage throughout Long Island from heavy rains, intense winds, and coastal flooding. Glen Cove experienced powerful winds and intense rain that caused flooding and downed trees throughout the City's parks and beaches, with Prybil Beach being hit particularly hard with erosion and sand displacement; over 90 trees were lost along the waterfront.¹⁹

Understanding the City's climate exposure and storm surge vulnerability from future hurricanes increases resilience throughout the community and helps the City prepare for future storms. Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model is a computerized numerical model developed by the National Weather Service (NWS) to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by considering atmospheric pressure, size, forward speed, and track data. These parameters are used to create a model of the wind field which drives the storm surge. A SLOSH map was prepared to determine the areas of the City that are susceptible to storm surges from various hurricane category levels. In a Category 1 hurricane, winds range from 74 to 95 mph (which is increased to between 96 mph and 110 mph or 111 mph to 129 mph for Category 2 and 3 hurricanes, respectively). As shown on Figure 6-9, the shoreline of the City, the majority of East Island, the Glen Cove Golf Course, Crescent Beach, as well as properties along Glen Cove Creek, West Pond, and Dosoris Pond would be impacted by both a Category 1 and Category 2 hurricane storm surge. The entire coastline and several areas inland would be susceptible to impacts of both a Category 3 and Category 4 hurricane.

¹⁸ https://services.nysed.gov/SLR_View/Viewer/

¹⁹ Bush, Leah. Glen Cove Looks Back at Hurricane Sandy. Patch. October 29, 2013. Available online at: <https://patch.com/new-york/glencove/glen-cove-looks-back-at-hurricane-sandy>

Age Group	Good Job (%)	Not a Good Job (%)
18-29	55	45
30-49	55	45
50-69	55	45
70+	55	45

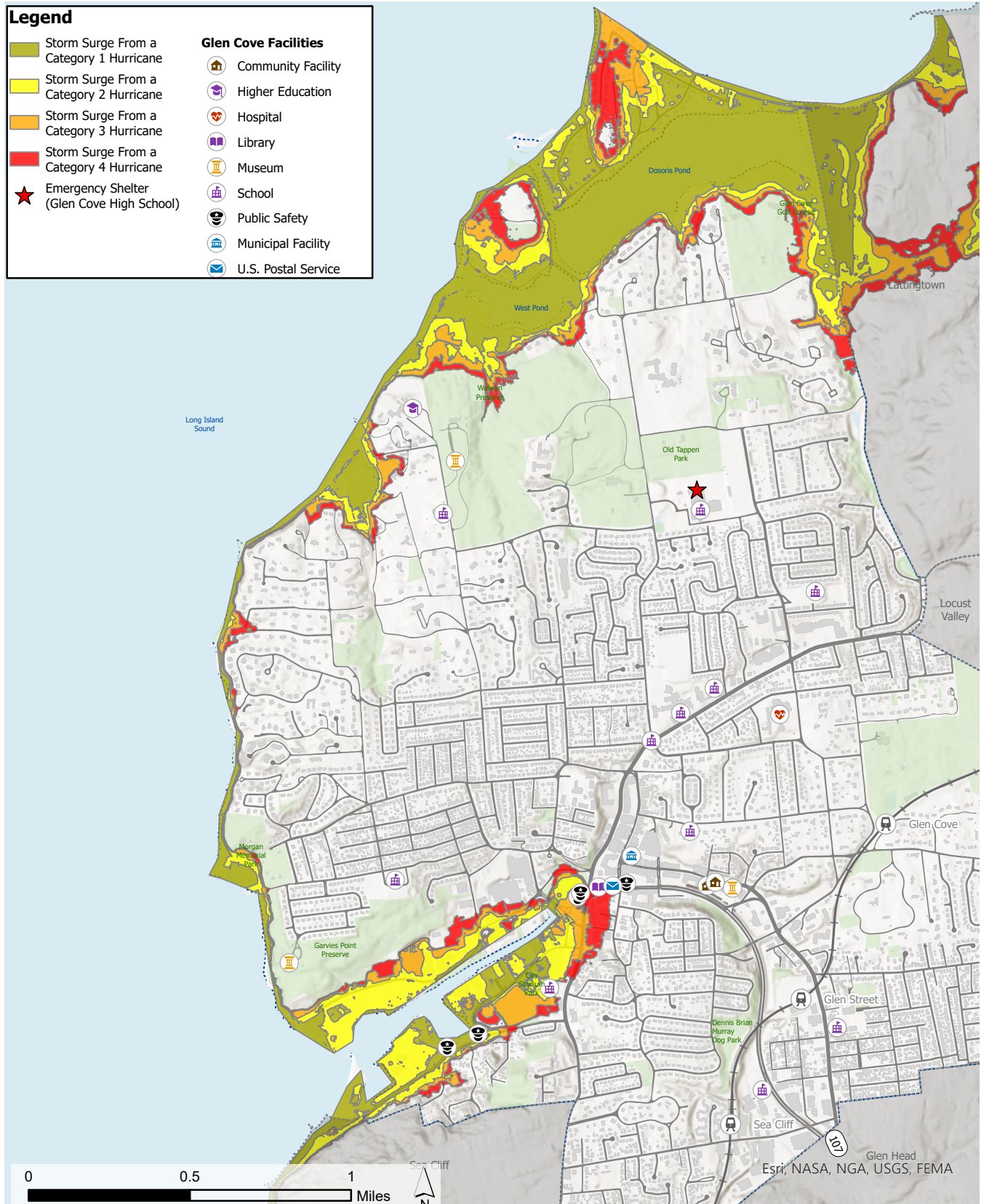


This is an aerial map of the Town of Sea Cliff, New York. The map shows the town's irregular coastline, with numerous residential streets labeled. The streets include: Eastland Dr, Westland Dr, Mansion Dr, Southland Dr, Dana's Island Hwy, Pond Rd, Pond View Dr, Acres Way, Driveway, Lattingtown Rd, Anthem Dr, Old Tappan Rd, Sugar Maple Ln, Hitching Post Ln, Meadowcroft Ln, Kirkwood Dr, Forest Ave, Saint Andrews Ln, Titus Rd, Dosoris Way, Franklin Ave, Walnut Rd, Highland Rd, Town Path, Norfolk Ln, Duck Pond Rd, Edwards Ln, Willits Rd, Rellin Dr, Voss Dr, Southridge Dr, East Ave, Smith St, Ann St, Nassau Ave, 3rd St, Elm Ave, Cedar Swamp Rd, Hazel St, Sea Cliff Ave, Valentine Ave, Knott Dr, Porter Pl, Robinson Ave, Hendrick Ave, Pratt Blvd, Glen St, Brewster St, School St, Charles St, Glen Cove Ave, Morris Ave, Garvies Point Rd, Shore Rd, Northfield Rd, Sunview Dr, Whitney Cir, Pembroke Dr, Seaward Ave, Jackson Ln, Crescent Rd, Valley Rd, Harwood Dr/E, Woolsey Ave, Chestnut St, Landing Rd, Clement St, Valentine St, Coles St, Dickinson St, McLoughlin St, Herb Hill Rd, and Continental Rd. The map also shows surrounding areas: Lattingtown, Locust Valley, Matinecock, and Sea Cliff. A scale bar (0 to 1 mile) and a north arrow are located in the bottom left corner.

Entity	Percentage
Current government	75%
Opposition	25%



Figure 6-9. SLOSH Map



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

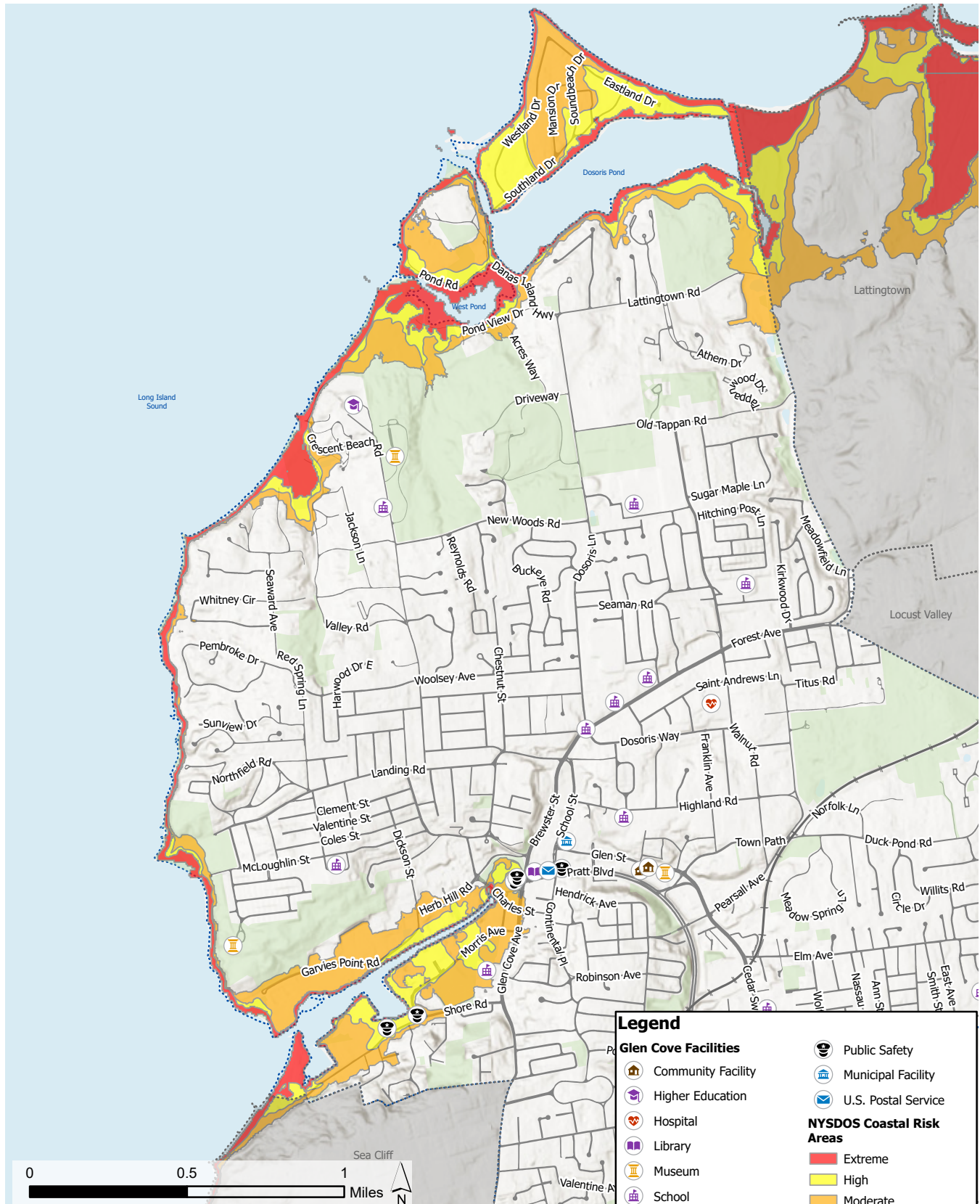
Coastal Risk Areas

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

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

Figure 6-10 displays the three risk areas in relation to the City. All three City beaches would be inundated in the next 40 years, as these areas lie within the Extreme Risk Area. Additionally, all properties along the coastline, Dosoris Pond and West Pond, as well as the Sea Isle Landing Condominium Complex are in the Extreme Risk Area. Most properties along Glen Cove Creek are only located in the High and Moderate Risk Areas due to existing bulkheads. A coastal risk assessment could be undertaken using the NYSDOS asset inventory and risk assessment tool to help the City evaluate the risks and prioritize risk reduction measures for the various assets in the three risk areas.

Figure 6-10. NYSDOS Coastal Risk Area Map



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

Heat Vulnerability and Urban Heat Island Effect

Over the last three decades, temperatures throughout New York State have increased by an average of 2°F, with average summer temperatures increasing by more than 4°F in Nassau County between 1979 and 2016.²⁰ Exposure to extreme heat can have adverse effects on health, especially in vulnerable populations including the elderly, young children, outdoor workers, socioeconomically disadvantaged populations, and those living in socially and environmentally vulnerable regions. Exposure to extreme heat can also exacerbate pre-existing conditions like cardiovascular, respiratory, and renal diseases.²¹ As detailed in the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies, Glen Cove is vulnerable to heat waves and increasing temperatures as global average surface temperatures increase due to human-caused GHG emissions. Over the next century, average summer temperatures are expected to increase by approximately 4 to 10 degrees Fahrenheit, which will depend on the level of GHG emissions over the next century.²²

According to the New York State Department of Health's (NYSDOH) heat vulnerability index map for Nassau County, the City of Glen Cove has a moderate to high heat level of overall heat vulnerability (see image below). The heat vulnerability index can help the State prioritize the deployment of scarce resources based on the level of vulnerability. Additionally, the heat vulnerability index can also assist in directing adaptation resources based on characteristics of vulnerable populations in that community and can inform long-term heat-mitigation planning efforts. It can help local agencies make decisions to:²³

- Set up cooling centers in vulnerable areas where many do not have access to air-conditioning at home.
- Provide transportation to and from cooling centers in neighborhoods with higher vulnerability where there may not be public transportation or fewer people own vehicles.
- Include risk communication and alert messaging in multiple languages, especially among communities with high proportions of people who do not understand English well.
- Arrange home visits for people in high-risk groups like the elderly living alone.

Areas covered by asphalt and concrete (buildings and pavements) tend to absorb heat more than natural landscapes. The City of Glen Cove is an urban area that is subject to urban heat island effect (increased temperature in areas covered by sealed surfaces are often considerably warmer than surfaces covered in vegetation). The NYSDOH also created environmental/urban vulnerability maps for each county in New York State. This can assist counties with determining where to develop parks, increase green space, construct green roofs, and prioritize the use of materials that cool rooftops and pavements to help with regional cooling. According to this map (see below), the City has a moderate to high environmental/urban vulnerability.

New York State Climate Act Disadvantaged Communities

The New York State Climate Act charged the Climate Justice Working Group (CJWG) with preparing criteria to identify disadvantaged communities throughout New York State to ensure that frontline and otherwise underserved communities benefit from the State's transition to cleaner, greener sources of

20 New York State Department of Health. Extreme Heat and Health in New York State. Available at: https://www.health.ny.gov/environmental/weather/heat_story_map.htm; Accessed December 2023.

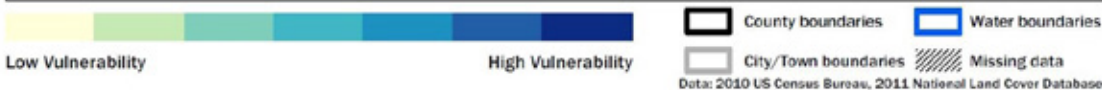
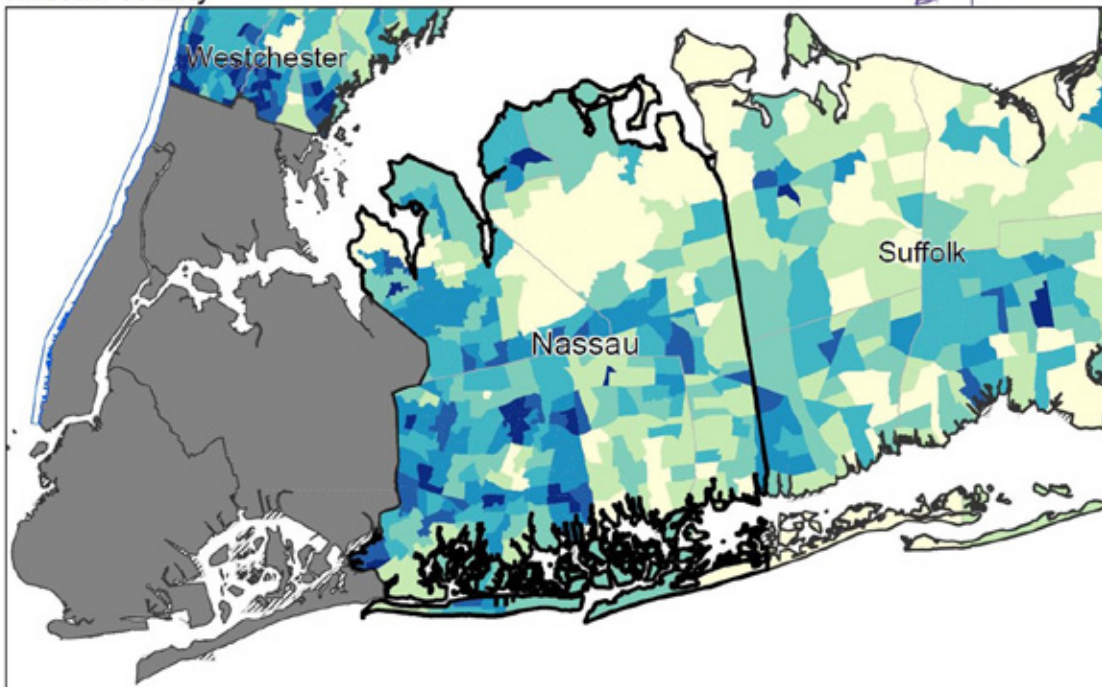
21 https://www.health.ny.gov/environmental/weather/vulnerability_index/index.htm

22 Ibid.

23 Ibid.

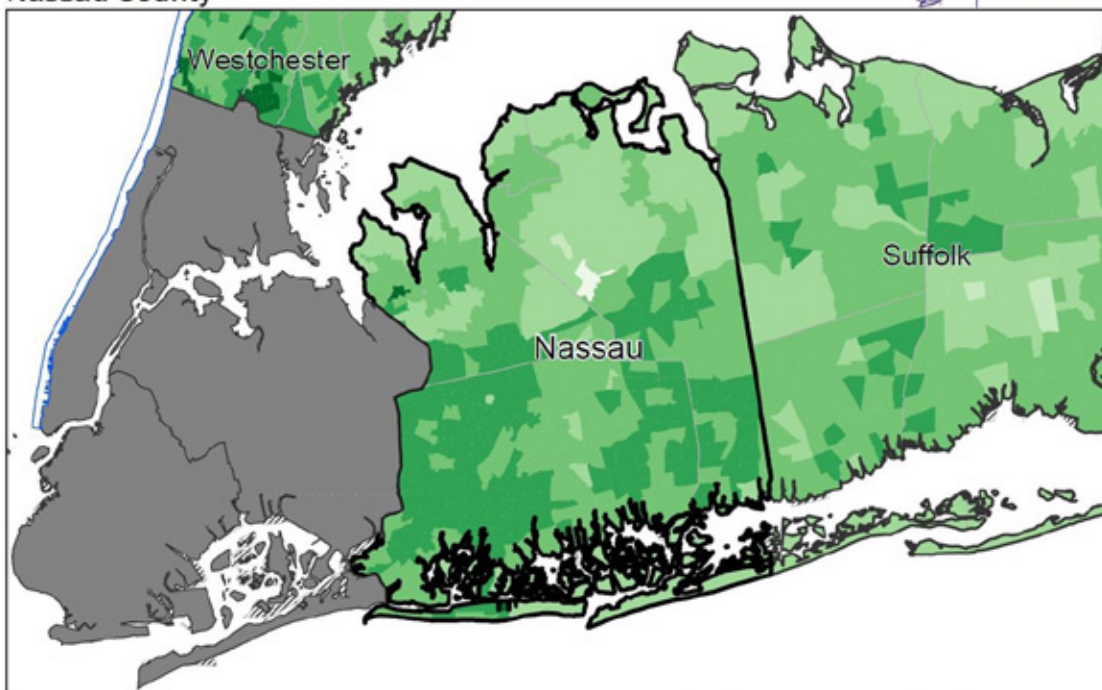
Heat Vulnerability Index Nassau County

NEW YORK STATE
Department of Health



Environmental/Urban Vulnerability Nassau County

NEW YORK STATE
Department of Health



energy, reduced pollution and cleaner air, and economic opportunities.²⁴ Disadvantaged communities were determined based on 45 indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change.²⁵ According to the Long Island Regional Disadvantaged Communities Map, census tracts 5171.01 and 5172 that encompass portions of the City of Glen Cove are considered disadvantaged communities. The environmental burden of census tract 5172 is higher than 59% of Census tracts statewide, while population vulnerability is higher than 81% of census tracts statewide. The environmental burden of census tract 5171.01 is higher than 60% of census tracts statewide and the population vulnerability is higher than 63% of census tracts statewide. For both census tracts, the main indicators that contribute to high environmental burden and climate risk may include proximity to remediation sites, proximity to industrial/manufacturing land uses, and proximity to regulated management plan (chemical) sites. For census tract 5172, proximity to scrap metal processing contributes to a high environmental burden and climate risk for the area.

Issues and Opportunities

Since becoming a NYSDERDA Clean Energy Community and taking the CSC Pledge, the City of Glen Cove has taken several steps to become more sustainable and strengthen resilience capabilities to adapt to climate change. However, there are additional initiatives and measures that can be employed to improve resilience, build a more sustainable community, and adopt a multifaceted approach to adapt to climate change.

Based on discussions with City staff, members of community organizations such as the East Island Association and Shore Road Neighbors, staff of the Hempstead Harbor Protection Committee (HHPC) and CSHH, and input received from the first Comprehensive Plan public meeting on June 29, 2023, there are a variety of issues the City currently faces relating to climate change, sustainability, and resiliency. These discussions also generated various solutions and opportunities for the City to potentially pursue to progress towards being a more resilient and sustainable community.

²⁴ Additional information available at: Disadvantaged Communities Criteria - New York's Climate Leadership & Community Protection Act (ny.gov)

²⁵ https://climate.ny.gov/-/media/Project/Climate/Files/Disadvantaged-Communities-Criteria/LMI-daccriteria-fs-1-v2_acc.pdf

Issue Topic	Issue	Opportunity
Water and Energy Conservation	Several chapters and sections of the City Code are outdated and do not account for recent water and energy conservation strategies. Example: Chapter 270, Article VI Water Conservation Measures prepared in 1987.	Update relevant sections of the Code to require the latest water conservation and energy reduction strategies throughout the City.
	State Code addresses the Home Energy Rating System (HERS) requirements, but the City's Building Department experiences apprehension from applicants to utilizing this system.	
Renewable Energy	There are limited EV charging stations throughout the City.	If grant funding were to become available, the City would explore the feasibility of installing EV charging stations at the ferry terminal.
	The City has explored the feasibility of constructing solar farms at former industrial sites; however, the technical guidance that has been given is that City does not have a site large enough to make an impact on the electrical grid.	The City can explore additional solar opportunities such as solar canopies above large parking lots.
	A solar company approached the City's DPW with the idea of putting solar panels on the top floors of both municipal garages. Besides the impact to lease payments, the structural integrity to hold up that infrastructure is a concern.	The City can install rooftop solar facilities on its own buildings and properties and explore opportunities to partner with community facilities for solar installations (e.g., schools).
	Community members indicated at the first public meeting that they would like to see more solar facilities on homes and buildings.	

Issue Topic	Issue	Opportunity
Flooding	<p>During major storms, flooding occurs at:</p> <ul style="list-style-type: none"> • Sea Cliff Avenue • Elm Avenue (bowl effect at train tracks) • Police Station (during Hurricane Ida) • Shore Road (County-owned road) • Morris Avenue • Franklin Avenue • Alvin Street at the corner of North Street • Viola Drive and Francis Court (bowl effect) • Golf Course • Bridge Street • DPW Yard 	<ul style="list-style-type: none"> • Explore the feasibility of installing green stormwater infrastructure (e.g., rain gardens, bioswales, pervious pavement) along these roadways and on City-owned properties. • Continue to monitor the existing bulkheads throughout the City to determine if improvements or new infrastructure is required. • Explore the feasibility of alternative shoreline protection strategies (e.g., living shorelines, submerged aquatic vegetation, and native shoreline plantings) which are more effective at buffering storm damage compared to traditional hardened shoreline structures. • Explore the possibility of installing seawalls or floodwalls to reduce to the risk of flooding during major storm events. • Implement the Sea Cliff Avenue Flood Mitigation Strategy (increase storm drainage capacity) as provided in the Hazard Mitigation Plan.
	<p>Flooding during rain events and high tide at the following locations:</p> <ul style="list-style-type: none"> • Continental Place at Charles Street (quick flash flooding) • East Beech Street • Southland Drive • Eastland Drive • Lamarcus Avenue • Woolsey Avenue • Ponding behind Tiegerman Elementary School • City Stadium 	<ul style="list-style-type: none"> • Limit the amount of new impervious surfaces in the City. • Amend the City Code to require green stormwater infrastructure in parking lots throughout the City (e.g., porous pavement, permeable pavers, trees, rain gardens, bioswales) for any new development or redevelopment. • Install rain gardens and bioswales along roadways adjacent to the shoreline to mitigate flooding and drainage issues. • Explore the feasibility of regrading and redirecting stormwater along appropriate roadways such as Woosley Avenue.

Issue Topic	Issue	Opportunity
Flooding	<p>Flooding issues expressed by Shore Road Neighbors:</p> <ul style="list-style-type: none"> During the summer of 2023, flooding was progressively worse. During heavy rains, residents along the roadway experience cascades, mudslides, and washouts due to the area's topography. Flood problems are partially due to high tide and are occurring more frequently now because of heavy rainstorms and climate change (roads and drains are decades old and were not designed for today's storms). When water drains to the Long Island Sound, some storm drains are connected and blocked. 	<p>Work with the County to identify locations for green infrastructure and porous pavement/permeable pavers along Shore Road as part of the Shore Road Flood Mitigation and Streetscape Project.</p>
	<p>Rehabilitation of the East Island Bridge tidal gates has caused water levels to rise in Dosoris Pond, which in turn has resulted in some properties along the pond experiencing higher water levels in their backyards. This issue has partially been remedied by closing additional gates on the Long Island Sound side of the bridge (which residents have recently noted decreasing water levels in the pond).</p>	<p>Continue to conduct repairs that were not addressed by the previous grant-funded work.</p>
	<p>Occasionally with storms (a couple of times a year now), some areas of East Island become flooded. The community has not had a major flood since Superstorm Sandy, but has to be mindful of future storms.</p>	<ul style="list-style-type: none"> Explore opportunities for green infrastructure along the perimeter of Dosoris Pond to help mitigate high water levels and potential future flooding. Explore the possibility of installing seawalls or floodwalls in appropriate locations on East Island to reduce to the risk of flooding during major storm events.
Shoreline Infrastructure	<p>Bulkheads and shoreline stabilization structures in certain locations need repair:</p> <ul style="list-style-type: none"> Eastland bulkhead on Morgan's Island; duckbills by Eastland bulkhead have eroded. Glen Cove Golf Course DPW Yard Glen Cove Yacht Club 	<p>Explore the feasibility of alternative shoreline protection strategies (e.g., living shorelines, submerged aquatic vegetation, and native shoreline plantings). A good example of alternative shoreline protection strategies aside from living shorelines is at North Hempstead Beach Park – a gabion wall was installed in place of bulkheading that incorporated native plantings per representatives of the CSHH and HHPC.</p>
	<p>Construction of shoreline structures such as docks, piers, bulkheads, or revetments in areas not previously disturbed by development may result in the loss of productive areas which support the fish and wildlife resources of Hempstead Harbor.</p>	

Issue Topic	Issue	Opportunity
Stormwater and Drainage	The City's stormwater drainage system in the Western Gateway study area has high vulnerability to increasing intense precipitation and coastal flooding. Increasing intense precipitation is expected to overwhelm the drainage system more frequently.	Implement recommendations from the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies.
	Drainage and infrastructure in the City will not be able to accommodate future precipitation events and increased storm intensity associated with climate change (stormwater management is addressed more in detail in Chapter 7).	Low-impact development principles designed to minimize runoff should be implemented in new developments.
	There are currently no requirements for green infrastructure in the City Code.	Require new development to utilize green infrastructure such as rain gardens and bioswales.
	Drainage issues expressed by Shore Road Neighbors: <ul style="list-style-type: none"> • There are no curbs on Shore Road, which creates ponding in the roadway. • When water drains to the Long Island Sound, some storm drains are connected and blocked. • One resident's property has a blocked outfall (recently blocked), which has made flooding worse and it takes hours for waters to recede. Nassau County has had to come with pump trucks and send floodwaters to another drain further down in Glen Cove per discussions with a member of the Shore Road Neighbors. • Drainage has not been updated in decades. There is a good chance that pipes that lead out to Glen Cove Creek and Long Island Sound might be buried or clogged. 	The City should work with the County on drainage improvements along Shore Road as part of the Shore Road Flood Mitigation and Streetscape Project.

Issue Topic	Issue	Opportunity
Water Quality	CSHH and HHPC representatives noted that the City should better regulate activities on its own properties.	For City-owned properties, the City should use best practices with respect to fertilizers (e.g., use slow-release organic fertilizer), grounds maintenance, and installation of native plants where clearing must be done.
	CSHH and HHPC representatives expressed concerns with the New York State Independent System Operator Request For Proposals (RFP) to expand the electric grid on Long Island, including the installation of major new cables in Hempstead Harbor to connect to New Rochelle, because of potential water quality impacts.	Continue to work with CSHH and HHPC to monitor new cable installations in Hempstead Harbor and advocate for water quality protection measures for such projects.
	CSHH and HHPC representatives indicated that a stormwater outfall on the south side of Glen Cove Creek near the Nassau County Sewage Treatment Plant is experiencing high levels of bacteria even though efforts have been made to do some stormwater retrofits for one of the manholes that impacts the discharge pipes. Representatives are still seeing elevated levels of bacteria in the Creek and some of the newer pipes are being impacted. Representatives are also noticing some new discharge pipes on the north side of the Creek being affected especially after rainfall events and having a higher bacteria response.	<ul style="list-style-type: none"> CSHH and HHPC representatives indicated that Garvies Point is a suitable location for green infrastructure. Explore the feasibility of installing a shellfish sanctuary site near Glen Cove Creek in coordination with the Long Island Shellfish Restoration Project (LISRP) to improve water quality. Explore the feasibility of submerged aquatic vegetation near Glen Cove Creek. Explore the feasibility of installing a living shoreline near Glen Cove Creek.
	There are elevated levels of nitrogen in Glen Cove Creek.	
	CSHH and HHPC representatives noted that an outfall on the south side of Glen Cove Creek near the Nassau County Sewage Treatment Plant still contains elevated levels of bacteria even though stormwater retrofits for one of the manholes has been made.	
	CSHH and HHPC representatives indicated new discharge pipes on the north side of Glen Cove Creek are being affected especially after rainfall events.	
	Recent water quality testing indicated that the average total nitrogen in Hempstead Harbor ranged from fair to very poor conditions.	Encourage residents to apply for Nassau County's SEPTIC grant program.
Water Supply	CSHH and HHPC representatives indicated that the increase in water consumption due to new major development is a concern for water supply.	<ul style="list-style-type: none"> NYSDEC is offering grant opportunities for municipalities to develop a water supply protection plan. Water protection plans can assist municipalities with underlying issues (such as zoning).

Issue Topic	Issue	Opportunity
Waste	Residents need more education about the City's recycling program, as the DPW notices that residents put trash in recycling bins.	Improve public education on the City's existing recycling initiative. Increase recycling efforts throughout the City.
	A community member at the first public meeting did not feel the current municipal recycling program is sufficient and wants a better City-wide recycling program.	
	To date, the City does not have a composting program in place.	Community members expressed interest in a City-wide composting program at the first public meeting. Investigate the feasibility and benefit of establishing a program.
	Recycling bins have been removed from City Hall.	Restore recycling bins to City Hall.
Community Gardens	With the exception of the community garden at Big Ralph Park, there are currently no community gardens in Glen Cove, which can help tackle food insecurity and reduce emissions from trucking food across the country to grocery stores.	Allow community gardens in zoning districts and identify appropriate locations throughout the City for these gardens. Pursue upgrades at Big Ralph Park, where the City's one existing community garden is located.
Sustainable Businesses	Glen Cove does not currently have a concentration of sustainable businesses – a supportive network of green businesses.	One member of the community discussed how he would like to see additional sustainable businesses open in Glen Cove. Coordinate with the BID and Glen Cove Chamber of Commerce to attract sustainable businesses to the City.

Issue Topic	Issue	Opportunity
Storm Preparedness	East Island Association representative indicated that residents would like to have more generators, batteries, and solar availability to be prepared for future storms.	<ul style="list-style-type: none"> • There is a City-wide robo call system that can be utilized and improved for emergencies. • Ensure all residents are prepared for future storms by providing educational materials on the City's website (e.g., what to do in the event of a storm). • Develop a flood emergency response plan as recommended in the Climate Vulnerability Assessment and Adaptation Strategies. • Ensure all residents know that the Glen Cove High School is a designated emergency evacuation shelter. • Create a local Heat Emergency Plan. • Continue to work with Nassau County to update the Hazard Mitigation Plan, as necessary. • Consider creating a community emergency plan that outlines the emergencies that residents could face, which populations are most vulnerable and what projects community members can undertake to reduce risks (e.g., replace impervious surfaces with native plantings to help mitigate extreme heat, create a rain garden to mitigate flooding impacts.)
	East Island does not have natural gas services. The Association has been trying to connect to natural gas, but National Grid requires a certain number of households to sign up. Having natural gas would also allow for standby generators to deal with occasional power outages.	
	When the power goes out, the pump station on East Island cannot function and the County brings generators to the system. In past 10 years, East Island has had two or three pumps down, resulting in backfill going into homes (homeowners need to have backfill valves), but issues have occurred in those homes that even have backfill valves.	
	Not all residents on East Island are members of the East Island Association, as it is a voluntary group. The Association does not have communication with residents who are not members because it does not have their contact information. This is problematic in times of an emergency or if evacuation is necessary.	
	The City (and all of Long Island) will experience increased frequency and intensity of extreme weather events. As sea levels continue to rise, the City will become increasingly vulnerable to impacts associated with flooding from storm surges and weather events.	
Erosion	East Island Association does not have the means/funds for sand replenishment on Association-owned properties, which may be necessary after a major storm.	Explore appropriate structural and nature-based solutions for coastal properties in the City and at City beaches to reduce wave action and coastal erosion (e.g., floodwalls, beach nourishment, native vegetation, wetland restoration, permeable pavement).
	The City's beaches and shoreline continuously experience coastal erosion.	

Recommendations

6.1. Increase the City's resilience to future storms and sea level rise.

6.1.1. Improve energy resilience.

- 6.1.1.1. Require electrical equipment to be installed underground for new development.
- 6.1.1.2. Consider installing utilities underground as streetscape and roadway improvements are undertaken (similar to the underground utility installation project at Garvies Point), especially in the downtown.

6.1.2. Develop a Climate Change Action Plan to establish carbon reduction targets and goals for the City with a tiered approach to achieving carbon neutrality.

6.1.3. Implement various resilience measures recommended under prior planning initiatives.

- 6.1.3.1. Implement the resilience and adaptation strategies and measures provided in the Climate Vulnerability Assessment and Adaptation Strategies Plan for Western Gateway and consider expanding these recommendations to additional properties along the waterfront outside of the plan's study area.
- 6.1.3.2. Implement the Sea Cliff Avenue Flood Mitigation Project outlined in the Hazard Mitigation Plan.

6.1.4. Sea Level Rise Considerations

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

6.1.5. Floodproof existing buildings where needed.

- 6.1.5.1. Implement enhanced floodproofing measures at City-owned buildings and facilities that are most at risk of flooding. This includes wet floodproofing such as elevating or protecting mechanical and utility equipment and dry floodproofing buildings outside of the flood zone such as ensuring structures are watertight (e.g., applying waterproof sealants on building's exterior, waterproof membranes) to protect buildings during storm events.

6.1.6. Adopt advanced New York State energy and building codes.

- 6.1.6.1. Continue to adopt the latest New York State energy and building codes as they become available. While energy codes were primarily developed to enhance energy efficiency, advancing progress on cleaner energy codes supports community-based well-being and resilience.

6.1.7. Create a local Heat Emergency Plan to help the community respond to future extreme heat events.

6.1.8. Reduce and mitigate heat emergency impacts through various strategies.

- 6.1.8.1. Set up cooling centers for those who do not have access to air-conditioning at home and provide transportation to and from cooling centers.
- 6.1.8.2. Communicate risks through alert-messaging in English and Spanish.
- 6.1.8.3. Arrange home visits for people in high-risk groups, such as the elderly living alone.
- 6.1.8.4. Maintain and potentially expand public swimming facilities.
- 6.1.8.5. Consider changes to the building code to encourage passive air circulation, use of cool roofs such as white roofs to reflect solar radiation, use of high R-value insulation for roofs, and use of solar energy to power air conditioning.
- 6.1.8.6. Encourage the use of drought-resistant plants on private properties through environmental education initiatives.

6.2. Explore options to replace greenhouse gas emitting energy sources (coal, oil, gas) with renewable energy.

6.2.1. Transition to clean, renewable energy.

- 6.2.1.1. Where feasible, install solar facilities on City-owned buildings, facilities, and structures to reduce the carbon footprint of City operations. Potential locations include:
 - o City Hall
 - o Library
 - o Animal Shelter
 - o Solar Canopy over Ferry Terminal
 - o Former Coles School Auxiliary Gym (Butler Building located at 27 Cedar Swamp Road)
 - o DPW Yard
 - o Municipal Parking Garages
- 6.2.1.2. Explore additional solar opportunities such as installing solar canopies above large parking lots. Locations include:
 - o Glen Cove High School Parking Lots
 - o Golf Course Parking Lots
 - o Train Station Parking Lots (will require coordination with MTA)
 - o Pryibil Beach Parking Lot
- 6.2.1.3. Consider implementing zoning incentives (increased floor area ratio (FAR), additional height) throughout the business and industrial zoning districts to encourage developers to install solar panels on new buildings proposed in the City.

- 6.2.1.4. Continue installing solar trash/recycling compactors throughout the BID and expand installation to City parks and along the waterfront.
- 6.2.1.5. Consider converting water-production and water-treatment facilities to solar energy, particularly for high water demand times of day. Battery energy storage systems could provide power for these systems during the evening peak water demand period.

6.2.2. Implement innovative solar technology.

- 6.2.2.1. Identify locations and assess the feasibility of installing various innovative solar facilities (aside from rooftop and solar above parking) such as solar lighting on bus shelters, solar pedestrian crosswalk systems, and solar trees in parks throughout the City.

6.3. Reduce greenhouse gas emissions and natural resources consumption.

- 6.3.1. Strengthen food security and reduce emissions from trucking food by supporting the creation of community gardens throughout the City.
- 6.3.2. Consider revising the Zoning Code to allow community gardens in all zoning districts and identify appropriate locations throughout the City for community gardens.
- 6.3.3. Upgrade Big Ralph Park, which has the City's one existing community garden, with additional amenities that complement the community garden (e.g., a sustainable living science center with a kitchen).
- 6.3.4. Educate homeowners and business owners on energy efficiency and renewable energy incentives.

- 6.3.4.1. Create a dedicated page on the City's website that provides a list of local, State, and federal solar and energy efficiency incentives for both residential and commercial buildings/properties.
- 6.3.4.2. Create a dedicated page on the City's website that provides tips for homeowners and business owners to save energy (e.g., what types of appliances to purchase).

6.3.5. Decrease energy usage.

- 6.3.5.1. Require bicycle facilities (e.g., bicycle racks and bicycle parking shelters) at new developments and provide bicycle lockers at all Long Island Rail Road train stations. Consider revising the Zoning Code to include bicycle parking requirements in applicable zoning districts.
- 6.3.5.2. Transition City vehicles to zero-emission vehicles where appropriate.
- 6.3.5.3. Consider requiring green roofs or cool roofs for all new construction or substantially reconstructed buildings within the City for a minimum of 75% of the total roof area. If requiring a cool roof, the City should utilize the Solar Reflectance Index calculations from the most recent LEED requirements.

6.3.6. Continue to benchmark City energy usage.

Continue tracking all energy usage in City buildings and facilities. This will help the City see where additional reductions can be implemented and establish reduction goals each year.

6.3.7. Increase the sustainability of City buildings and facilities.

- 6.3.7.1. Switch to heat pumps at City facilities where feasible. These can include air-source heat pumps, ground-source heat pumps, water-source heat pumps, etc.
- 6.3.7.2. Convert to LED traffic signals throughout the City in coordination with Nassau County (who own/maintain traffic signals in the City).
- 6.3.7.3. Replace aged equipment at City buildings and facilities to more efficient equipment such as LED lighting; upgraded HVAC systems; improved insulation; and energy-efficient appliances, doors, and windows.
- 6.3.7.4. Revise the LEED requirements in the Zoning Code. Consider requiring LEED-certified buildings within all industrial districts as well as the in the CBD Overlay District.

6.3.8. Increase energy efficiency requirements in all new and major home construction projects.

- 6.3.8.1. Revise the City Code to incorporate Home Energy Rating System (HERS) Scoring System requirements for any new or substantially reconstructed residential dwellings. Consider requiring dwellings to achieve a minimum home energy rating of 70 or less on the HERS scoring system as defined in the 2006 Mortgage Industry National Home Energy Rating System Standards promulgated by the Residential Energy Services Network (RESNET).

6.3.9. Decrease water consumption.

- 6.3.9.1. Replace aged water equipment at City buildings and facilities with water-efficient products (e.g., WaterSense sink faucets and toilets).
- 6.3.9.2. Consider updating Chapter 270, Article VI Water Conservation Measures to account for new and innovative water saving standards, as this chapter was created in 1987.
- 6.3.9.3. Require automatic irrigation systems using smart controller technology at all new residential developments (including mixed-use buildings).

6.3.10. Increase water reuse.

- 6.3.10.1. Encourage residents to utilize rain barrels for rainwater harvesting by creating a rain barrel program. Explore funding opportunities to provide free rain barrels to residents. If funding is not available, provide educational resources on the City's website regarding rain barrel rebate programs for homeowners (such as the Long Island Garden Rewards program through the Long Island Regional Planning Council).
- 6.3.10.2. Encourage the use of graywater. Graywater is lightly used water that is not suitable for consumption but can still be used for other needs. For example, water used for handwashing or laundry could be reused in toilet bowls.

6.4. Protect and restore existing natural resources within the City to increase coastal resiliency.

6.4.1. Improve the quality of groundwater and surface water resources.

- 6.4.1.1. Consider the establishment of a Freshwater Wetlands Chapter of the City Code to protect and conserve wetlands and wetland buffers. Consider the latest State regulatory changes when developing this chapter. Require a permit for development activities in or near (e.g., 150 ft from a wetland) wetlands, waters, and beaches.
- 6.4.1.2. Explore methods to prevent wetland loss at Dosoris Pond.
- 6.4.1.3. As a condition of site plan approval, the City should consider requiring landowners and developers to restore wetlands impacted by development with native vegetation. The City should ensure that any new development does not degrade the quality of wetlands, as these invaluable resources contribute to coastal flood risk management, wave attenuation, and sediment stabilization/accumulation. The City should explore State and Federal funding to restore wetlands throughout the community.
- 6.4.1.4. Consider developing wellhead protection regulations. Ensure that these regulations provide restrictions for industrial and commercial development within the vicinity of existing and future public wells.
- 6.4.1.5. Work with the NYSDEC and Cornell Cooperative Extension to determine the feasibility of participating in the Long Island Shellfish Restoration Project (LISRP) to improve water quality and resiliency along Glen Cove's coast.
- 6.4.1.6. Implement landscaping standards that require new development to remove invasive species, conserve existing non-invasive vegetation where possible, as well as introduce native species to encourage low-maintenance and drought-tolerant landscaping to minimize the use of fertilizer or pesticides.
- 6.4.1.7. Reduce the use of fertilizers and pesticides in Glen Cove. Whenever feasible, the City should use best practices with respect to fertilizers (e.g., use slow-release organic fertilizer), grounds maintenance, and installation of native plants where clearing must be done. Encourage private property owners to reduce use of fertilizers and pesticides through environmental education.

6.4.2. Preserve and enhance existing natural habitats.

- 6.4.2.1. Explore the feasibility of installing living shorelines at City-owned properties along the waterfront which could significantly improve the health of native flora and fauna.
- 6.4.2.2. Explore locations for installation of submerged aquatic vegetation along the City's shoreline to reduce wave action, provide habitats for NYSDOS-designated significant coastal fish and wildlife, and improve water quality in Hempstead Harbor.
- 6.4.2.3. Provide educational information on the City's website regarding native plant and animal species (such as the Long Island Native Plant Initiative Plant Database - https://db.linpi.org/linpi_plant_list) and invasive plant and animal species on Long Island. This would encourage residents to select native plantings for their properties that can enhance biodiversity in the City, as well as inform residents which species to avoid and remove.
- 6.4.2.4. Work with the Nassau County Soil and Water Conservation District (NCSWCD) to offer rebates to residents for installing native plants on their properties. If funding is not available through NCSWCD, encourage residents who install native plants on their properties to pursue Long Island Garden Rewards Program grants (<https://neiwpcc.org/long-island-garden-rewards-program/>) and provide information about the program on the City's website.

- 6.4.2.5. *Implement shoreline protection, restoration, and enhancement measures throughout the City to protect waterfront areas from erosion, increase habitat value, increase aesthetic value, and promote public interest and use of the parks. Examples include gabion walls with native plantings (e.g., North Hempstead Beach Park), tide pools, and artificial reefs.*
- 6.4.2.6. *Continue exploring the feasibility of Glen Cove Creek dredging as needed, in partnership with other agencies such as the US Army Corps of Engineers (USACE).*

6.5. Ensure sustainable stewardship of the natural and scenic resources that define the City's unique character.

6.5.1. Improve pedestrian access and connectivity to natural resources.

- 6.5.1.1. *The City should continue working with private developers and existing property owners to establish covenants/easements along the shoreline to preserve land for continuous public access and natural resource protection, especially along Hempstead Harbor. The City and the County are already working on plans to connect Garvies Point Park, Garvies Point Preserve (County-owned) and Morgan Park.*
- 6.5.1.2. *Continue to implement the extension of the waterfront esplanade on the north-side of Glen Cove Creek to the Charles Street Bridge and the south-side of Glen Cove Creek, potentially with private developers and existing landowners.*

6.5.2. Increase tree canopy and planting of tree species that can tolerate a warmer and wetter climate.

- 6.5.2.1. *Plant new trees throughout the downtown, at City Stadium, and along Glen Cove Avenue where appropriate. Consider replacing existing unhealthy trees on City-owned properties, in the downtown, and along the waterfront with more resilient tree species that can tolerate a warmer, wetter climate.*

6.5.3. Provide new recreational opportunities for the community, especially along the waterfront.

- 6.5.3.1. *Create and codify criteria (as part of site plan review - Chapter 280, Article IV) to ensure that public open space is set aside as part of any new major developments, especially on waterfront parcels. The amount of land to be set aside as part of any development should be related to the existing and anticipated recreational demand created by new development.*

6.5.4. Preserve wooded areas and existing trees within the City.

- 6.5.4.1. *Consider revising Chapter 263 Trees to include additional protections for trees throughout the City, such as requiring a tree preservation plan for new development during site plan review.*

6.5.5. Pursue potential conservation easements for Glen Cove's remaining open space where feasible.

6.6. Move toward net zero waste by minimizing waste production and recovering organic matter.

6.6.1. Remove organic matter from the waste stream.

6.6.1.1. *Develop a City-wide food waste composting program. Identify and access locations for the collection of compost and start at a small scale (pilot program)—such as with residential properties only—before implementing City-wide.*

6.6.2. *Increase recycling efforts throughout the City.*

6.6.2.1. *Add recycling bins to all City buildings and facilities such as City Hall.*

6.6.2.2. *Add commercial recycling bins to all public spaces including City parks, beaches, and throughout the downtown BID.*

6.6.3. *Increase awareness of the City's existing recycling initiatives.*

6.6.3.1. *Create a recycling information page on the City's website which provides clear information on what can and cannot be recycled (e.g., City of Glen Cove Recycling Information Page). Provide the benefits of recycling on the dedicated webpage. Advertise yearly recycling program on the dedicated webpage (e.g., e-waste program). Consider setting a yearly recycling goal and incentives to encourage the community to recycle.*



Image: Nestor Rivera

Chapter 7. Infrastructure and Utilities

Introduction

This chapter describes the existing conditions of key infrastructure systems such as water and sewer systems, stormwater management, energy, electricity, natural gas, and solid waste management in the City of Glen Cove. By documenting the existing conditions, the City gains a better understanding of the strengths of these areas, as well as areas requiring attention or updates to support the City in the next ten-plus years. This chapter also identifies where infrastructure functionality and upgrades should be considered to guide investment and anticipate future demand.

It is important to understand that issues of water quality (both drinking and surface water) and supply are regional issues; however, this chapter identifies various approaches for tackling local infrastructure improvements and conservation measures at the City level.

Prior Plans and Studies

Organizations such as the Coalition to Save Hempstead Harbor (CSHH) and the Hempstead Harbor Protection Committee (HHPC) have been studying and reporting on regionwide issues of water quality and supply for the past few decades, commissioning and releasing important studies such as the 1998 Water Quality Improvement Plan for Hempstead Harbor, the 2004 Hempstead Harbor Management Plan (see Chapter 1) and the 2022 Water Supply Sustainability for Hempstead Harbor Communities (see below). The City of Glen Cove also undertook studies and analyses on existing infrastructure and future needs, in particular related to drinking water (see below).

Water-Related Studies

Water System Development Charge Study (2013)

The purpose of this study was to develop a mechanism to ensure adequate funding and future planning for capital improvements to meet the drinking water needs of a growing City, especially in light of new development as outlined in the 2009 Comprehensive Plan. The report contains the assessment of present and future water demand to identify the necessary capital improvements that the City should plan for. The report highlighted options for capital infrastructure improvements that included the addition of a well and replacement of the Leech Circle elevated storage tank with a larger size tank.

Water System Analysis and New Well Site Selection Report (2012)

This report contains an analysis of need to determine if the City's water infrastructure was sufficient to meet future water needs. The analysis included the projected growth as a result of new development, and also analyzed maximum flow events (including a maximum day event combined with fire flow needs). The report identified the need for additional wells to ensure adequate water supply in the future.

Water Supply Sustainability for Hempstead Harbor Communities (2022)

The 2022 Water Supply Sustainability for Hempstead Harbor Communities (Water Supply Report) was prepared by the Coalition to Save Hempstead Harbor (introduced in Chapter 6) to review potential impacts on water resources and local water suppliers from new development projects that are proposed or approved surrounding Hempstead Harbor. Fifteen proposed and/or approved development projects were identified in the Hempstead Harbor region at the time of the Water Supply Report. The goal of the report is to identify issues with water demand and water supply sustainability and to provide recommendations to address water supply issues. The Water Supply Report highlights the following with respect to Glen Cove:

- In 2016, the NYSDEC directed all water suppliers on Long Island to aim to achieve a 15% reduction in water use during the yearly peak water demand period (May through September), which is an ongoing effort. Of the seven water suppliers reviewed in the Water Supply Report, three achieved modest water withdrawal reductions, and four recorded some increases in water demand over a three-year period (2018 through 2020).
 - Glen Cove, one of the three water districts, achieved a 5.6% reduction.
- The City of Glen Cove does not serve the largest population size among the seven suppliers that were studied, but it has the highest total water use.

- Glen Cove has some of the lowest per capita water use amounts of the water utilities being evaluated. Glen Cove reports per person water use in the 108 – 110 gallons-per-day (GPD) range. This is similar to the national average for per person use of approximately 100 GPD.
- A key challenge that public water suppliers face is reducing water demand when local planning decisions approve new developments that result in an increased water demand. Of the communities/water suppliers reviewed in the Water Supply Report, the community experiencing the largest growth in new development is Glen Cove. Much of this development relates to the properties in the Garvies Point project.
- Additional projects in the City could further strain the water availability of the City and possibly Locust Valley Water District.
- Long Island was officially declared to be in a severe drought in July 2022. Drought conditions extended into October 2022. Many water suppliers asked customers to reduce water use. Some water suppliers declared drought emergencies and asked customers to stop watering lawns.
- If the water supply for various communities is over-allocated, undesirable consequences could occur, such as saltwater intrusion, dried up streams and ponds, and less groundwater discharge to coastal waters, which can in turn upset normal temperature, alkalinity, and salinity conditions.
- The addition of more hardened surfaces surrounding the harbor will potentially contribute more runoff and will have an impact on water quality and conditions in Hempstead Harbor, unless projects have effective stormwater control measures. Other potential issues to consider are fertilizers and other nutrients that get carried into the harbor through runoff.
- The contribution of underflow of fresh groundwater into the bottom of the harbor helps to balance the ecosystem salinity. If groundwater underflow seeping into the bottom sediments and waters of the harbor is reduced due to excessive pumping of the aquifers, the salinity in the shallower parts of the harbor may increase.
- The aquifer system along Nassau County's North Shore does not store as much water as the same aquifer stores along the south side of the County. This is because the North Shore formations themselves are shallower and thinner. Therefore, there is less total water stored and available to be withdrawn without creating undesirable consequences.

The Water Supply Report offers recommendations in response to these issues and concerns, and suggests policy approaches that municipalities could follow to tackle drinking water issues. Some notable strategies include:

- Water issues in Hempstead Harbor are a regional issue and need to be addressed through a regional response.
- Each community should define the amount of water that represents a 15% reduction in water use and set that amount as the local water conservation goal. The number will vary from district to district, but the shared goal will be 15%.
- Each community should evaluate what measures can be taken as a community to help reach the 15% conservation reduction. Then, a strategy should be developed to gain community support, cooperation, and engagement.
- Communities may wish to update their local master plans, which will help build consensus on issues such as community growth, carrying capacity, build-out potential, as well as how local zoning encourages or discourages achieving the 15% conservation goal.
- Other policies or ordinances can be considered, such as those related to yard or lawn size; the area to be planted in turf; grass choices; protections for homeowners who choose to rewild their

properties; tree coverage; water recharge options such as swales and rain gardens; pervious pavements; and other locally recognized water conservation practices.

- Petition State representatives and ask for State legislation requiring annual reports from the NYSDEC on water use by region, county, townships, and villages, as well as by individual water supplier.
- Establish certain water conservation design specifications for local development projects, such as the latest water-conserving fixtures, landscaping designs not requiring irrigation, rainwater harvesting systems for irrigation, native plantings, and substituting pervious for impervious pavement for parking areas, walkways, and other hard surfaces to reduce runoff and increase infiltration. These options may be incorporated in building codes.
- Local governments can sponsor public education sessions to inform residents why conservation is needed and how they can help.
- In reviewing development proposals, local governments should change what information is necessary to confirm that the local water supply is sufficient and available. This is known as the “letter of water availability” that each water system produces to confirm that it can service a potential developer. The letter of availability should be revised to include the success to date that each supplier is having in reaching the 15% water conservation goal. This information should be considered when making approval decisions for new developments.
- Local governments can adopt their own ordinances or agree to enforce watering rules established by the County.
- A practice that some water suppliers are using already is to define the size of a yard that can be irrigated and include the limits in water service agreements.

Stormwater-Related Plans

Nassau County Stormwater Management Plan (2009, updated in 2019)

Nassau County’s intermunicipal Stormwater Management Program (NCSWMP) serves to facilitate the County’s efforts to address stormwater runoff issues, in accordance with the New York State Discharge Elimination System (SPDES) requirements for obtaining authorization for stormwater discharges and certain non-stormwater discharges. The NCSWMP follows guidelines by the NYSDEC, and includes the following key five elements: Public Education; Public Involvement; Illicit Discharge Detection and Elimination; Construction Site Storm Water Runoff Control and Post-Construction Storm Water Management Pollution Prevention; and Good Housekeeping for Municipal Operations. This program provides local municipalities with a list of Best Management Practices (BMP’s) to reduce pollutants in the County’s stormwater to the maximum extent practicable. For example, it established guidelines for developments or subdivisions recommending eight (8) inches of on-site stormwater storage to be provided when no connection or overflow to another drainage system is possible.

2009 Glen Cove Master Plan

One recommendation related to water was to adopt Low Impact Development (LID) regulations for new development to safeguard the environment, particularly concerning drinking water reserves, water quality, and how water interacts with groundwater infiltration and runoff. This recommendation was also relevant for the envisioned development by the Glen Cove Waterfront (the future Garvies Point Planned Unit Development (PUD)).

Existing Conditions

Water Infrastructure

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

According to the United States Geological Survey (USGS), groundwater sustainability can be defined as the “development and use of groundwater in a manner that can be maintained for an indefinite time without causing unacceptable environmental or socioeconomic consequences.” USGS also emphasizes that an informed management of the aquifer system can help ensure a regionally sustainable groundwater resource.¹ The ongoing groundwater study by USGS and NYSDEC will help evaluate the current status of the Long Island aquifer and anticipate future demand and most appropriate strategies to address water conservation.

Capacity

Similar to other Long Island communities, one of Glen Cove’s priorities should be to ensure the safety and availability of drinking water. Today, the City has sufficient water capacity to serve the current built environment.² However, it is important to save water to ensure a sustainable, long-term supply of safe and abundant water for future generations. Considerations related to new development in the City should be anticipated in an effort to proactively address potential water supply concerns.

In the last few decades, the City has adopted Water Conservation Ordinances to restrict non-potable water use during periods of peak demand, such as Summer periods and fire emergencies. These Ordinances include restrictions on water sprinkling and car washing, and requirements to install water-saving plumbing fittings and fixtures on all new construction.³

As per the City’s Annual Water Supply Reports of 2020-2022, for a population of approximately 28,000, the water pumpage recordings were the following:⁴

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

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

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

3 Ibid.

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

The most significant development project in the pipeline is the continuation of the Garvies Point PUD plan. To assess any potential adverse environmental impacts as a result of the updated plans that include 1 Garvies Point Road and Konica Minolta properties, the developer conducted a Supplemental Analysis in which water use calculations were also provided.⁵ The projected water demand for the full buildout is approximately 480,061 GPD. This average projected flow is considerably less than the demand originally anticipated per the Garvies Point PUD Master Plan (estimated demand ranging between 647,545 and 662,063 GPD).

Quality

The Water Department is owned and operated by the City of Glen Cove. The water is drawn from six wells tapping into the aquifers Lloyd, Magothy, and Glacial under Long Island. The five active wells have a combined pumping capacity of 10.06 million gallons per day (MGD). The Seaman Road well will be returned to service shortly following repairs. The wells within Glen Cove have faced quality issues in the past; high levels of Freon-22 and volatile organic compounds (VOCs) led to the temporary closure of at least four wells. The City's drinking water is considered of "good to excellent quality."⁶ The drinking water may contain various contaminants including microbial, inorganic, pesticides, herbicides, organic material, and radiological substance due to the water absorbing minerals and harmful substances by the movement of water over land and underground. Capital improvements have been continuously made to ensure the quality is maintained. The water is regularly treated before it enters the distribution systems.

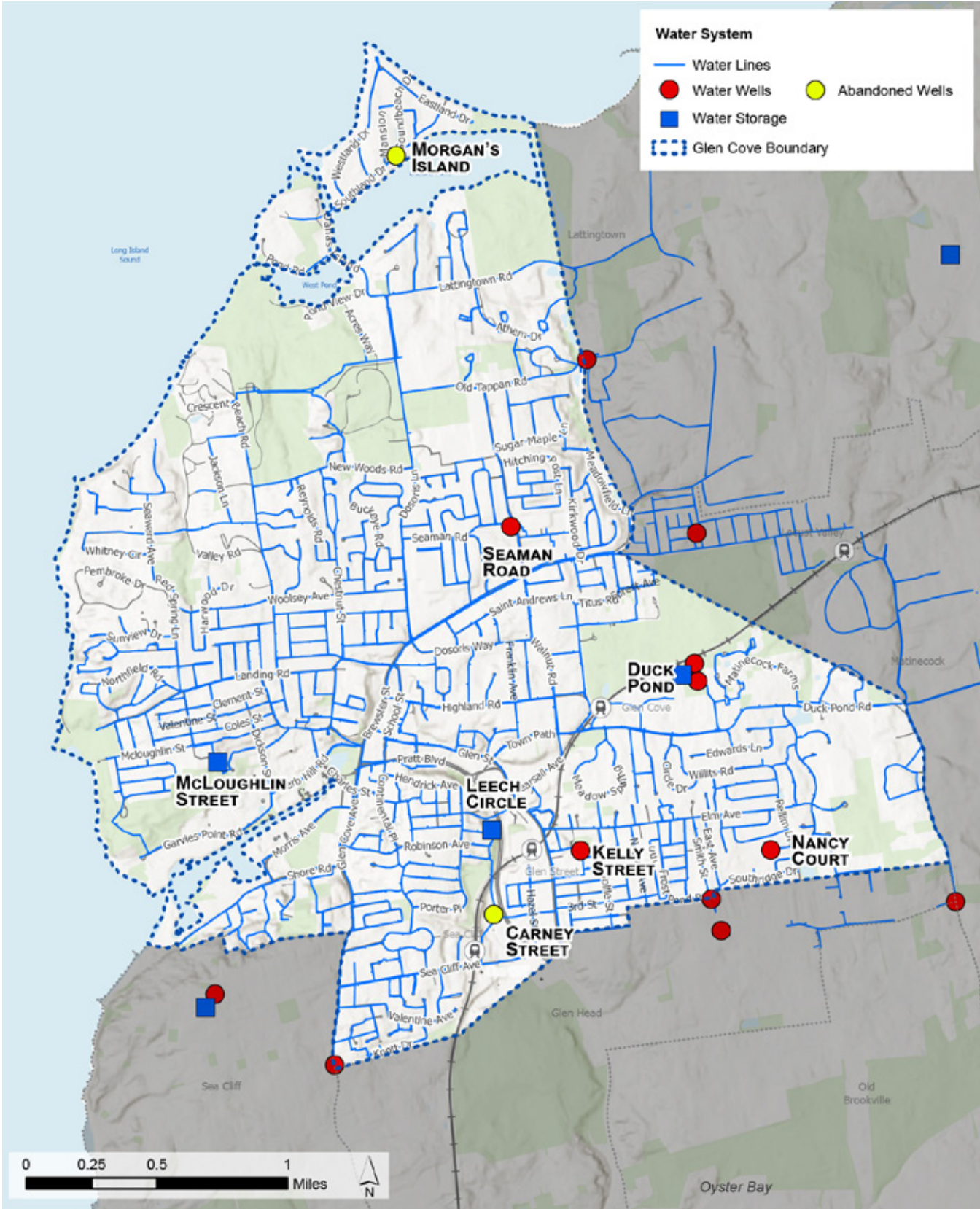
As required by the Nassau County Department of Health Services, and the United States Environmental Protection Agency, the City tests the water at the source and within the distribution system for various parameters including bacteria and certain chemicals. As mandated, the City tests each well site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

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

5 Conceptual Build-Out of the 1 Garvies Point Road Property or Konica Minolta Property, Application for PUD Amendment Garvies Point Mixed-Use Waterfront Development Project, March 2021.

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

Figure 7-1. Glen Cove Water Infrastructure System



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

Table 7-1. Summary of Well Capacities

WELL NO. / ID	LOCATION	AUTHORIZED CAPACITY (GPM)	ACTUAL CAPACITY (GPM)
Morgan	Morgan's Island	550	Abandoned
Seaman Rd. 1S	Seaman Road	700	Abandoned
Seaman Rd. 2S(*)	Seaman Road	1,400	Under rehabilitation (expected opening 2024)
Nancy Court	Nancy Court	1,400	1,400
21	Carney Street	1,400	Abandoned
30	Duck Pond #30	1,400	1,400
31	Duck Pond #31	1,400	1,400
32 (**)	Duck Pond #32	1,400	1,380
Kelly	Kelly St.	1,400	1,400
TOTAL SYSTEM:		11,050	6,980

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

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

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

Table 7-2. Summary of Existing Storage Facilities

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

The existing water distribution system has approximately 103 miles of water mains with sizes varying from 3 to 20 inches. The City of Glen Cove serves approximately 28,000 residents through roughly 8,000 metered service connections.⁷ The City maintains three interconnections with Jericho Water district, Liberty New York Water- Sea Cliff (now The Water Authority of North Shore), and Locust Valley Water District.

Ongoing Initiatives and Projects Under Consideration

The City of Glen Cove continuously strives to provide the best water quality and service to its residents and businesses. A number of water-related improvements are currently under study or consideration by the City, which is also looking into creative funding sources and grants to implement those projects. Projects that are currently under considerations include the following:

- **Duck Pond Road:** Replacement of the temporary packed tower aeration system (PTAS) for Wells 30 and 31 with a permanent PTAS for Wells 30 and 31 and a separate PTAS for Well 32, configured alongside an existing granular activated carbon (GAC) system for each well. This facility will be designed to remove Freon-22, Tetrachloroethene (PCE), and Cis-1,2-Dichloroethene (Cis-1,2-DCE) from the system. Estimated construction cost is \$13.8M. Anticipated bid date is summer 2024.
- **Nancy Court:** Rehabilitation of the Nancy Court well, construction of new well building, and replacement of electrical equipment. This project is currently under construction, with an estimated completion date of spring 2025 and an estimated construction cost of approximately \$1.2M. The City is pursuing funding opportunities to address PFAS/PFOS, including a project at Nancy Court Pump Station, with an estimated project cost of \$11M.
- **Seaman Road Well:** Rehabilitation of Seaman Road well and construction of new packed tower aeration system and associated facilities. Construction is currently finishing up and this is anticipated to be online in March 2024. Estimated construction cost is approximately \$4.6M.
- **Kelly Street Facility:** Upgrade of existing booster pump and associated electrical work. The estimated construction cost is approximately \$650,000.
- **Leech Circle Water Tank Replacement:** The structural and sanitary integrity of the existing 0.25 MG Leech Circle tank has been compromised by corrosion. In addition, the structure may not meet current New York State Building Code standards and satisfy present and future water supply demands. The City is looking to replace the existing tank with a new 1.0 MG tank with an estimated construction cost of \$11M.
- **McLoughlin Water Tank Rehabilitation:** This project is to return the 1.0 MG McLoughlin Street water tank to a state of good condition. The estimated construction cost is \$3.8M.
- **Service Line Inventory:** Under the EPA Lead and Copper Revised Rule, by October 2024, the City is required to know the precise location of all lead service lines. This project would provide the funding needed to satisfy this federal requirement. There is an estimated cost of \$300,000.
- **Water Main Replacement Program:** The majority of the existing water infrastructure has reached or exceeded its design life and is in need of replacement. The City would like to develop a master plan/capital improvement program to rehabilitate the City's water lines and establish and fund a water main replacement program. The estimated cost for this initiative is to be determined.
- **New Well:** The City currently utilizes three to five of its operable wells at any given time to keep up with demand. At times, construction projects and other factors take one to two of the City's operable wells offline for an extended period of time. In order to be better prepared for future growth and fire service in the City, there is a need for additional well capacity to successfully deal with any potential well shutdown or should other emergencies occur. The estimated cost for a new well is to be determined.
- **Smart Meter Replacement Program:** Replacement of old meters with new meters that can provide staff and customers with more timely and accurate usage and billing data. The estimated cost for this program is to be determined.

- **Metering Some Unmetered Facilities (e.g., City Stadium, pump stations, etc.):** There are several facilities in the City that are currently unmetered. As a result, any water used at these facilities is recorded as lost water. The cost for this project is to be determined.

Sewer System

The vast majority of Glen Cove is served by the sewer system, with the exception of a few low-density residential areas. Since 2006, Nassau County has owned and operated the sewer system in the City of Glen Cove. The existing treatment facility located at 100 Morris Avenue, on the south side of Glen Cove Creek, was established in the 1920s. The original plant provided primary treatment with chlorine disinfection only, then underwent upgrades in the 1950s to add secondary treatment facilities and sludge treatment.⁸ The plant saw significant upgrades over the years, with the latest addition being a UV disinfection system in 2006 and other minor improvements in 2008. The City's sewage collection system spans roughly 69 miles, with some sections dating back to 1908. Sewer pipes consist of a mix of materials including vitrified clay, asbestos cement, and cast-iron pipes. The system includes 18 pumping stations. The plant has a permitted capacity of 5.5 MGD; however, as of 2019, the plant treated only approximately 3 MGD.⁹ Preliminary treatment involves mechanically cleaned bar screens and a grit chamber. The facility produces about 240 tons of screenings and grit annually.

For the Garvies Point PUD project, a new pump station was constructed in 2019 to meet the projected sewer demands. The project was designed for peak flow of approximately 1.117 MGD and when accounting for future developments, the demand reaches approximately 1.484 MGD. Both figures are below the pump station's design capacity.¹⁰

Stormwater Management

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

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

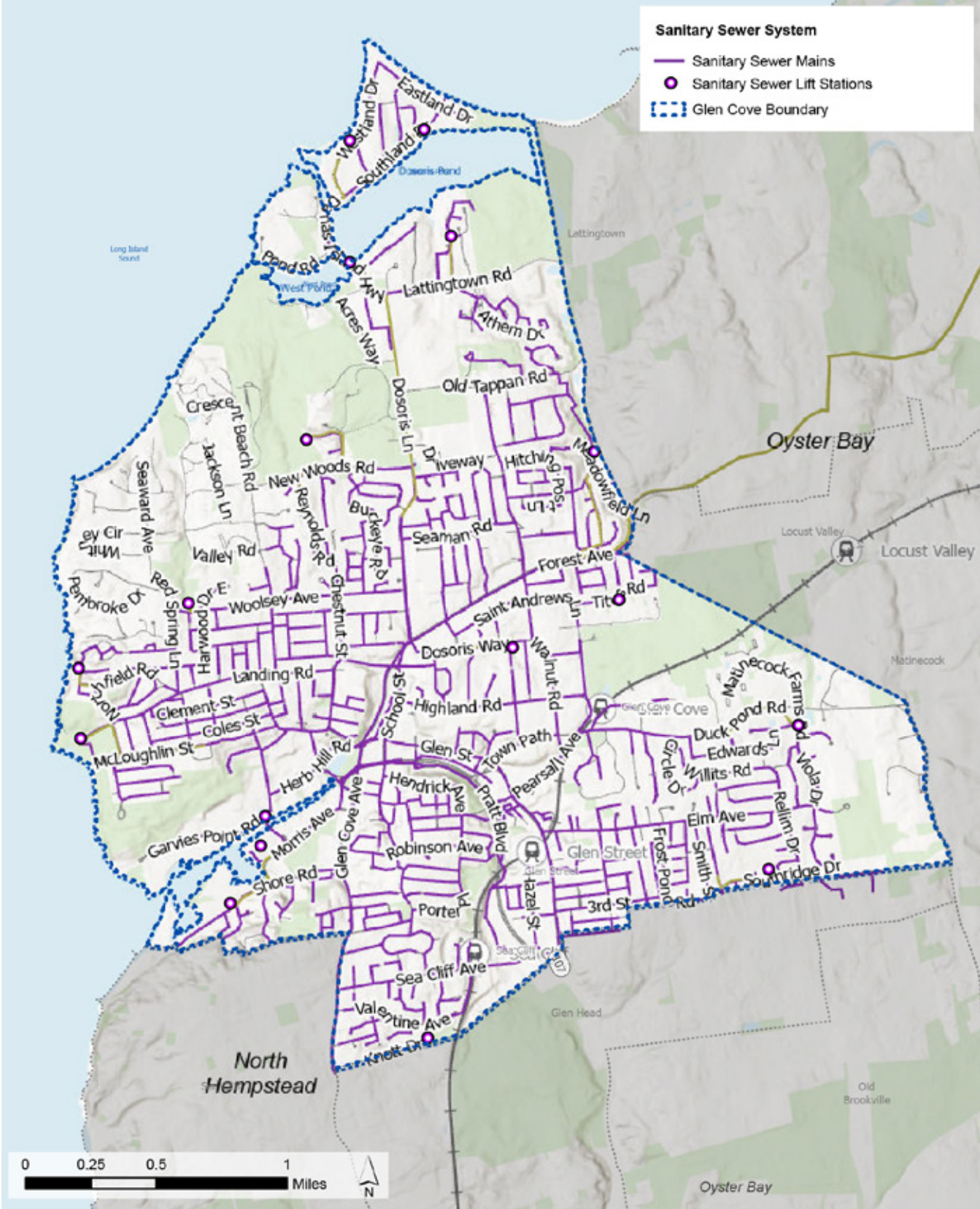
The City of Glen Cove adopted Stormwater Management legislation in 2007 (Chapter 237 of the City Code) to establish minimum stormwater management requirements appropriate to reduce stormwater runoff and mitigate water contamination. The City's Stormwater System is regulated by the NYSDEC through the State Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4 General Permit). A new five-year version of MS4 went into effect on January 3, 2024. The updated permit requirements are more prescriptive than previous ones, in an effort to further protect water quality in New York State.

8 <https://mywater.veolia.us/long-island/about-us/glen-cove-overview>

9 https://health.ny.gov/environmental/water/drinking/nyc_nassau_county_feasibility_study/LICAP_SCWA-GRMP-2019.pdf

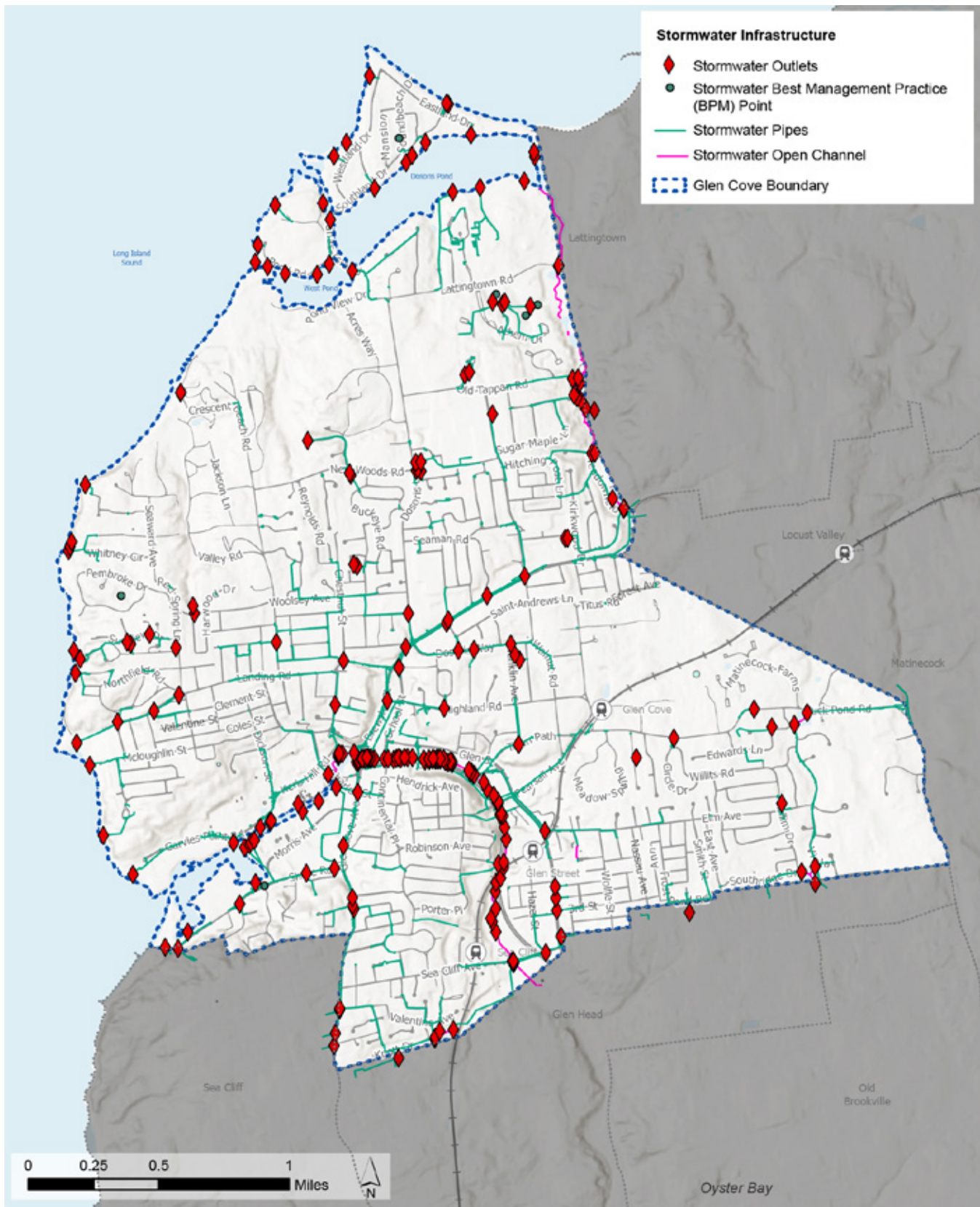
10 Conceptual Build-Out of the 1 Garvies Point Road Property or Konica Minolta Property, Application for PUD Amendment Garvies Point Mixed-Use Waterfront Development Project, March 2021.

Figure 7-2. Glen Cove Sanitary Sewer System



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

Figure 7-3. Stormwater Infrastructure



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

Among the stormwater management regulations, the Code currently refers to NYS minimum requirements for on-site stormwater capture, which is not easily determined due to extensive criteria and typically results in only two inches of stormwater containment.¹¹

Solid Waste

Garbage in Glen Cove is collected twice a week by the Department of Public Works (DPW). Pickup days differ between the areas of the City. The trash gets transported to the Glen Cove Transfer Station on Morris Avenue. Recycling is collected for all properties once a week, on the same day. Glen Cove has adopted a single-stream recycling system that allows residents to dispose of all recyclables (plastic, cans, glass, paper, and cardboard) in the same container. The separation of different recycling materials occurs at the facility. Large pickups can be scheduled by appointment only. Glen Cove also offers an e-waste recycling service. Residents can dispose of their old electronics (“e-waste”) at the DPW Yard on selected days/hours.

Glen Cove generates approximately 12,500 tons of municipal solid waste (MSW) and 7,000 tons of construction debris annually.¹² Additionally, 1,300 tons of landscape material and 2,000 tons of recycling are generated every year. All combined, this averages out to be roughly 4.4 lbs of discarded material per person every day. According to Environmental Protection Agency (EPA) statistics, nearly half of the MSW is composed of materials that could be disposed in a more sustainable manner (e.g., textile, food and pet waste). The City has partnered with Helpsy¹³ to find ways to reuse and recycle textile waste. A next step could be to look into the possibility of establishing a compost facility and potentially a fleet of sanitation vehicles to collect compost.

Electricity and Energy

The primary electricity and energy supplier is PSEG Long Island.¹⁴ PSEG Long Island is responsible for strengthening and maintaining the electrical system in the City, including the installation of new underground electric lines near homes and businesses. Just Energy is another provider that operates in Glen Cove, supplying electricity and natural gas.¹⁵

Issues and Opportunities

From a review of previous plans and studies, as well as discussions with City staff (in particular with the Department of Public Works) and representatives of local organizations and nonprofits, a number of issues and opportunities related to infrastructure and utilities are identified below by area of focus.

Peak Summer Water Usage May Exceed Supply Levels in The Future

Although current water needs are met by the existing infrastructure, the City should continue taking a proactive approach in addressing potential future needs of residents and businesses. One potential issue is related to the capacity of existing water wells and tank storages, which may not be sufficient in

11 From discussions with City of Glen Cove DPW Director.

12 Source: City of Glen Cove DPW Director

13 <https://www.helpsy.com/>

14 Glen Cove Reliability Projects- PSEG Long Island. <https://www.psegliny.com/reliability/glencove>

15 Nassau County, New York Electricity Rates & Statistics. <https://findenergy.com/ny/nassau-county-electricity/>

peak summer days when sprinklers are used to water the lawns. Fire water flows will also need to be accounted for during peak water usage days, ensuring that enough water pressure can be released to extinguish fires.

Water conservation measures, creation of redundancy, and targeted improvements in the water infrastructure system (including more updated filter systems to treat emerging contaminants) should be explored as potential strategies to ensure residents and the fire department have enough water for their needs. Potential upgrades to the infrastructure may include significant capital investment such as the installation of a new water well.

Ensure Stormwater Infrastructure and Legislation Are Adequate to Handle Increasing Precipitation

There are opportunities to improve the stormwater infrastructure in the City, starting with identifying and monitoring the status of all existing recharge basins that contribute to aquifer recharging. Maintenance should be ensured for recharge basins that are located on private land. Moreover, drainage infrastructure in the City has not been systematically updated in decades. This could mean that outfalls may not work properly or are clogged, causing flooding issues in areas near the waterfront (e.g., Shore Road). This should be addressed especially in light of increased storm intensity associated with climate change.

Additionally, the City could align stormwater management regulations with the County's, in an effort to impose more stringent requirements for on-site stormwater capture as well as make it easier for property owners to understand the required minimum standards. Other stormwater runoff mitigation measures such as green infrastructure (rain gardens, bioswales, etc.) and low-impact development principles are possible strategies for the City to minimize stormwater runoff.

Glen Cove Can Help Improve Water Quality in Hempstead Harbor

Although water quality issues are regional issues, Glen Cove can contribute to reducing the levels of nitrogen and other pollutants that end up in Hempstead Harbor by continuing collaborating with the Coalition to Save Hempstead Harbor (CSHH) and the Hempstead Harbor Protection Committee (HHPC) and proactively addressing stormwater discharge locations that are recording high pollutant levels.

Recommendations

The following recommendations are being presented based on review of the current infrastructure in Glen Cove and in consideration of issues identified.

7.1. Ensure adequate water capacity and quality.

7.1.1. Consider water conservation measures for the summer season.

Such conservation efforts could restrict the time or duration of water usage related to watering lawns.

7.1.2. *Anticipate future demand needs and consider water main upgrades to ensure adequate flow.*

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

7.1.3. *Continue planning and exploration of creative funding opportunities for water improvement projects.*

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

7.1.4. *Explore options for an additional well or existing well enhancement.*

Conservation measures alone may not be sufficient to ensure adequate supply over the long term. Eventually, the City may need to explore enhancing the flow from existing wells or exploring the possibility of a new well. This would help the City to be better prepared for future growth and fire service and create redundancy in the system should an emergency occur. The City should evaluate installing a permanent air stripper at Duck Pond Road and address emerging contaminants at Nancy Court and Duck Pond Road Well sites in the future.

7.1.5. *Consider investing in a smart meter replacement program, adding metering to unmetered facilities and placing water meters in an accessible location such as sidewalk or grass areas to ensure accurate reading and prevent revenue loss.*

A smart meter replacement program would help with more timely and accurate usage and billing data. The City should consider adding water meters to facilities that are currently unmetered, such as City Stadium, to avoid water usage at these facilities being recorded as lost. Other technology investments such as advanced leak detection systems (e.g., acoustic sensors) on transmission mains could be installed to prioritize repairs.

7.1.6. *Promote water conservation measures and consider codifying them into zoning.*

Best practices for water conservation measures are identified by the U.S. Green Building Council’s (USGBC) LEED rating system and the U.S. Environmental Protection Agency’s (EPA) WaterSense program. Glen Cove should evaluate what measures are the most appropriate for the City and consider codifying those into the zoning. Additionally, the City could develop an educational component to promote water conservation measures with residents and businesses.

- 7.1.7.** *Participate in discussions with neighboring communities and the County to consider the development of regional parameters for sustainable water withdrawal from the aquifer.*

7.2. Promote replacement of aging septic systems in unsewered areas of the City.

Encourage private property owners that are not served by the sewer system to take advantage of County grants to upgrade their septic systems with state-of-the-art nitrogen-reducing septic systems. These modern systems prevent or minimize groundwater contamination from sewage, and also help to recharge the aquifer. The City may consider targeted outreach to properties that utilize older cesspool systems that result in leakage issues.

7.3. Improve stormwater management practices through multiple approaches.

- 7.3.1.** *Develop and update a list of recharge basin locations to ensure regular maintenance.*

Once private property owners hosting recharge basins are identified, the City could consider offering incentives for regular maintenance or creating regulations to require recharge basin maintenance.

- 7.3.2.** *Consider adopting the County's on-site drainage storage requirements for stormwater runoff.*

Aligning the City's requirements for stormwater on-site recapture with Nassau County's (8 inches; or 5 inches if the soils and slopes are acceptable to control the runoff) would make it easier for property owners to understand the more standardized requirements and improve runoff mitigation results. The City should revisit this requirement as needed to account for more frequent and intense storm events. Any waivers permitted in the Nassau County regulations could be restricted in the City given the frequency of heavy rains and flooding over the last 5 years.

- 7.3.3.** *Continue to monitor and regularly maintain stormwater management infrastructure and work with Nassau County to address flood-prone areas on County roads, including improved drainage solutions.*

Ongoing County plans such as the Shore Road Flood Mitigation and Streetscape Project may provide opportunities for incorporation of upgraded drainage measures and/or porous pavement along Shore Road. Joint grant opportunities could be explored for large-scale stormwater infrastructure projects that benefit both the City and the County.

- 7.3.4.** *Consider updating the Zoning Code to include specific standards for green infrastructure stormwater techniques.*

These standards can include but are not limited to: rain gardens, bioretention areas, and vegetated swales/dry swales; green roofs; porous pavement; stream buffer restoration; stormwater planters and tree filters; and other techniques. A Green Infrastructure Guide should be considered as part of the Zoning Code amendment to provide City staff, private developers, and property owners with a resource that promotes the implementation of a range of green infrastructure practices for addressing stormwater management.

- 7.3.5. *Require that new development or major reconstruction projects utilize green bioretention techniques such as rain gardens and bioswales to treat and recharge stormwater runoff on-site in addition to traditional storage devices (e.g., drywells).*
- 7.3.6. *Consider implementing low-impact development (LID) principles designed to minimize runoff for any new development in the City.*
- 7.3.7. *Require any new or redeveloped parking lots in the City to incorporate permeable pavement and porous design techniques to reduce stormwater runoff volume.*
- 7.3.8. *Install rain gardens and bioswales along City-owned roadways to mitigate flooding and drainage issues.*

The City should prioritize roadways that are known to flood during major storms, normal rain events, and high tide flooding.

- 7.3.9. *Reduce impervious surfaces.*

Limit the amount of new impervious surfaces within the City by requiring permeable pavers and/or natural opening pavers in targeted areas of new construction and redevelopment as part of site plan review.

7.4. Seek grant opportunities for infrastructure improvements and energy conservation measures.

The City should continue seeking grants from the State and the EPA for infrastructure upgrades but also opportunities to improve energy efficiency of municipal buildings and operations. The City should maintain its status as a Clean Energy Community and a Climate Smart Community to qualify for State funding opportunities related to energy conservation.



Chapter 8. Community Facilities

Introduction

This chapter examines the municipal facilities, services, and institutions that serve the Glen Cove community. Community facilities and services include emergency services such as fire, emergency medical services (EMS), harbor patrol, and police; senior and youth services; and park and recreational facilities. This chapter also discusses the school district, cultural resources, and City landmarks. Stakeholder interviews were conducted to understand existing conditions, issues, and opportunities for the various facilities, services, and organizations that serve the City.

Previous Plan (2009)

The City of Glen Cove's 2009 Master Plan aimed to balance urban and suburban life by outlining strategies to protect residential neighborhoods, implement public transportation improvements, enhance downtown walkability and connectivity, increase access to recreational amenities and open space, and provide more diverse housing options. The 2009 Plan recognized the need to provide diverse housing options to accommodate seniors, and that seniors should be given priority access to affordable housing units (among others). The 2009 Plan emphasized the need to provide pedestrian connections downtown and to create a network of parks and open spaces along the Glen Cove waterfront.

Existing Conditions



Glen Cove Police Department

Source: Google, 2017

Police Department

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

The core mission of the Police Department is to “protect and serve the diverse citizenry of the City of Glen Cove through the prompt, courteous,

efficient, and effective delivery of police services.”¹ The department handles around 22,000 service calls annually. On average, 9.5 violent crimes were reported per year between 2012 and 2022.² The department manages civilian crossing guards and the 20-member Glen Cove Auxiliary Police Force, which is charged with providing traffic safety for special events, patrolling parking garages, and providing security to public beaches. The police also interact closely with Glen Cove’s homeless population, providing homeless individuals transportation to the hospital and County shelters in freezing conditions.

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

Harbor Patrol is headquartered at 76A Shore Road, and the Auxiliary Police Force is next door, at 76B Shore Road in the Glen Cove Marina. The Police Department has been housed in the former City Hall at 1 Bridge Street since 1997 (the previous police headquarters is now the North Shore Historical Museum). The department also utilizes the second floor of the Pulaski Street Garage as the de facto police vehicle storage.

1 Police Department - City of Glen Cove (glencoveny.gov)

2 Federal Bureau of Investigation Crime Data Explorer

Fire Department

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



Glen Cove Fire Department and EMS

Source: Google, 2018

Medical Services

The Glen Cove Hospital at Northwell Health is located at 101 Saint Andrews Lane in Glen Cove. The hospital's emergency department treats about 19,000 patients per year and has an eight-minute door to doctor time.³

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

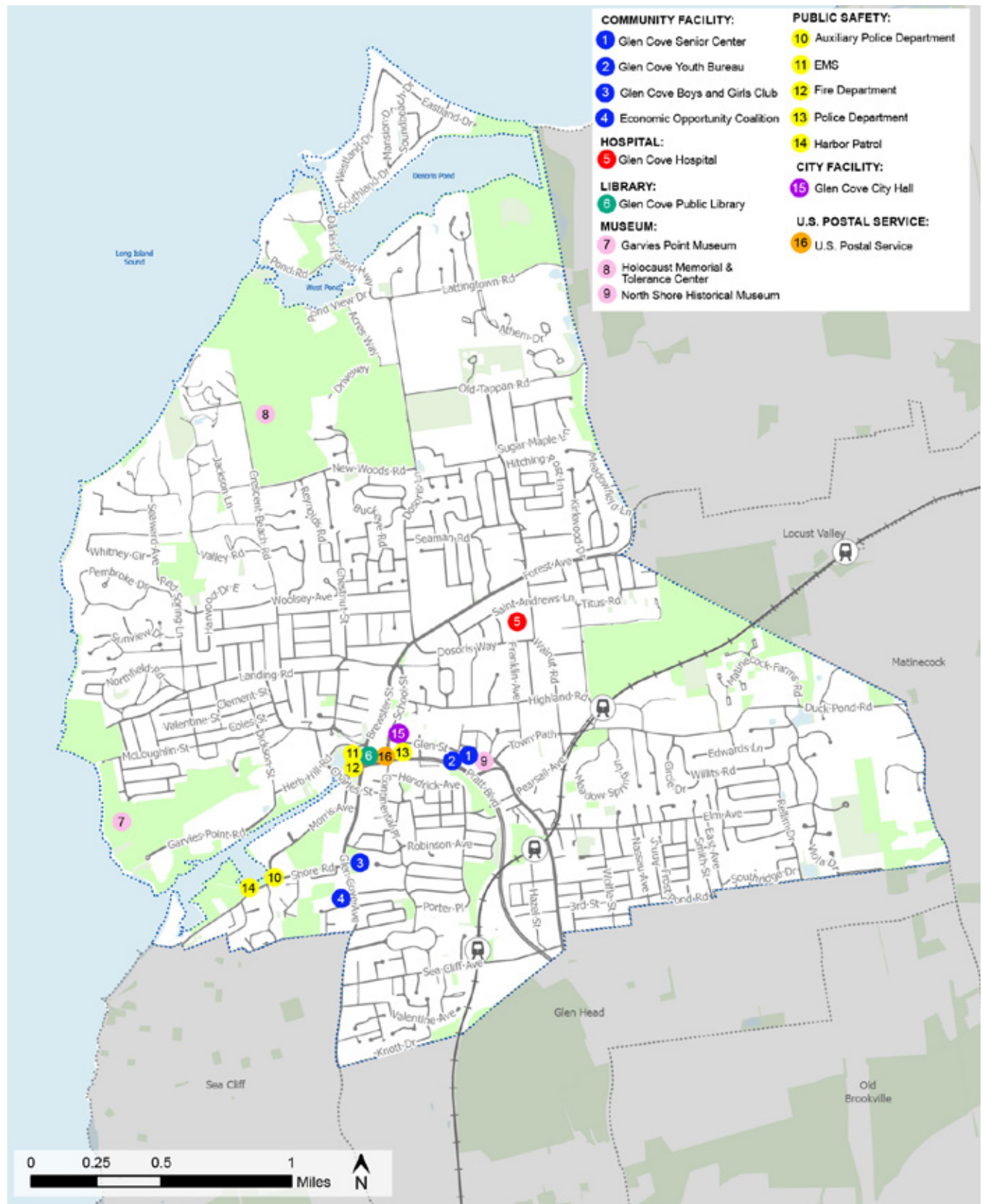
Department of Public Works

The Department of Public Works (DPW) is central to Glen Cove's municipal operations. Headquartered at Glen Cove City Hall, DPW manages and coordinates crucial services that touch nearly every aspect of daily life. The DPW is comprised of six sectors: Administration and Building Maintenance, Public Roads, Sanitation and Recycling, Parks, Beautification, and Water.

The Administration and Building Maintenance division is responsible for the administrative oversight of DPW operations as well as the maintenance of all facilities. The Public Roads sector is responsible for the maintenance and repair of the City's streets, including street sweeping, drainage, tree maintenance and removal, snow removal, curb and sidewalk maintenance, traffic signage, beautification, and vehicular fleet maintenance. Sanitation and Recycling personnel collect and dispose of municipal solid waste, yard waste, and recyclables for approximately 10,000 homes and businesses. The Parks sector is responsible for the upkeep and maintenance of public parks. The Water Department oversees the provision of potable water to Glen Cove residents and businesses. The Water Department maintains several wells in addition to water mains, installs, and reads meters, and oversees water usage billing.

³ Source: Glen Cove Northwell Hospital, Emergency Department.

Figure 8-1. Community Facilities



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

Glen Cove Recreation Commission

The Glen Cove Recreation Commission, founded in 1944, serves as an advisory board to the Youth Services and Recreation Department. The Recreation Commission helps connect the governmental department to the community. They are responsible for overseeing and promoting City assets, encouraging fair and equitable use of public facilities, improving available programs offered through the Recreation Department, and reviewing budget and fee schedules to ensure fees charged to the public are fair, reasonable, and affordable.

Youth Services

Youth Services in Glen Cove include the Glen Cove Youth Bureau, the Glen Cove Child Day Care Center, the Glen Cove Economic Opportunity Coalition (EOC) and the Glen Cove Boys and Girls Club. The Glen Cove Youth Bureau provides programming and mentoring for Glen Cove's youth population. The Bureau is funded by City, County, and State sources, in addition to two nonprofits, the Long Island Community Foundation and the Friends of the Glen Cove Youth Board. The Youth Bureau offers a summer youth employment program, internship program, summer camp, after-school program, mentoring, and youth sports, working with about 3,500 children and 400 parents per year. The Youth Bureau Center is located at 128B Glen Street. The building was recently sold, and the Youth Bureau will need to relocate in the coming years.

The Glen Cove Child Day Care Center, funded in 1963, is located at 1 Arterial Road, off Pratt Boulevard. The Child Day Care Center includes a Head Start Program, licensed through New York State Children and Family Services, that provides free or discounted education/childcare services for families in need. The Head Start Program, currently funded for 114 children, operates Head Start classrooms for children ages 3-5 years old which consist of 6 full-day classrooms, and 1 extended day pre-k classroom. It also offers private childcare services and subsidized childcare through the Department of Social Services which includes 2 pre-k classes, 1 infant class, 2 toddler classes and 3 after school classrooms.

The Glen Cove Boys and Girls Club is a not-for-profit youth program whose mission is "to provide a safe and caring environment that will inspire and enable all young people to realize their full potential as productive and responsible citizens."⁴ The Boys and Girls Club is located at the intersection of Shore Road and Glen Cove Avenue. This private organization offers a wide range of programs including health and life skills, arts, athletics, and education.

Senior Services

The Senior Center occupies a three-story building at 130 Glen Street in downtown Glen Cove. The Glen Cove Senior Center offers weekday programming for Nassau County senior residents. The Center is divided into two types of programming: the Senior Center and the Adult Day Program. Independent seniors participate in Senior Center activities, which include fitness classes, art classes, field trips, language classes, and other social activities. The Adult Day Program offers programming to seniors with physical



Glen Cove Senior Center

Source: BFJ Planning

⁴ Glen Cove Boys & Girls Club at Lincoln House

and cognitive challenges. The Senior Center serves lunch each day and provides semi-weekly grocery shopping support.

The Senior Center leadership runs Glen Cove’s Age Friendly Center of Excellence (the Center), which drafted the Age Friendly Action Plan on behalf of the City in 2022 (see Chapter 1). The Center undertook a comprehensive evaluation of the City and identified opportunities to improve equity, accessibility, and quality of life for Glen Cove’s senior residents. The Center also acts as a directory of relevant health, legal, financial, and other relevant organizations for senior residents. Some of the efforts initiated by the Center include “Walk With A Doc,” a monthly event where a doctor discusses health topics while walking with seniors, and the Age-Friendly Business Certification Program, an initiative to partner with local businesses to identify strategies and adjustments to make their businesses more senior-friendly.

Schools

The Glen Cove City School District is the public school district serving the City of Glen Cove. As of November 2023, the school district serves 3,172 students⁵ across six schools: four elementary schools, one middle school, and one high school. 65% of the students are Hispanic or Latino, 23% are white, 8% are Black or African American, 3% are Asian or Native Hawaiian/Pacific Islander, and 2% are two or more races. 19% of students are reported to have disabilities.⁶ Glen Cove High School had an 87% graduation rate in 2022, consistent with the New York State graduation rate. Student enrollment by academic year is shown in Table 8-1. This enrollment history shows a relatively stable student population with a very slight decline over the past 10 years, from 3,120 students in the 2011-2012 academic year, to 3,050 in the 2021-2022 academic year.

Private schools in the city include several nursery and pre-kindergarten programs; Tiegerman Elementary School and Tiegerman Middle School, which serve students with developmental disabilities (Tiegerman Elementary School also houses a universal pre-kindergarten program); Friends Academy; and the Webb Institute, a small engineering college.

Table 8-1. Glen Cove City School District Enrollment

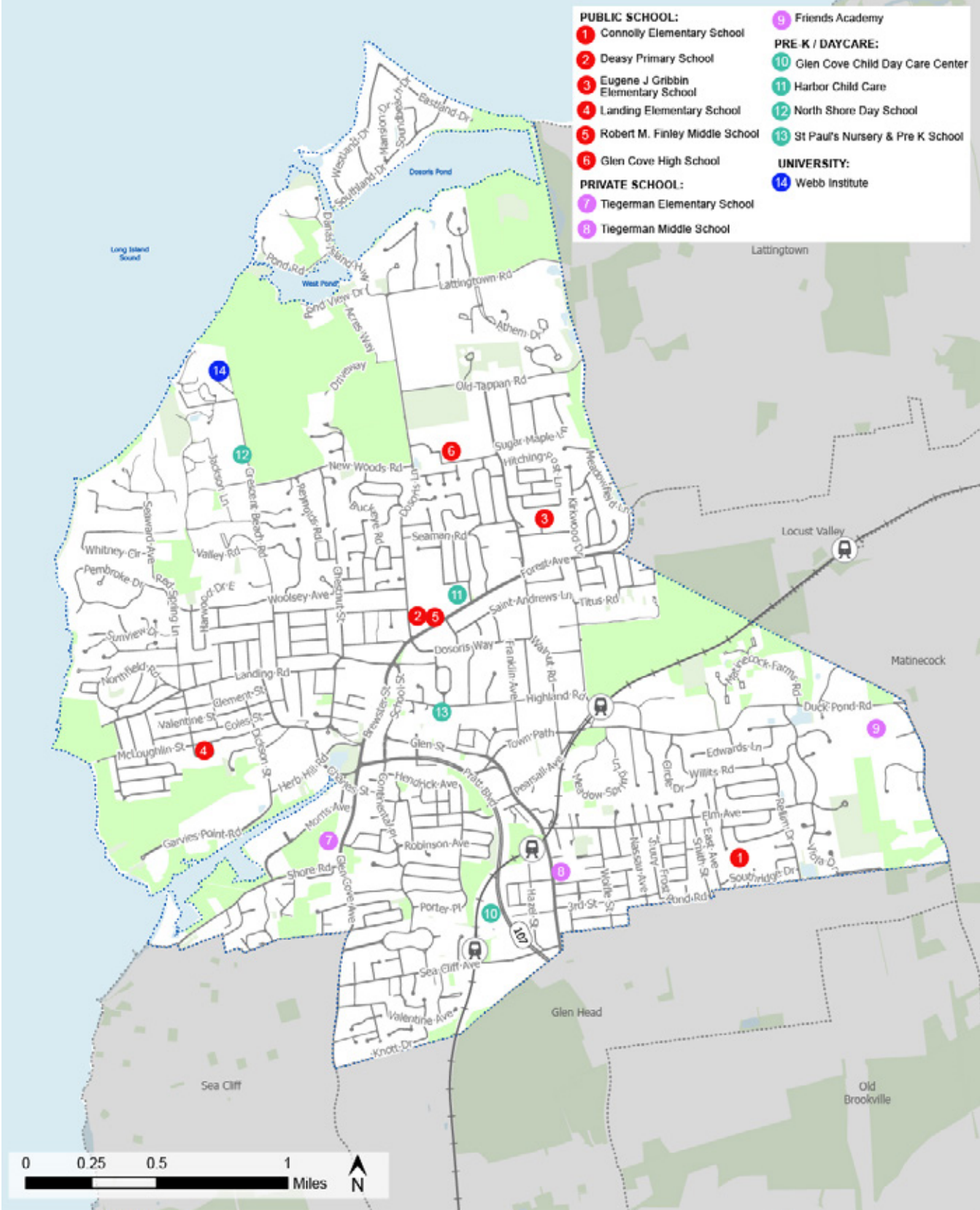
Year	District Enrollment
2011 – 2012	3,120
2012 – 2013	3,138
2013 – 2014	3,180
2014 - 2015	3,176
2015 – 2016	3,179
2016 – 2017	3,209
2017 - 2018	3,190
2018 – 2019	3,162
2019 – 2020	3,163
2020 – 2021	3,036
2021 – 2022	3,050

Source: New York State Education Department

5 Source: Glen Cove School District Superintendent, 11/29/2023.

6 Source: New York State Education Department

Figure 8-2. Glen Cove Schools



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

Glen Cove Library

Located at 4 Glen Cove Avenue in downtown Glen Cove, the public library has been serving the community since 1896. The library is dedicated to providing the community with access to all kinds of knowledge, literacy, technology, and entertainment. It provides in-person and online programs for all ages, as well as bilingual programs and services for the Spanish-speaking population. In addition to an extensive availability of books and digital resources, some of the important services that the library provides include the following: adult technology help and health and fitness programs, youth homework help and storytime, and teenager programs for college and career preparation. Within the library, there is a room dedicated to the history of Glen Cove and Long Island, containing books, periodicals, artifacts, pamphlets, and maps from the past. The Friends of the Glen Cove Library, established in 1970, is a community group that serves as a liaison between the library and the community in order to represent the interests of different age groups, from preschoolers to retirees. The group is active and sponsors many lectures and events.

Civic Organizations

Several local organizations work with the Glen Cove community to provide a variety of services, from social services to trainings to social gathering events. Some of these organizations include Substance Abuse Free Environment (SAFE), the Glen Cove Inter Agency Council (IAC), La Fuerza Unida, and the North Shore Sheltering Program.

Several community services organizations are especially active with the Spanish speaking and undocumented communities in Glen Cove. For example, La Fuerza Unida's mission is "to enhance the social, literary, educational, cultural, and economic conditions of Hispanic-Americans and the low-to-moderate income community at large."⁷ La Fuerza Unida is a nonprofit Community Housing Development Organization and an accredited representative for the Immigrant Board of Appeals. La Fuerza Unida works with more than 8,000 individuals and families annually, through its before and after school programming, ESL classes, summer programming, and job counseling for the Hispanic community in Glen Cove.

SAFE is a nonprofit substance abuse agency and the only prevention agency in the City of Glen Cove. SAFE occupies a rent-free office in City Hall and their programming includes Life Skills Training (LST) for parents and students and the Employee Assistance Program. SAFE collaborates closely with City Hall, the Glen Cove Police, and the Glen Cove School District on programming, prevention training, and local substance abuse-related policymaking.

The Glen Cove IAC is a nonprofit organization with a mission to enhance the delivery of human services through collaboration and communication with community agencies and to provide mutual support among these agencies through sharing and networking. The IAC is comprised of 50 member agencies based in Glen Cove and the surrounding areas. Member agencies include religious and cultural institutions, health care organizations, City agencies, and schools. Ten representatives from different member organizations make up the executive board. The IAC facilitates information sharing across its various member organizations and serves as a central hub for human services events and activities, like free tax assistance services provided by the AARP and affordable rental housing lotteries.

The North Shore Sheltering Program helps to feed and provide shelter for up to 15 men in need during the winter months. The shelter is hosted by the First Presbyterian Church of Glen Cove from Thanksgiving to the end of March and is funded by donations.

7

Source: La Fuerza Unida

Cultural and Religious Institutions

Glen Cove is a community with many cultural organizations and religious institutions. These entities contribute significantly to the City's diverse culture and assist with civic engagement and social cohesion. Glen Cove offers a wide range of artistic and cultural organizations, including the Slayer Players Theater Company, Morgan Park Summer Music Festival, Jazz Hands Children's Theatre, and First City Project Collective. The Downtown BID organizes the annual Downtown Sounds concert series.

Religious institutions have a strong presence in Glen Cove and are most concentrated near the downtown and in the southern portion of the City where population density is higher (Figure 8-3). In addition to providing places of worship, these institutions provide a range of social services and faith-based fellowship. For instance, and as mentioned above, the First Presbyterian Church of Glen Cove offers men shelter services during the winter. Houses of worship in Glen Cove provide a wide diversity of worship opportunities, from small congregations to large landmark structures such as St. Patrick's Church on Glen Street or Saint Paul's Episcopal Church on Highland Road, adding historic and architectural value to Glen Cove.

Parks and Open Space

Nestled along the Long Island Sound, the City of Glen Cove owes much of its success to its geography and topography. The City's coastal location has played a pivotal role in its economic vitality – access to the Long Island Sound has facilitated maritime activities, contributing to the growth of local shipping, trade, and fishing industries in Glen Cove. Today, the waterfront predominantly serves as a destination for recreation, tourism, and community gatherings.

The City's diverse topography further enhances its charm and outdoor recreational offerings. The combination of beaches, wooded areas, and open spaces create a distinct landscape, with parks, nature preserves, and recreational spaces interspersed throughout the City. When asked about Glen Cove's greatest strengths, survey participants overwhelmingly indicated "parks and beaches" as one of the top three choices (over 67% of participants). Key parks and open spaces are described below and mapped on Figure 8-4 and 8-5.

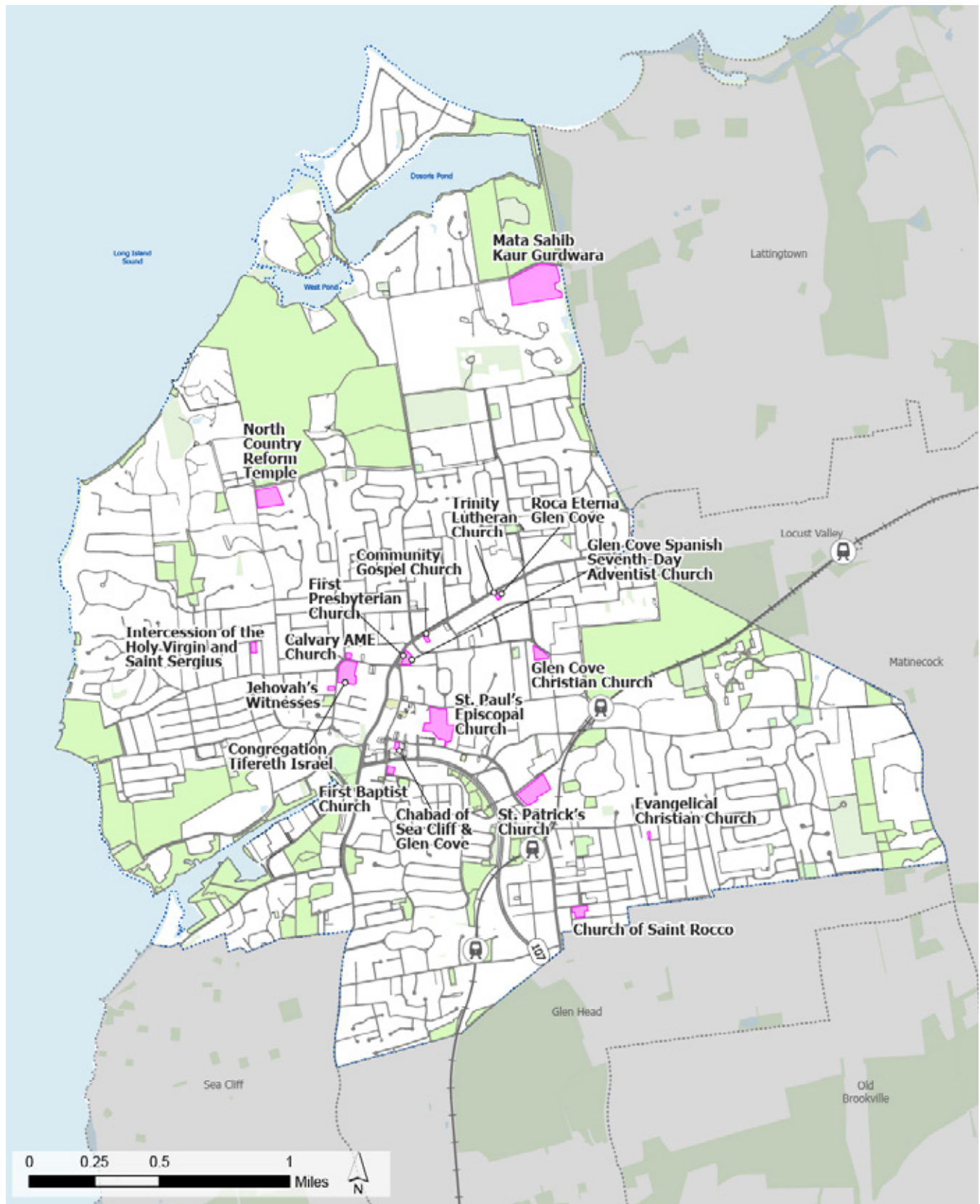
Welwyn Nature Preserve

Welwyn Nature Preserve is a Nassau County-owned sanctuary located in northern Glen Cove. Formerly the Estate of Harold Irving Pratt, the 204-acre nature preserve is bordered to the north by West Pond and the Long Island Sound, Crescent Beach Road to the west, and New Woods Road to the south. The preserve has various marked nature trails sprawling throughout the property and is home to the Holocaust Memorial and Tolerance Center (HMTTC) of Nassau County.

Abandoned and dilapidated buildings are dispersed throughout the preserve. In an effort to revitalize the preserve, a plan has been proposed to demolish derelict garages, greenhouses, and a former laundry building. The project is currently in Phase 1, with the County accepting bids on the demolition and removal of identified sites. The removal of the greenhouses is slated to take place during Phase 2, in 2025. There is an ongoing discussion as to whether the tennis building, which can no longer be inhabited due to its poor condition, should be restored or demolished. This decision will not be finalized until 2025 or 2026.

Another key effort to revitalize the preserve is invasive plant removal. Non-native plants can outcompete native flora for resources, disrupt local biodiversity, and alter the balance of ecosystems. Clearing them is essential to prevent the degradation of native plant communities, which play a vital role in providing habitat for regional wildlife, supporting pollinators, and maintaining the preserve's overall ecosystem health. There is currently an effort to create a Friends of Welwyn volunteer group to assist in

Figure 8-3. Religious Institutions in Glen Cove



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

Figure 8-4. Open Space, Parks, and Recreation in Glen Cove



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

Figure 8-5. Open Space, Parks, and Recreation in Glen Cove (South-west Area)



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



Holocaust Memorial and Tolerance Center

Source: Holocaust Memorial and Tolerance Center website

clearing invasive plant species and establishing a community garden.

Holocaust Memorial and Tolerance Center (HMTc)

The HMTc is a 501(c)(3) nonprofit organization, dedicated to educating students and the community about the atrocities of the Holocaust and the importance of tolerance and respect for all people. The HMTc is an important part of the preserve and has recently extended its use occupancy permit. The center serves as a valuable resource for school programs, lectures, training, and other educational opportunities. The museum is self-funded. It is currently fundraising to construct a new auditorium, to support public lectures and presentations. A long-term goal for the HMTc is to create a separate entrance for the museum, cordoning it off with some form of security fencing from the rest of the preserve which currently has five entrances.

Garvies Point Preserve

Garvies Point Preserve is a Nassau County-owned nature preserve consisting of 62 acres of glacial moraine covered by forests, thickets, and meadows and approximately 2,000 feet of shoreline along Hempstead Harbor. The preserve is located in the southwest corner of the City and is bordered to the north by residential development and to the south by commercial development. There are approximately five miles of marked nature trails, including trails for the visually impaired. Wooded areas contain over sixty species of trees as well as numerous shrubs, vines, and wildflowers.

In 2022, Nassau County received \$320,000 of partially matched federal funding to be used for improvements to Garvies Point. The funding is earmarked for improving trail connections to the mixed-use redevelopment at the Glen Cove Creek

Waterfront and enhancing wayfinding in the preserve. Trail improvements include a 150-yard extension of existing trails and the creation of a new walkway connecting Morgan Park Beach to Mercadante Beach at the west end of Garvies Point Road. Wayfinding improvements along the north shore of Glen Cove Creek include the installation of additional trail signage and information kiosks.

Other improvements needed that are not currently covered by federal funding are primarily related to soil erosion in Garvies Point. Soil erosion has generated maintenance issues, the most pressing of which is a staircase ascending a clay hill in the preserve. The staircase is slated to be repaired or replaced by the summer of 2024.

Garvies Point Museum

The Garvies Point Preserve is also home to the Garvies Point Museum, which offers exhibits on Long Island geology and local Native American history. According to the Nassau County Parks Department, the museum needs additional classroom supplies, tables, chairs, and expanded programming to support increasing its educational reach in the community. The museum also requires elevator installation to ensure Americans with Disabilities Act (ADA) compliance, enhancing accessibility for elderly visitors and people with disabilities.

The Glen Cove Creek Esplanade

The Glen Cove Creek Esplanade is approximately one mile of paved walkway along the north shore of the Glen Cove Creek waterway, spanning from Mercadante Beach to the eastern end of Glen Cove Creek. The esplanade is one of the public amenities built as part of the Garvies Point Waterfront Redevelopment and is designed for multi-modal use. The final phase of the esplanade, providing the final connection from the Garvies Point Brewery to the Head of the Creek/Pratt Park, will be completed in a later phase of the Garvies Point Redevelopment project as detailed below.

Head of the Creek Park

This is a small park at the intersection of Charles Street and Glen Cove Avenue, directly south of Pratt Park and east of the creek. As mentioned above, when the final phase of the Glen Cove Creek Esplanade



Garvies Point Preserve

Source: Nassau County

is implemented, the Head of the Creek Park would feature a walking path that connects to the esplanade to the west. The City is also considering adding passive recreation amenities such as benches to this park.

Pratt Park

Pratt Park is a small, partially wooded park surrounding Mill Pond. The 5.5-acre park is located on the west side of downtown Glen Cove, just east of Glen Cove Creek. The park plays a pivotal role in connecting the western half of the City to downtown Glen Cove via a paved multi-use path. Ultimately, the Glen Cove Creek Esplanade will connect to the path at Pratt Park, creating a multi-use pedestrian access from Hempstead Harbor to downtown Glen Cove. RXR Realty, the primary developer of property on the north shore of Glen Cove Creek (Garvies Point), is currently working toward completing the esplanade connection but does not yet have control of the necessary property along the east end of the Creek. Once the esplanade has been completed, pedestrian infrastructure crossing Brewster Street from Pratt Park to Village Square will require improvement as outlined in Chapter 4: Transportation and Mobility.

Stanco Park

Stanco Park is a 7.1-acre multi-use park located in northern Glen Cove, just below Dosoris Pond. The park offers a wide range of family-friendly activities and sports facilities, including tennis courts, basketball courts, a pickleball court, paddleball / handball courts, and a playground. The park is adjacent to the Glen Cove Golf Course, a public 18-hole golf course, and shares a restaurant/concession stand with it.



Morgan Memorial Park

Source: City of Glen Cove

Morgan Memorial Park and Beach

Morgan Memorial Park and Beach stretches 350 feet along the Hempstead Harbor in southwest Glen Cove. The 40-acre park was originally constructed in memory of J.P. Morgan's late wife. The park includes a picnic area, bathing beach, playground, concession stand, restrooms, and paved parking. The park is also home to a free concert series each summer, the Morgan Park Music Festival. Due to its popularity amongst community members, the park is heavily trafficked during the summer months. In the past five years, both the upper and lower park bathhouses have been renovated by the City. A recent grant has subsidized the repair of approximately 75% of the seawall just north of Morgan Memorial Park Beach, while the remaining 25% of repair will be covered with another grant (the latter

will also address repair work at the beach pavilions). There has also been a grant used to improve access to the beach via a paved footpath with improved drainage from the parking lot.

City Stadium and Waterside Recreational Redevelopment (WRR)

John Maccarone Memorial (City) Stadium is a 19-acre sports complex located between Morris Avenue and Shore Road on the south side of Glen Cove Creek. The complex features eight baseball fields, two concession stands, two announcer stands, three batting cages, and one basketball court. The complex is used for baseball, softball, football, soccer, and lacrosse.

Glen Cove received a grant from the New York State Department of State for a design to relocate the compost yard located west of the sports complex. The compost yard was proposed to be moved to a

City-owned waste management property at the west end of Morris Avenue. The primary deliverable of this State- and locally funded project was to produce plans for a lighted, multipurpose turf field in the former compost yard (completed 2021). Project visioning also identified replacing existing fields 6, 7, and 8 with turf as a future goal.

As a result of public outreach conducted between 2018-2020 for this project, the City compiled a list of short- and long-term improvements for City Stadium. Short-term improvements include construction of a new multipurpose field, new bathrooms and concession areas, additional parking, a permanent storage area for field maintenance materials, and locker rooms. Potential long-term improvements to be explored include reconfiguring and upgrading all fields, installing a pedestrian esplanade, and constructing an indoor recreation facility.

Pascucci Soccer Field

The Pascucci Soccer Field is a regulation-sized, lighted soccer field located on four acres of land between Pratt Boulevard and Cedar Swamp Road, adjacent to the Glen Street Railroad Station. With soccer being one of the most popular sports amongst the City's youth, the soccer field is an important part of the community. A permit is required for the use of this field. Due to the popularity of this field, there have been recent discussions to either add a practice field behind the existing one or create a multipurpose sports area. This would entail clearing some of the surrounding wooded areas and grading a level surface.

Old Tappan Tennis Court Complex

The Old Tappan Tennis Court Complex is a former sports complex that contains seven tennis courts, four handball courts, and a playground. The complex is located on the corner of Old Tappan Road and Dosoris Lane, north of Glen Cove High School. Management of the complex was transferred from the City to Glen Cove High School in 2010. The complex was demolished and is currently being rebuilt.

Big Ralph Park

Big Ralph Park is a small pocket park at the west end of Kelly Street in southern Glen Cove. The park surrounds a municipal drinking water station (Kelly Street Well) and is surrounded by residential development and municipal property behind Tiegerman School. Previously home to basketball courts, handball courts, and a children's play area, the park is primarily used for community gardening today. The Glen Cove Youth Bureau started a community garden around the municipal water station in 2010. After a few years of being run by the Youth Bureau, garden plots were sold to the public. The handball court and other sporting facilities have not been maintained and currently go unused. Given the amount of underutilized space in the park, community leaders have presented two ideas to add on to the park: a senior-oriented passive recreational space and a nature learning / living science center. Because the park is located at the end of a dead-end residential street, parking is a challenge and would need to be improved or better defined in parallel with any future improvement of the park. Pedestrian access/ADA compliance into the park would also need to be addressed with any future improvements.

Dennis Brian Murray Dog Park

The Dennis Brian Murray Dog Park is a multi-use dog park and recreational area off Leech Circle South, bounded on the east by the LIRR right-of-way and tracks. The park is bordered by the Glen Street LIRR Station to the east and residential developments to north and west. In 2003 the park was renamed and redeveloped with two separate dog parks for large and small dogs, a wooden playground, paved parking, and a gated entrance. Since its redevelopment in 2003, the park has fallen into disrepair. The wooden playground has been closed to the public after being deemed unsafe by a playground safety specialist.

Grass within the dog parks, mainly the side for large dogs, is torn up by the dogs in the spring and becomes muddy for the remainder of the season.

Austral Avenue Park

Austral Avenue Park is a small, 5,500 square foot, open space park perpendicular to the east ends of Austral Avenue and Elsinore Avenue, northwest of downtown Glen Cove. This park serves the surrounding low- to moderate-income residential community. The underutilized park does not have any recreation or playground equipment.

Community Development Block Grant (CDBG) program funding has been allocated to enhance Austral Avenue Park as a community gathering space and recreational area for young children. CDBG funds are anticipated to leverage the following: playground equipment, ADA ramp and accessible walkways, LED lighting, signage, fencing, benches, trash and recycling receptacles, trees, and shrubs. The installation of park and playground equipment will revitalize and transform the underutilized space into a true community park, social gathering space, and safe play area for children.



Garvies Point Waterfront

Source: BFJ Planning

Garvies Point Waterfront

The Garvies Point Waterfront contains approximately 28 acres of newly developed open green and recreational space. The park is part of recent redevelopment along the north shore of Glen Cove Creek by RXR Realty. It is east of Mercadante Beach and connects to the newly constructed Glen Cove Creek Esplanade. The park is maintained by the Garvies Point Homeowners Association (HOA) with the oversight of the Glen Cove Industrial Development Agency (IDA) and City. A public marina, ecology pier, children's playground (Simpkins Park, see below), 3 terraced outdoor seating areas, 2 gazebo areas with seating, shade sail structure, and loungers are prominent features of this space.

Simpkins Park

Simpkins Park is a children's playground with a small section of open green space. Located directly south of the Garvies Point Road and Herb Hill Road roundabout, the park connects to the Glen Cove Creek Esplanade. As described above, the park was developed by RXR and is maintained by the Garvies Point HOA with the oversight of the Glen Cove IDA and City.

Beaches and Marinas

Glen Cove's beaches and marinas are a critical feature of the City. Beyond their scenic beauty, these waterfront areas serve as vital community spaces for relaxation, recreation, and economic activity. Together, they contribute to Glen Cove's identity, creating social connections, attracting visitors, and supporting local businesses.

Pryibil Beach and Fishing Pier

Pryibil Beach and Fishing Pier is located on the northern tip of Glen Cove, with the Long Island Sound to the north and Dosoris Pond to the south. The beach offers a variety of amenities to Glen Cove residents including bathing areas, volleyball courts, a basketball court, playground, barbecue grills, kayak launch, concession stand, paved parking lot, and adjacent fishing pier.

Climate change has created varying tidal patterns which have impacted the beach, causing sand deposits on the west side of the pier and erosion on the east side of the pier. The sand bottom of the kayak launch must be dredged regularly and requires a floating diamond plate to improve traction. The most recent repairs to the beach's ancillary structures were the revitalization of the bathrooms and playground in 2017-2018.

Opportunities for improvement at Pryibil Beach include three components: rehabilitation of the fishing pier, concession stand, and volleyball courts.

Crescent Beach

Crescent Beach is the City's smallest public beach, covering just 2.5 acres. This beach is located west of the Webb Institute, with stunning views of the Long Island Sound to the north and the mouth of Hempstead Harbor to the southwest. Crescent Beach amenities include bathing areas, restrooms, and paved parking.

The City-owned beach was closed for public bathing in 2009 due to poor water quality. The Nassau County Parks Department worked with the Nassau County Health Department to identify the source of contamination, remediate the water quality, and re-open the beach in 2019. It was determined that multiple non-point sources of fecal (animal) coliform are the cause of water contamination. By identifying the sources of pollution and utilizing Helix Water Filtration Systems, the City has been able to decrease contaminants in the water. Funding for these remediation efforts has been provided by Nassau County.

The City plans to re-open the beach for public bathing following the complete installation of Helix water treatment systems and a new culvert to re-direct water, creating a tidal flush basin.

Mercadante Beach

Mercadante Beach is located on the western tip of Garvies Point, south of the Garvies Point Nature Preserve. Adjacent to the Hempstead Harbor Club, the beach covers nearly 700 feet of coastline along the mouth of Hempstead Harbor. Beach amenities include picnic tables, paved parking, and access to the Glen Cove Creek Esplanade. Mercadante Beach is also home to the City's only direct water-to-land boat launch. This launch costs the City between \$20,000 and \$25,000 in annual maintenance costs.

The Glen Cove Yacht Club

The Glen Cove Yacht Club is a private club adjacent to Morgan Memorial Park Beach, on Hempstead Harbor. The club was formed in the 1960s by a group of boaters who lease the site from the City. The club has a floating dock, a mooring field, weekend launch services, rowboats, dinghy storage, clubhouse, and shower facilities.

Although the club is private, the land is leased from the City and therefore, maintenance of the facility is the City's responsibility. The current bulkhead, built in 1932, is failing and requires replacement.

The Hempstead Harbor Club

The Hempstead Harbor Club is a private marina and yacht club located between the Glen Cove Boat Ramp and the Garvies Point Nature Preserve. Established in 1891, the Hempstead Harbor Club offers a mooring field, dinghy storage, floating dock slips, clubhouse access, and a variety of social and civic activities.

Glen Cove Marina

The Glen Cove Marina, now owned by Safe Harbor Marinas, is located along the south shore of Glen Cove Creek, off of Shore Road. Safe Harbor Marinas also operates the former Brewer Yacht Yard at Glen Cove. The marina has 340 slips and numerous amenities including barbecue grills, boathouses, and children's playscapes.

Glen Cove Anglers Club

The Glen Cove Anglers Club is a paid membership private marina located on the north shore of Glen Cove Creek, adjacent to Simpkins Park. The club leases the property from the IDA while RXR Realty maintains it. Established in 1947, the leading saltwater fishing club has been a steadfast source of vibrant social engagement and activities for its members. The club actively participates in competitive fishing tournaments against neighboring clubs and organizes monthly interclub derbies.

Garvies Point Marina and Kayak Launch

The Garvies Point Marina and Kayak Launch was built as part of the public amenities space at the Garvies Point Waterfront, located along the esplanade, adjacent to the Garvies Point Brewery. The kayak launch is open from dusk until dawn. Permits can be obtained through the City's Youth and Recreation Department. The Garvies Point HOA is the current marina operator and is responsible for maintenance under the oversight of the Glen Cove IDA and City.

Glen Cove Ferry Terminal

The Glen Cove Ferry Terminal is located on the north shore of Glen Cove Creek across from the Glen Cove Marina. The terminal was constructed on land owned by the IDA that is subject to a long-term ground lease with the City. Like other recent redevelopment along the north side of Glen Cove Creek, the ferry terminal project has been part of the overall waterfront redevelopment plan. This federally funded project aims to create a viable public amenity for the City of Glen Cove that links it to the broader region, removes cars from the roads, and establishes a unique public realm on the waterfront that serves to anchor the redevelopment of the area. While the City develops future commuter ferry service plans, permits are available for weekend recreational docking at the terminal.

Landmarks

Landmarks Preservation Ordinance

The Landmarks Preservation Ordinance was adopted by the City Council of Glen Cove in 1981. It was amended in 2022 to bring it up to par with State standards. The ordinance intends to conserve, protect, and preserve sites, structures, buildings, and districts of historic and cultural significance. It provides some level of protection from demolition or significant alteration of historic structures by establishing a review process and identifying alternatives. The ordinance established the Landmarks Preservation Commission, local designation procedures, and regulations for designated landmarks.

Landmarks Preservation Commission

The Landmarks Preservation Commission (LPC) has five members, and should include a registered New York State architect, a City Planning Board member, and the City Historian; the City Council approves the members of the LPC. As an advisory body, the LPC recommends landmark and historic district designations to the City Council. The LPC evaluates and may approve or deny applications for certificates of appropriateness for proposed exterior changes, maintenance and repair, demolitions, and economic hardship for designated properties. The LPC may advise property owners, establish designation criteria,

conduct surveys, advise on the use of funding granted to the City for historic preservation initiatives, and increase the public's awareness about historic preservation and landmarks.

Certified Local Government

Glen Cove is a Certified Local Government (CLG). Certified Local Governments meet the criteria of the State Historic Preservation Office (SHPO) approved by the National Park Service (NPS), including elements within the code, LPC member requirements, and regular reporting. CLG status makes Glen Cove eligible for competitive grants, including money from the Federal Historic Preservation Fund that is awarded to the State annually.

Estate Preserve Overlay District

The Estate Preserve Overlay District intends to encourage the preservation of Glen Cove's historic Gold Coast estate properties. It is a floating district that may be applied in R1 and R1-A zones to properties that contain architecturally or historically significant structures and are at least 10 acres. The district allows for clustered residential development on the property, architecturally appropriate additions to historic structures, and additional permitted uses within the historic structures that are not permitted in the underlying residential district, such as hotels, offices, or restaurants. The overlay also requires easements on contributing historic buildings to allow the City to inspect them and ensure their proper maintenance. Covenants on portions of the property give the City the right to first refusal in the case of ownership change, and others require dedication of land to the City when uses lapse for some time.

Landmarks and Historic Resources

Local Landmarks

There are 17 locally designated landmarks in Glen Cove (see Table 8-2 and Figure 8-6). Local landmarks designation protects historic resources by requiring a review process for construction, alteration, repair, removal, or demolition applications, and requiring the owners to maintain their properties to prevent deterioration. Any City resident, property owner, or LPC member can apply for a local landmark designation. The LPC reviews applications and recommends designations to the City Council for approval. The property owners have the right to be heard by the LPC prior to final action on the application by the Commission. Once designated, the Building Department adds landmarks to the official map. Criteria for landmarks, historic districts, and interior landmarks are outlined in Section 180-11 of the City Code.

State and National Landmarks

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

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

Structures listed individually or contributing structures in a historic district may be eligible for Federal and New York State tax credits. If the structure is a primary residence, many types of repairs and restoration work can qualify for a 20% State tax credit. Federal preservation tax credits offer a 20% income tax credit for rehabilitating listed historic income-producing buildings, such as industrial, commercial, or rental residential uses. If the structure is used for income-producing purposes (e.g., retail, commercial, rental) and the rehabilitation or restoration work is equal to the value of the structure (excluding the value of the land), the costs qualify for a 40% combined State and Federal restoration



Glen Cove U.S. Post Office

Source: DanTD - Own work, CC BY-SA



Justice Court Building

Source: Kathy Kmonicek for the New York Times



Old Glen Cove Post Office

Source: BFI Planning

tax credit. An owner of a historic property may also enter into an easement agreement with a preservation or conservation non-profit to preserve their property in perpetuity while qualifying for tax reductions.

Before a resource is listed on the National Register, it may be considered “eligible,” meaning that the SHPO has determined it meets specific criteria and additional documentation is requested of the nominator. If the required information is provided, the New York State Board for Historic Preservation will review and recommend listing on the State Register and forward the application to the NPS for review and listing on the National Register. Several dozen structures in Glen Cove have been surveyed and determined to be eligible, including City Hall.⁸

Listed or eligible status provides some protection from alteration or demolition of listed properties when State or Federal agencies are sponsoring, permitting, or assisting in other ways. However, listing does not otherwise restrict private owners of the registered properties; property owners can change the property, transfer the property to another owner, and are not required to provide public access to the property.

United States Post Office – Glen Cove

A new post office was completed in 1933, the first of several colonial revival-style public buildings to be built as part of a planned city center project that also included the library. The red brick building with neoclassical marble trim was designated a national landmark in 1989. Residents have long noted that the entry into the building lacks ADA compliance.

Justice Court Building

The building was first used as a justice court by Oyster Bay after its completion in 1909. From the time that Glen Cove became a City in 1918 through 1995, it has been used for courts, prison, a police department, and City Hall. It was sold to the North Shore Historical Museum in the early 2000s. The museum has undertaken the building’s renovation with public and private grant money. The building is a three-story brick Flemish or Dutch Revival-style building with terra cotta ornamentation and a green clay tile roof. The façade design is rare for the Long Island

⁸ See Cultural Resource Information System (CRIS), New York State Historic Preservation Office (SHPO), Division for Historic Preservation (DHP), Office of Parks, Recreation and Historic Preservation (OPRHP).

region. The building was listed on the National Register in 1990.

Old Glen Cove Post Office

The distinguished Tudor Revival-style post office was built in 1905 on Glen Street and Pulaski Street in downtown Glen Cove. It was listed on the National Register in 2010.

Sea Cliff Station

The Sea Cliff Railroad Station was designated a national landmark in 1988 as part of the Sea Cliff Summer Resort Thematic Group, along with other landmarks in the neighboring Village of Sea Cliff. The Station was built in 1868 in the Victorian architectural style.

The Shell House

The Shell House was originally the home of the captain of J.P. Morgan Jr.'s yacht. It was located on a beachfront property on the former Morgan Estate on the northwest shore of East Island. The house's core was built around 1850-1875 as a coastal post house in the Norman style. A large Tudor Revival-style addition was added in 1910 and converted to residential use. All estate buildings, except for the Shell House, were demolished in the 1970s and redeveloped as single-family residences. The house was designated to the National Register in 1988. It has since been demolished.

Woolworth Estate

The Woolworth Estate, designated in 1979, was the first listed national landmark in Glen Cove. It is a 16-acre property located on Crescent Beach Road. The main house, Winfield Hall, was designed by C.P.H. Gilbert for Frank Winfield Woolworth in 1916. It is in the Italian Renaissance architectural style, featuring a marble façade with pilasters and a full entablature, a monumental portico, and foliate columns. Its interior is ornately detailed with gilding, painted plaster, oak paneling, and marble features exemplary of the Gold Coast history of Glen Cove. In addition to the main house, the estate includes an arched, carved stone entrance gate, a garage originally built for 18 cars, a tea house, two greenhouses, and other landscape and garden structures.



Sea Cliff Station

Source: Wikimedia Commons



The Shell House

Source: William Maroney, National Register Nomination



Winfield Hall, Woolworth Estate

Source: Joseph Adams, National



Long Island North Shore Heritage Area

Glen Cove is within the Long Island North Shore Heritage Area. The area spans from Great Neck to East Marion and covers most of the area north of Interstate 495. New York State Heritage Areas are State-local partnerships in regions with significant natural, historic, and cultural resources. The program intends to create shared resources and goals for preservation, education, recreation and leisure, and economic development. There are only five of these heritage areas in New York.

Long Island North Shore Heritage Area

Source: NY OPRHP

Table 8-2. Landmarks

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

*Demolished **Burned down

Sources: City of Glen Cove LPC; CRIS, NY OPRHP

Landmarks

- Local Landmark
- Local and National Landmark
- National Landmark

Map of Glen Cove, New York, showing landmarks and numbered locations 1 through 19. The map includes a legend for landmarks, a scale bar, and a north arrow.

Scale: 0, 0.25, 0.5, 1 Miles

North Arrow: N

Landmarks:

- Local Landmark
- Local and National Landmark
- National Landmark

Numbered Locations:

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19

Geographic Features:

- Long Island Sound
- Oyster Bay
- Matinecock Farms
- Glen Cove
- Sea Cliff
- Old Brookville
- Locust Valley
- Matinecock
- Glen Head
- Porter Pl.
- Valentine Ave.
- Knott Dr.
- Sea Cliff Ave.
- Robinson Ave.
- Hendrick Ave.
- Glen St.
- 3rd St.
- Wolfe St.
- Nassau Ave.
- East Ave.
- Southridge Dr.
- Edwards Ln.
- Willits Rd.
- Duck Pond Rd.
- Titus Rd.
- Forest Ave.
- Kirkwood Dr.
- Hitching Post Ln.
- Sugar Maple Ln.
- Old Tappan Rd.
- Athem Dr.
- Lattingtown Rd.
- Lattingtown
- Glen Cove Golf Course
- Willow Preserve
- Valley Rd.
- Jackson Ln.
- Emerald Beach Rd.
- Seaward Ave.
- Whitney Cir.
- Pembroke Dr.
- Sunview Dr.
- Northfield Rd.
- Land ng Rd.
- Element St.
- Valentine St.
- McBoughlin St.
- Garvies Point Rd.
- Morgan Memorial Park
- Garvies Point Preserve
- Shore Rd.
- Morris Ave.
- Glen Cove Ave.
- Hertford Rd.
- Brewster St.
- School St.
- Highland Rd.
- Franklin Ave.
- Walnut Rd.
- Dosoris Way
- Scaman Rd.
- Buckeye Rd.
- Odorous Rd.
- New Woods Rd.
- Driveway
- Old Tappan Park
- Seaward Dr.
- Eastland Dr.
- Mansions Dr.
- Southland Dr.
- Pond Rd.
- Pond View Dr.
- Acres Way

Issues and Opportunities

Emergency Services and Facilities

In the public survey, participants identified “First Responders” as one of the top City’s strengths. The Fire Department, EMS and the Police Department are all well-established entities that provide vital services to the Glen Cove community. Through discussions with representatives from all these emergency services, a few opportunities for improvement were raised. These are described in the recommendation section below. First and foremost, the City should continue supporting ongoing investment of first responders’ staff, facilities, and equipment to ensure adequate services to the community.

Civic organizations and schools

Civic institutions and schools are critical entities that support a growing population of immigrants and minorities that have made Glen Cove their home. Their services are highly valuable for the community and the City recognizes the importance of continually supporting them in the future.

Recreation Center

Since the beginning of this planning process, the desire to have a recreation center in Glen Cove emerged from several discussions with the Committee, City staff, and at public events. This is a big undertaking that may require years of planning and various funding sources in order to be accomplished, in addition to finding a viable location. However, the feasibility of creating such a space should be explored by the City, also considering that such location may contain other uses including but not limited to the offices of the City’s Youth Bureau and Recreation Department.

Parks and Open Space

As mentioned above, a large majority of survey participants identified Glen Cove’s parks and beaches as the City’s greatest asset. The existing parks and open spaces are evenly distributed throughout the City’s territory, and feature different amenities and characteristics, as well as a variety of recreational activities and facilities available to City residents, particularly in the summer season. While the number of parks and open spaces are sufficient to satisfy residents’ needs, some parks and facilities are in need of repair or upgrades. Discussions with City staff and stakeholders helped identify the most pressing needs of different parks and beaches and the section below outlines the recommended actions.

LPC Staffing

Before the LPC was reappointed in 2022, several years had lapsed since it had been active. The prior LPC was somewhat discouraged by the lack of public support for designating historic districts and lost steam.

Lack of historic preservation survey

The last surveys conducted by the LPC were in the 1990s, and a FEMA survey was completed in 2015. These surveys identified eligible buildings but resulted in few nominations and listings. The newly reinstated LPC can build on past efforts and use new technology, such as an online database, to enhance the ability to compile information about historic and cultural resources in Glen Cove. As a CLG, Glen Cove is well-positioned to receive support and funding from the State to aid in a survey effort.

Loss of historic sites to demolition or neglect

A locally designated building, the Corbin Wheeler House, burned down. The Shell House, which was a designated National Landmark, was demolished. Additional buildings that may have had historic or cultural significance yet were unlisted have also been lost.

Adaptive Reuse

Glen Cove is fortunate to have a rich history of Gold Coast estates, commercial and civic buildings, and religious establishments. Several of these properties have been adaptively reused, such as “Killenworth,” a former estate of the Pratt family, which is currently the U.N. Mission House for the Russian Federation, and “Welwyn,” another Pratt estate, which is currently the Nassau County Holocaust Memorial and Tolerance Center. These types of properties in Glen Cove present an opportunity for adaptive reuse.

Architectural Review

In Glen Cove, architectural review is currently the responsibility of the Planning Board. New York State statutes give the Planning Board authority to review architectural features in site plan review. The architectural review process ensures that site plans and construction proposals are compatible with the existing built environment and that high-quality design is achieved. While Glen Cove has an ordinance allowing an Architectural Review Board (ARB), none has been established. The Planning Board does this review currently, and an ARB may not be needed. There is an opportunity to enhance the Planning Board’s ability to make quality decisions without instating an additional review board.

Lack of community appreciation for landmarks

In the past, there was a lack of support for landmark and historic district designations in Glen Cove. There is an opportunity to work with the public and property owners to develop knowledge and understanding about Glen Cove’s historic and cultural heritage and the benefits of preservation and designation, where appropriate.

Recommendations

8.1. Prioritize ongoing investment in critical emergency services.

8.1.1. *Maintain funding to ensure vehicles, equipment, and training are adequately supplied to Police, Fire, and EMS Departments. Consider analyzing staffing needs to inform future departmental budgeting and planning.*

8.1.2. *Explore establishing an in-house Fire Department Marine Unit.*

Glen Cove relies on the Nassau County Mutual Aid program to address waterfront fires. With growing waterfront utilization, Glen Cove may consider expanding the Fire Department to include a Marine Unit with tankers. They could include overlapping roles and close collaboration with the existing Harbor Patrol. This would be a significant capital budget issue; a special study would be needed to quantify capital cost and recurring annual costs.

8.2. Consider strategies to best accommodate the spatial and resource needs of municipal services.

8.2.1. *Explore alternative spaces to support the growing EMS department.*

EMS currently parks costly emergency vehicles outdoors and stores medical equipment offsite due to limited capacity at EMS headquarters. Glen Cove should consider investigating alternative sites that can host vehicle and medical equipment storage on-site and offer kitchen amenities for EMS staff.

8.2.2. *Consider Firehouse upgrades to ensure ADA compliance.*

Bathrooms at the Firehouse are not handicapped accessible. Glen Cove should consider renovations to ensure ADA compliance.

8.2.3. *Ensure resources are sufficient for services provided by the Building Department and Code Enforcement.*

Reviewing building applications in a timely manner and conducting code enforcement inspections are valuable services for the City and its residents. The City should review the budget and resources assigned to the Building Department and Code Enforcement to ensure their ability to respond to application and complaints.

8.3. Examine approaches to improve coordination and collaboration between the municipal facilities, services, and institutions that serve Glen Cove.

8.3.1. *Continue supporting human services organizations.*

Collaborate with SAFE and other community organizations such as La Fuerza Unida to explore opportunities to expand programs and services for the Hispanic population in Glen Cove.

8.3.2. *Review the roles and processes of the School District and the City to streamline coordination.*

Examine and clarify responsibilities of each agency to mitigate redundancies and improve information-sharing. Identify opportunities to enhance collaboration between the City and School District to better support the Hispanic student population, as well as the broader Hispanic community in Glen Cove.

8.4. Prioritize continued investment in Glen Cove's premier recreational spaces.

8.4.1. *Explore feasibility of establishing a City recreation center and other recreational amenities.*

The Glen Cove Youth Bureau offices are currently on Glen Street in downtown Glen Cove, and the lease is set to expire and may not be renewed; in preparation for this, the City should consider establishing a recreation center and offices for the City's Youth Bureau and Recreation Department. This proposal would need a specific study outlining upfront capital cost and recurring annual costs.

In addition to a recreation center, members of the public indicated desire for additional recreational amenities, such as a swimming pool, ice skating rink, and skate park. These types of amenities have large capital impacts that would need to be carefully analyzed.

8.5. Explore upgrades to assets at Glen Cove’s parks, beaches, and marinas, rather than creating new parks and open spaces.

Glen Cove has an extensive system of parks, beaches, and marinas as documented in this chapter. The main focus for future efforts should be on keeping existing facilities in excellent condition.

8.5.1. *Morgan Memorial Park*

Consider improvements to the concession stand and ensure repairs to the lifeguard shack are implemented. Explore opportunities to install kayak storage near the watercraft launch.

8.5.2. *Glen Cove Yacht Club*

Invest in installing a replacement bulkhead or comparable living shoreline at the Glen Cove Yacht Club to ensure waterfront access at this recreational location will continue in the future. Seek grant opportunities as they become available to support such repairs.

8.5.3. *Crescent Beach*

Re-open Crescent Beach for public bathing access. Examine strategies to provide a long-term solution to address contamination caused by fecal (animal) coliform from multiple non-point sources, including the completion of Helix stormwater filter systems and installation of a new culvert planned to create a tidal flush basin. ADA compliance at the beach will also need to be addressed.

8.5.4. *Pryibil Beach*

Provide funding for remediation efforts at Pryibil Beach, including the fishing pier, concessions stand, and volleyball courts.

8.5.5. *Big Ralph Park*

Consider developing Big Ralph Park to provide senior-oriented infrastructure and a nature learning/living science center. The senior-oriented park would be ADA accessible and comprised of benches, shade structures, and raised gardening planters.

8.5.6. *Dennis Brian Murray Dog Park*

Consider replacing the playground and investing in remediation measures at the dog park, such as controlled turf surfaces.

8.6. Continue investment in recreational facilities to support Glen Cove’s status as the Nassau County youth sports destination.

8.6.1. *Consider improvements to City Stadium.*

Short-term improvements include construction of a new multipurpose field, new bathrooms and concession areas, additional parking, a permanent storage area for field maintenance materials, and locker rooms. Potential long-term improvements to be explored include reconfiguring and upgrading all fields, installing a pedestrian esplanade, and constructing an indoor recreation facility. Continue installing trees as recommended in the Western Gateway Climate Vulnerability Assessment and Adaptation Strategies.

8.6.2. *Continue to implement upgrades to Pascucci Soccer Fields.*

During the Comprehensive Planning process, the City has begun implementing upgrades to the Pascucci Soccer Fields, including improvements to lighting and parking, and installation of additional soccer and multipurpose sport fields behind the existing field.

8.7. *Maintain staffing and operation of the Landmarks Commission.*

Ensure that the LPC is continuously staffed following the provisions of the City's Landmarks Preservation Ordinance (§ 180-6: Procedure for filling of vacancies).

8.8. *Survey historic properties and develop a database and map.*

8.8.1. *Apply for grants and funding sources to enable the survey.*

The SHPO provides annual grants to municipalities and organizations in New York for historic preservation purposes. Certified Local Governments, such as Glen Cove, are eligible for additional funding, including a pool from the Federal Government. Other potential funding sources include grants from the National Trust for Historic Preservation, the Preservation League of New York, and the New York State Council for the Arts.

8.8.2. *Proactively review and document structures over 50 years old throughout the City to determine if they have historic, architectural, cultural, or other significance.*

Conduct a survey that considers buildings that are over 50 years of age. Surveys completed in the past, including several by Glen Cove in the 1990s and one by FEMA in 2015, can be referenced as a starting point for the status of sites.

8.8.3. *Develop a database and GIS map of resources.*

The database could be an online system incorporating documents, photographs, drawings, newspaper clippings, and other materials about each site. It can include important dates, persons, alterations, and further details about each site. The map can allow the Building Department to quickly identify designated, eligible, or at-risk buildings.

8.9. *Designate additional Landmarks.*

8.9.1. *Encourage historic property owners to nominate their properties for designations.*

Creating a priority list for local designations will help the LPC reach out to property owners and inform them of the benefits of local, State, and national designations. Reasons for designations include the pride of place, community benefits, and financial incentives, such as historic tax credits and eligibility for preservation grants.

8.9.2. *Encourage completion of National Register nominations for eligible properties.*

There are dozens of properties in Glen Cove that the New York SHPO has already determined to be eligible for State and National designation. The next step is to complete those nominations by providing additional documentation to the SHPO.

8.9.3. Consider a “Thematic” or “Multiple Resource” designation for Glen Cove’s historic estates.

Many of Glen Cove’s estates remain architecturally or culturally significant. They should be considered for listing on the State and National Registers of Historic Places. A “thematic” or “multiple resource” designation would allow listing of the estates as a single group. In pursuing landmark designations, the surrounding grounds should be considered for inclusion. Views and landscapes often frame and define these estate buildings.

8.9.4. Establish educational materials for property owners and the public.

Educational materials should include information about financial incentives, including tax credits, tax benefits of historic easements, and grants available for restoration and adaptive reuse. Materials can also inform the public about Glen Cove’s existing landmarks, architectural styles, history, and appropriate examples of alterations, adaptive reuse, and additions that complement historic structures.

8.9.5. Establish a signage program for local landmarks and encourage Nationally designated landmark property owners to install official signage.

The City could help to provide funding to acquire NPS-approved bronze plaques to demarcate properties on the National Register in Glen Cove. The LPC could design a standard signage or plaque for locally designated landmarks. The William G. Pomeroy Foundation has a historic marker grant program which could provide funding to help implement this project.

8.10. Encourage adaptive reuse of historic buildings.

8.10.1. Allow a zoning incentive for adaptive reuse of landmark buildings, should their current use prove untenable.

This density incentive would complement the Federal financial incentive provided under the National Register Tax Act for listed properties. The density bonus should apply only to the yield possible in the existing buildings, and not to new construction (i.e., it should not be employed as a circumvention of the underlying density). One example of this is the recently adopted incentive zoning in the City of Peekskill to ensure preservation of the historic Chateau Rive buildings. Owners of landmarks should also be informed of the financial and tax benefits of donating scenic and façade easements to established non-profits (such as the New York Landmark Conservancy).

8.10.2. Encourage the upkeep and continuous use of older buildings that give the downtown historic character.

Several buildings in downtown Glen Cove are visual reminders of the City’s past civic, cultural, and commercial development. Many buildings in the downtown are eligible for State and National Designation and are documented by prior surveys. Building owners should be encouraged to maintain the façade and other important elements of the buildings that are part of Glen Cove’s identity.

8.10.3. Encourage adaptive reuse of estates.

Every effort should be made to preserve the historic buildings and open space of former estate properties – whether in connection with their current institutional or commercial use or with their possible reuse.

8.10.4. *Work closely with Nassau County to ensure that the Welwyn Preserve grounds and buildings, which are locally designated landmarks, are maintained with integrity.*

Nassau County owns the Welwyn Preserve grounds and buildings. While they are listed as local landmarks, the County does not need to comply with the local zoning code. Therefore, maintaining a strong, positive relationship between the City, the Glen Cove LPC, and involved Nassau County agencies is necessary to advocate for sensitive additions and alterations.

8.11. *Allocate the responsibility of architectural review to the Planning Board and ensure that architects are available to advise.*

8.11.1. *Change the City Code to remove the establishment of an Architectural Review Board.*

§ 280-77 of the Glen Cove City Code establishes an Architectural Review Board. This section is not actively being used and should be reassessed by the City. This plan recommends removing this section and transferring the responsibilities to a Planning Board subcommittee.

8.11.2. *Consider establishing a subcommittee of the Planning Board staffed with one to two design professionals for architectural review matters.*

A Planning Board subcommittee with one to two design professionals could provide architectural review functions as part of site plan and subdivision reviews.



Chapter 9. Future Land Use Plan and Implementation

Introduction

This chapter summarizes the findings and recommendations of the previous chapters to present a future land use plan that reflects strategies proposed throughout this Plan, especially related to potential zoning and land use changes. Following the future land use plan, the chapter illustrates a path forward for implementation of the outlined recommendations. This is presented through an implementation matrix that identifies each action item, its timeline, the entity most appropriate to take the lead, potential partners, and possible funding opportunities.

Vision Statement

The following vision statement reflects the public input received throughout the process, as well as the work of the Core Working Group and Comprehensive Planning Committee in identifying issues and priorities that Glen Cove should address in the next 10 to 15 years.

Glen Cove will preserve and enhance the quality of its neighborhoods while investing in revitalizing its downtown, improving connections, reducing traffic congestion, rehabilitating structured parking, and enhancing pedestrian safety, and leveraging transit-oriented areas that can support modest growth and provide public benefits; the City is committed to ensuring adequate drinking water supply and good quality while concurrently addressing a variety of sustainability issues with multiple strategies; Glen Cove will also continue to upgrade existing parks and beaches, explore opportunities for indoor recreation, and make its assets and infrastructure more resilient to climate change.

Future Land Use Plan

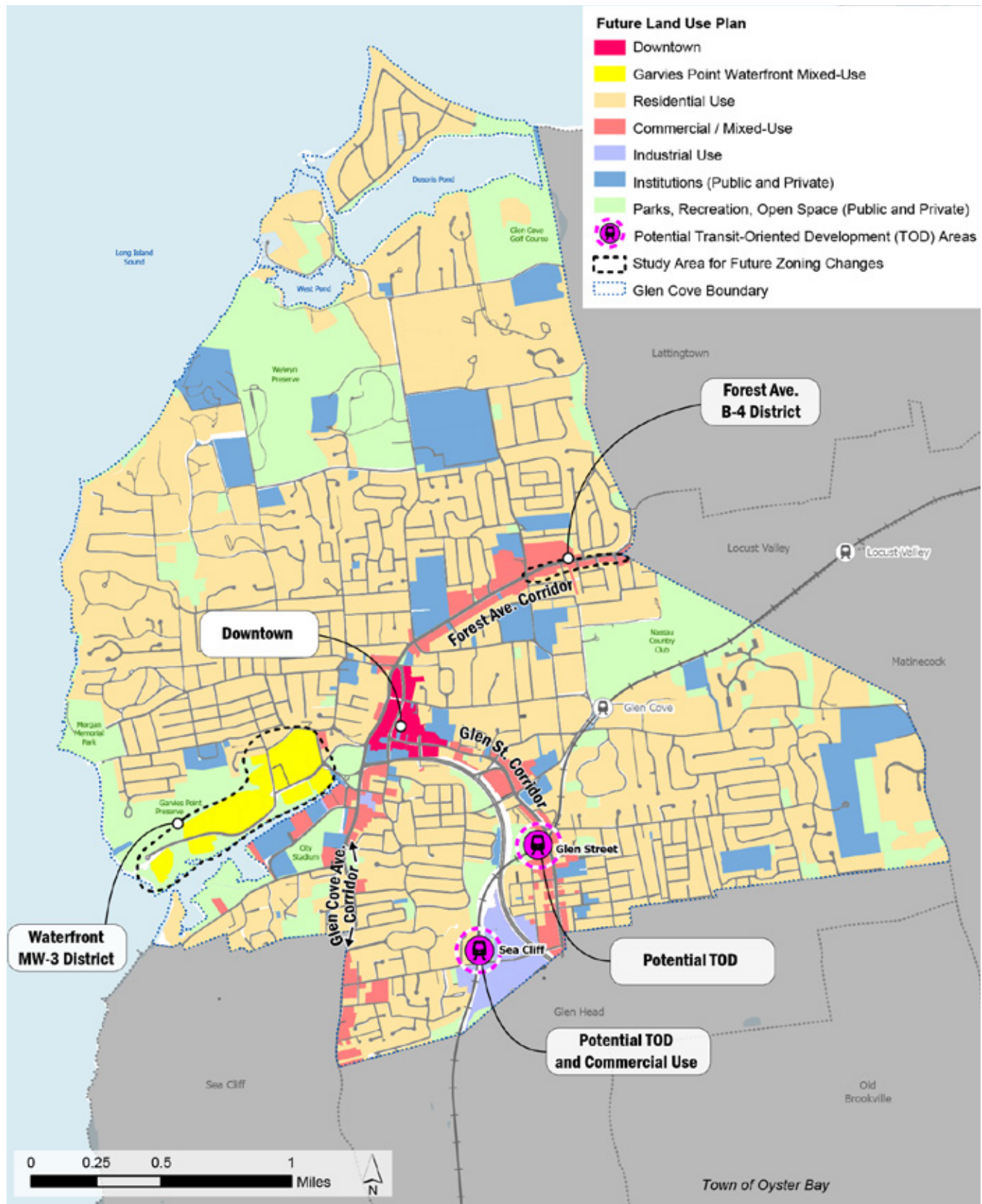
The zoning policy recommendations presented in Chapter 3 reflect a Smart Growth approach for development and conservation, promoting infill development only in targeted areas where land has already been disturbed and infrastructure is present. As reiterated throughout this Plan, the City is committed to putting forward a Comprehensive Plan that integrates Smart Growth principles and promotes sustainability in alignment with NYSDOS' Smart Growth Comprehensive Planning Grant Program and NYSDEC's Climate Smart Communities (CSC) Grant Program.¹ This is reflected in the future land use plan as illustrated in Figure 9-1 and described in this chapter.

In summary:

- The downtown area should continue to allow and promote a mix of uses that includes residential and attract anchors and activities that would help revitalize the area and make it more vibrant. Investment in the two public parking garages downtown is a priority, particularly the potential redevelopment of the Pulaski Street Garage for mixed-use, preserving the existing parking spaces needed for the downtown.
- Housing opportunities should be expanded in areas where infrastructure can handle modest growth and should promote different levels of affordability. Future housing should also provide

¹ This Comprehensive Plan is partially funded through these State grant programs. For more detail, see Chapter 1, <https://dos.ny.gov/2022-2023-smart-growth-comprehensive-planning-grant-program> and <https://climatesmart.ny.gov/>.

Figure 9-1. Future Land Use Plan



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

options for seniors, especially affordable units. One example is near two existing train stations, Glen Street and Sea Cliff, to maximize the use of alternative modes of transportation (especially for commuting purposes).

- The remediation and modernization of the north side of the Glen Cove Creek waterfront should be finalized by addressing the remaining large environmentally impacted sites that contain outdated and out-of-context uses.
- A few areas along commercial corridors should be considered for zoning studies/changes that allow for more flexibility in uses (Forest Avenue and Brewster Street).
- The vast majority of Glen Cove, and particularly outer neighborhoods with low residential density where open space is prevalent and provides for important ecosystem services, are not considered for zoning changes or future growth.

It should be noted that a comprehensive plan is not zoning, but it provides the policy foundation for future zoning changes. According to New York State case law, a zoning code should be based on a “well-reasoned plan.” The proposed zoning policy recommendations in this Plan could result in amendments to the City Zoning Code, should the City Council decide to implement them. The future land use plan map, depicted in Figure 9-1, is not parcel-specific, but generally illustrates desired future land uses.

Downtown

The revitalization of downtown Glen Cove is seen as a high priority by the community. It ranked as the top priority at the first workshop and the public survey results reiterated the importance of this goal (nearly half of the respondents indicated downtown offerings as one of the greatest weaknesses of Glen Cove). There are many recommendations related to the downtown area in this Plan. They include a wide variety of approaches that are not solely related to policy changes or zoning. The City has been working on identifying the most pressing challenges that downtown is experiencing, and some of these have been addressed through studies, streetscape improvements, and zoning amendments already in progress for the Central Business District (CBD). Prioritizing indoor recreational and cultural spaces through private investment will be a key strategy for strengthening the downtown.

The downtown area is highlighted in the future land use map to reinforce the importance of pursuing policies of mixed-use and flexible zoning and land use regulations to attract new businesses and residents and to improve the area’s offerings, connectivity, and aesthetics. Downtown development should pursue goals of being contextual with the existing character and providing public benefits, and result in housing that includes affordable units that meet a mix of income levels, workforce housing, senior housing.

Forest Avenue

The mostly commercial corridor of Forest Avenue would benefit from the adoption of more flexible zoning regulations that allow residential use as-of-right in the B-4 Limited Commercial District. This area already contains a variety of uses including residential, therefore the character of this corridor would not be changed and it would open up opportunities for investment in properties that otherwise may remain vacant or underutilized.

Brewster Street

Another zoning recommendation relates to the area directly west of the downtown / Central Business District (CBD). The B-1 Central Commercial District formerly extended beyond the CBD area to the west

side of Brewster Street, a narrow stretch of land that contains a few commercial activities in a mostly auto-oriented setting. The other side of Brewster Street features the Brewster Street Garage. A rezoning of this area to B-2 Peripheral Commercial District was implemented by City Council in February 2024 opening up more opportunities for businesses that are not allowed to operate in B-1.

Waterfront

The remediation and redevelopment of the northern Glen Cove Creek waterfront, now known as Garvies Point, has been achieved through decades of visioning and thoughtful planning that eventually evolved into a Planned Unit Development (PUD) that allows for the redevelopment of 56+ acres of blighted or vacant properties that exist along the Creek. As of today, the majority of these former industrial properties have been redeveloped, with a few awaiting redevelopment with existing approvals. However, several large parcels such as Konica Minolta remain as vacant industrial or warehouse sites, which lack compatibility with the modern uses that resulted from the PUD plan.

Exploring zoning changes for this district (MW-3) would benefit those underperforming parcels, as the uses allowed by existing zoning are very restrictive. Existing PUD requirements could also be adjusted to reflect the reality of this area; for example, reducing the required minimum area for a PUD could unlock possibilities for redevelopment. This is hindering investment and completion of a vision for the north side of the Glen Cove Creek where the whole area should be environmentally remediated and uses should complement each other in a harmonious and sustainable context. Reducing the required minimum area for a PUD might also result in slight reductions of allowed density.

Transit-Oriented Development (TOD) Areas

The areas surrounding the Glen Street and Sea Cliff train stations are opportunity areas that would benefit from some contextual new redevelopment that could bring revitalization, affordable housing for a mix of income levels, workforce housing, senior housing, and other public benefits. For this reason, these areas should be considered for TOD overlays or floating zones to require scale, density, parking, and urban design outcomes that are contextual with the existing environment. Allowable uses under the TOD overlay or floating zone should be mixed-use, allowing residential and commercial options.

The City envisions future commercial uses near the Sea Cliff Station that would generate jobs and increase fiscal revenues. Currently, industrial uses as defined in the Code can be built as-of-right on much of the land near the Sea Cliff Station, and light industry and manufacturing may continue to be appropriate along the Sea Cliff Avenue corridor. In addition, the City would like to attract destination entertainment and tourism destination uses—commercial/recreational uses that would draw local and regional visitors to the City. New mixed-use development with a housing component may also be appropriate within walking distance of the Sea Cliff station, provided the necessary infrastructure is in place and the housing meets criteria recommended in the plan for future TOD.

Implementation Matrix

Having an adopted Comprehensive Plan provides Glen Cove with a critical public policy tool, but the Plan alone is not sufficient to affect change and promote the stated planning goals. To facilitate implementation of the Comprehensive Plan, this section outlines the recommendations made in this plan, identifies the responsible implementing party, and proposes a general timeframe for implementation. This is illustrated through an Implementation Matrix (“Matrix”) that completes the Comprehensive Plan and provides guidance to the City to actualize this Plan. It is recognized that the

implementation of the Plan's recommendations is based on an ongoing review of priorities, availability of outside funding, capital budget decisions, and other economic factors.

The consultants, the City, and advisory committees looked at national best practices, particularly in New York State. The content of this Comprehensive Plan meets New York State's comprehensive plan enabling legislation. The lead consultant, BFJ Planning, has brought their experience, having done many comprehensive plans in the region. They have incorporated a best practice from Connecticut by recommending that the City of Glen Cove update its Comprehensive Plan every ten years. The consultants have incorporated sustainability best practices from their experience working in New York State after Hurricane Sandy, particularly on the South Shore of Long Island and the Brooklyn and Staten Island shorelines. According to New York State law, an adopted Comprehensive Plan should identify "the maximum interval at which the adopted plan shall be reviewed." For this Plan, it is recommended that the City update it every 10 years to ensure it captures evolving priorities and goals, as well as changing trends and market conditions.

As identified in the Matrix, here are six key methods that the City can follow to ensure that as many Plan recommendations are implemented as possible:

1. **Regulation/Policy (Legislation):** The City's Zoning Code is the primary legislative tool that can be used to implement some of the policy recommendations put forth in the Comprehensive Plan. Some zoning policy recommendations are proposed within this Plan (see Chapter 3 and this chapter). If the City chooses to pursue additional zoning amendments, those changes should be consistent with Plan language and the future land use map.
2. **Capital Project:** The City's capital budget is another method for implementing recommendations outlined in the Plan. Public spending on infrastructure, major equipment, municipal buildings, and sustainability and resilience measures all have a major impact on quality of life, efficient day-to-day operations, energy efficiency, and the City's image. Recommendations that may impact the City's capital budget were included with an understanding that they could also have a fiscal impact. The City should continue to evaluate priorities and implement recommendations for capital projects based on available funding, and ability to seek outside sources of funds.
3. **Programming:** Programming refers to things like educational campaigns, events, staffing, marketing efforts, and other activities. These actions are typically also included in the City budget, but may be funded by other sources and/or initiated by other entities such as the downtown Business Improvement District (BID).
4. **Grants:** Glen Cove has been very successful in obtaining grants for major projects. The City should continue to seek grant funding for planning and capital projects. Having a recently developed Comprehensive Plan enables the City to apply for funding sources and grants that require consistency with an adopted Plan, opening up new opportunities for State and Federal funding. This additional funding can supplement the City's capital budget, lessening the potential financial burden on taxpayers.
5. **Future Planning Study:** Some recommendations require additional study and analysis before detailed implementation measures can be determined. In these cases, appropriate City departments or agencies should either pursue further analysis in-house or engage outside consultants to move recommendations from the planning phase towards implementation. Future studies and analysis could be funded through multiple sources, including State and County grants.
6. **Partnership:** Finally, the City should continue working with regional and State agencies, adjacent municipalities, Nassau County, and local non-profit organizations to advocate for the City's interests and develop partnerships in support of Comprehensive Plan goals. Implementation of

some recommendations would be in the jurisdiction of regional agencies, such as the Nassau County Department of Public Works (DPW).

It is worth noting that some Plan recommendations are intended to reduce long-term capital spending through measures such as improving the energy efficiency and resilience of municipal buildings and operations. Although these strategies may have a significant short-term cost, their potential for long-term savings makes them prudent investments to enhance the City's overall fiscal stability.

The following Implementation Matrix is proposed in order to implement the various recommendations contained in this Comprehensive Plan. The Matrix identifies each recommendation, the responsible party, partners, and a general timeframe for implementation. The responsible party is the department, agency, or organization that should spearhead implementation of a particular recommendation. Most recommendations also list partners who may be City committees, neighboring municipalities, the County, the State, or community members. The action required could include legislation (policy/regulation), capital projects, programming, future planning studies, grants, and/or partnerships.

A general timeframe for implementation of each recommendation is included to allow the City, stakeholders, and local residents the opportunity to keep track of progress in implementing the Plan. The timeframe is classified as follows:

- Short-term: 0 – 2 years
- Medium-term: 3 – 6 years
- Long-term: 7 – 10 years
- Ongoing

Short-term actions generally include changes to local laws or regulations, activities or policies that bolster or improve activities that are already in place, or capital budget items that the City intends to fund in the next one to two years.

Medium-term actions likely involve capital budget items that are not already planned for the short-term. Many of these items may have arisen as part of the comprehensive planning process and need to be inserted into future capital budgets.

Long-term actions are considered important, but are not expected to be addressed in the next six years, largely in recognition of limited resource availability or jurisdictional constraints. These actions may require further study, planning, or advocacy before implementation can take place.

Ongoing describes advocacy positions and initiatives that do not have a discreet date of completion, or actions that the City has already commenced. Some of these recommendations involve action that is outside of the City's jurisdiction, so the City does not have control to set a timeframe for implementation.

The Implementation Matrix also provides an order-of-magnitude cost estimate for each recommendation. The costs reflect the anticipated cost to the City only and do not include costs to other entities.

- **Low-Cost:** Under \$200,000
- **Medium-Cost:** \$200,000 to \$500,000
- **High-Cost:** Over \$500,000

The Matrix is intended to simplify the City's ability to review the implementation progress on a regular basis and allows for convenient updating of the list as items are completed, priorities change, or new items are proposed. However, it should not be viewed as binding—as the City prioritizes certain recommendations over others, as funding sources change, or as the community's goals evolve, the

City and other responsible parties may choose to emphasize some recommendations and revise the timeframe for others to pursue in the future. Lastly, the Matrix highlights the required and optional sustainability elements associated with each recommendation. At minimum, the plan must include all of the five required sustainability elements and at least one point-based element from the Climate Smart Community list² (see Table 9-1).

Table 9-1. Sustainability Elements

Five Required Elements		
Alternative Transportation	Support alternative modes of transportation (including strategies for bicycles, pedestrians, public transit, and electric vehicles)	Required
Smart Growth	Promote smart growth principles in land-use policies	Required
Conserve Nature	Conserve natural areas (including strategies to designate open space and protect it from development)	Required
Healthy and Safe Community	Promote a healthy and safe community	Required
Foster Equity	Foster equity (including strategies for housing, schools, transportation, recreation, food, and environmental exposures)	Required
Point-based Elements		
Green Economic Development	Foster green economic development	3
Energy Efficiency	Decrease dependence on fossil fuels and support energy efficiency and renewable energy production	3
Natural Resources Efficient Use	Foster the efficient use of natural resources (e.g., water conservation)	3
Local Food Systems	Promote the development of (or the conservation of) local food systems	3
Minimize Solid Waste	Minimize solid waste (including strategies to promote recycling and composting or anaerobic digestion of organic materials)	3
Protect Drinking Water	Protect drinking water sources from pollution	3
Climate Change Adaptation	Promote adaptation to climate change (including strategies related to land use and public education and engagement)	3

2 https://climatesmart.ny.gov/actions-certification/actions/?type=1336777436&tx_sjcert_action%5BactionObject%5D=66&tx_sjcert_action%5Baction%5D=getPDF&tx_sjcert_action%5Bcontroller%5D=Action&cHash=e500d064138da4afc9f461426c736811

Implementation Matrix

Chapter 2. Housing

Goal 2.1. Preserve existing residential neighborhoods.

2.1.1. *Preserve established residential neighborhoods' scale and character by maintaining and enforcing the existing residential zoning code.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Zoning Board of Appeals (ZBA), Code Enforcement	Low	Ongoing	Smart Growth

Goal 2.2. Control scale and density of new development to avoid overdevelopment.

2.2.1. *Balance the benefits and negative externalities of new development to meet the City's goals (e.g., providing housing and balancing the tax base) while providing quality services.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Community Development Agency (CDA)/Industrial Development Agency (IDA), Planning Board, Building Department	Low	Ongoing	Smart Growth; Foster Equity

2.2.2. *Do not allow more density than is currently permitted by existing zoning, without an overriding public purpose.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, CDA/IDA, Planning Board, ZBA, Building Department	Low	Ongoing	Smart Growth

Goal 2.3. Explore targeted options for new development following Smart Growth principles.

2.3.1. Promote infill development in previously developed areas such as downtown and brownfields.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA, ZBA	Low	Ongoing	Smart Growth

2.3.2. Consider Transit-Oriented Development at the Glen Street and Sea Cliff train stations.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA, MTA	Low	Short-term	Smart Growth; Alternative Transportation; Foster Equity

Goal 2.4. Enhance the Inclusionary Housing Requirement through adjustments.

2.4.1. Homeownership and rental options should have different price points/income levels (for example, 80-120% AMI for homeownership and 50-100% AMI for rentals).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA	Low	Short-term	Foster Equity

2.4.2. Ensure architectural integration in buildings that contain affordable units by amending the inclusionary housing code.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-term	Foster Equity

Goal 2.5. The City of Glen Cove considered the possibility of allowing limited Accessory Dwelling Units (ADUs) and is not recommending further actions at this time.

Goal 2.6. Promote opportunities for affordable homeownership.

2.6.1. Support non-profits and other organizations that provide services to expand access to homeownership, including technical assistance programs, down payment assistance, low-interest mortgages, and deed restrictions on subsidized units.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, CDA/IDA, Inter-Agency Council (IAC), LIHP, Nonprofits	Low	Ongoing	Foster Equity

2.6.2. The City, through its IDA, should consider supporting financial incentives for affordable homeownership projects.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants	City Council, CDA/IDA	Medium to High	Medium-term	Foster Equity

2.6.3. The City through the County supports affordable homeownership projects funded through federal programs, in addition to affordable rentals.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, CDA/IDA, Nassau County, State and Federal Agencies	Low	Ongoing	Foster Equity

2.6.4. Proactively reach out to affordable housing developers that focus on affordable ownership and rental opportunities and affordable housing management.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, Building Department, CDA/IDA, LIHP, Affordable Housing Developers	Low	Ongoing	Foster Equity

Goal 2.7. Help the homeless population in Glen Cove.

2.7.1. Support and advocate to the County for a comprehensive study of homelessness in the region.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Future Planning Study	City Council, Nassau County, Nonprofits	Low	Medium-term	Foster Equity; Healthy and Safe Community

2.7.2. Support non-profit and religious organizations in their efforts to address the basic needs of the homeless population.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, IAC, Local Nonprofits	Low	Ongoing	Foster Equity; Healthy and Safe Community

Goal 2.8. Promote senior housing and first-time homebuyer opportunities, especially affordable housing.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Programming; Grants; Regulation/ Policy	City Council, Planning Board, Building Department, CDA/ IDA, LIHP, Affordable Housing Developers, IAC, Local Nonprofits, Nassau County, State and Federal Agencies	Low	Ongoing	Foster Equity; Healthy and Safe Community; Smart Growth

Chapter 3. Land Use and Zoning

Goal 3.1. Maintain a mix of land uses in the downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/ IDA, BID	Low	Ongoing	Smart Growth

Goal 3.2. Remove zoning barriers to continue to promote investment and redevelopment of remaining underperforming sites at the north-side of the Glen Cove Creek waterfront.

3.2.1. Amend the MW-3 district to allow for a greater mix of uses but at a similar or slightly reduced density.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA	Low	Short-term	Smart Growth

3.2.2. Review uses allowed by special permit in the MW-3 district, including PUD requirements.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA	Low	Short-term	Smart Growth

Goal 3.3. Consider TOD overlay zones or floating TOD zones by the Glen Cove and Sea Cliff LIRR stations.

3.3.1. Create a TOD overlay zone by the Glen Street LIRR station.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA	Low	Short-term	Smart Growth; Alternative Transportation; Foster Equity

3.3.2. Consider creating a TOD overlay zone by the Sea Cliff LIRR station.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, CDA/IDA	Low	Short-term	Smart Growth; Alternative Transportation; Foster Equity

3.3.3. Consider including design guidelines as a requirement to opt-in in the TOD overlay / TOD floating zone.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-term	N/A

Goal 3.4. Consider zoning changes in a few targeted commercial districts.

3.4.1. Consider studying the area on the south side of Forest Avenue in the B-4 zoning district from St. James Place east to the Glen Cove municipal border.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-term	Smart Growth; Foster Equity

3.4.2. The Comprehensive Plan recommended studying the west side of Brewster Street north of Mill Hill Road for a potential rezoning from B-1 to B-2. The recommendations were approved during the Comprehensive Plan process.

3.4.3. Consider allowing grocery stores by special permit in the B-1 district and defining “grocery store” in the code.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-term	Smart Growth; Foster Equity

Goal 3.5. Improve coordination and municipal efficiency of government Boards and Commissions.

3.5.1. Review the roles and processes of Boards and Commissions to improve communication and streamline application processes.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council, Planning Board, Building Department, ZBA, Landmarks Commission, CDA/IDA	Low	Short-term	Foster Equity

- 3.5.2. *All boards doing approvals should be careful to comply with ADA to ensure that parking for elderly and handicapped citizens is accessible and convenient.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council, Planning Board, Building Department, ZBA, Landmarks Commission, CDA/IDA	Low	Ongoing	Foster Equity

Chapter 4. Transportation and Parking

Goal 4.1. Continue to enhance the safety and efficiency of Glen Cove's roadways.

- 4.1.1. *Target intersection upgrades to improve traffic and pedestrian safety at locations that have the highest crash rates.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Public Works, Nassau County DPW, Police Department	High	Medium-term	Alternative Transportation; Healthy and Safe Community

- 4.1.2. *Target corridor-wide improvements on the City's most trafficked roadways where there are the greatest concentrations of crashes.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Public Works, Nassau County DPW, Police Department	High	Medium-term	Alternative Transportation; Healthy and Safe Community

- 4.1.3. *Explore Artificial Intelligence (AI) and machine learning solutions to improve traffic flows and transportation infrastructure.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Public Works, Nassau County DPW, Police Department	High	Medium-term	Alternative Transportation; Healthy and Safe Community

4.1.4. Pursue upgrades that enhance the pedestrian experience and safety throughout the City, with a priority at key downtown intersections and near key community facilities.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Public Works, Nassau County DPW, Police Department	High	Ongoing	Alternative Transportation; Healthy and Safe Community

Goal 4.2. Promote TOD around the Glen Street and Sea Cliff Stations that is contextual with surrounding neighborhoods, includes public benefits and amenities, adds to the City's affordable housing stock, and provides increased opportunities for multi-modal transportation.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, CDA/IDA, MTA LIRR, Property Owners/Developers	Low	Short-term	Smart Growth; Alternative Transportation; Foster Equity

Goal 4.3. Enhance pedestrian connections from downtown to the Waterfront.

4.3.1. Strengthen downtown pedestrian connections to the Waterfront via Herb Hill Road and through Pratt Park.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Nassau County DPW, Youth Services & Recreation Department, Property Owners/Developers, CDA/IDA	Medium to High	Medium-term	Alternative Transportation

4.3.2. Continue to partner with the County to make Complete Streets enhancements along the Glen Cove Ave. – Brewster St. – Forest Ave. corridor.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Capital Project	City Council, Nassau County DPW, Public Works, Property Owners/Developers	Low to High	Ongoing	Alternative Transportation

Goal 4.4. Strengthen the downtown parking system through facility investments and parking management strategies.

- 4.4.1.** *Study the feasibility of redeveloping all or part of the Pulaski Street Garage into a mixed-use project with a public-private partnership to resolve the excess parking capacity situation and the need to repair the facility.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Capital Project	City Council, CDA/IDA, Building Department, Planning Board, Public Works, Property Owners/Developers	High	Medium-term	Smart Growth

- 4.4.2.** *Utilize parking management strategies to shift long-term on-street parking to the parking garages and improve parking turnover through better enforcement of parking duration limits.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Public Works, Police Department, BID, Building Department, Code Enforcement	Low	Medium-term	N/A

- 4.4.3.** *Encourage shared parking policies to enable such arrangements in the municipal garages and new developments, with a goal of increasing the existing parking supply available to shoppers, residents, and commuters.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, ZBA, BID, Commercial Property Owners, Building Department	Low	Medium-term	N/A

Goal 4.5. Partner with Nassau County to explore Nassau Inter-County Express (NICE) bus service upgrades, with a focus on the potential for on-demand transit service.

4.5.1. Study the possible extension of existing routes.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, Nassau County DPW, NICE	Low	Short-term	Alternative Transportation

4.5.2. Study the feasibility of County-operated micro-transit in Glen Cove (i.e., an on-demand shuttle system), without any reduction to other bus service in the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Partnership	City Council, Nassau County DPW, NICE, Senior Center	Medium	Medium-term	Alternative Transportation

Goal 4.6. Overnight parking in residential areas of the City should be reviewed to assess whether any restrictions should be implemented.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Regulation/Policy	City Council, Public Works, Police Department, Building Department, Code Enforcement	Low	Medium-term	N/A

Goal 4.7. Lobby LIRR to provide more frequent and direct LIRR service to/from Oyster Bay Branch communities to Manhattan.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, MTA LIRR, Nassau County; Neighboring Communities	Low	Long-term	Alternative Transportation

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

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Partnership	City Council, Public Works, Nassau County DPW	Low	Long-term	Alternative Transportation

Goal 4.9. Improve the LOOP bus

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Capital Project	City Council, Public Works	Medium	Medium-term	Alternative Transportation

Chapter 5. Downtown and Economic Development

Goal 5.1. Support existing businesses.

5.1.1. *Pursue funding or public-private partnerships to provide technology support to small businesses in order to establish and maintain web listing presence.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Grant	City Council, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Business Owners	Low	Medium-term	Foster Equity

5.1.2. *Pursue additional grants to promote façade improvements and interior renovations for properties.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Grant	City Council, CDA/IDA, BID, Commercial Property Owners	Low	Medium-term	N/A

5.1.3. Improve broadband access to downtown businesses.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Internet Service Providers, BID, Commercial Property Owners	High	Medium-term	Foster Equity

Goal 5.2. Diversify downtown businesses in order to create a 16-hour/7-day downtown.

5.2.1. Increase nightlife and/or weekend activities by actively pursuing entertainment venues for downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, CDA/IDA Business Owners, Local Organizations	Low	Medium-term	N/A

5.2.2. Explore opportunities to attract new businesses, especially retail, to downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Commercial Property Owners, Business Owners, CDA/IDA,	Low	Medium-term	N/A

5.2.3. Work with business owners to establish coordinated and consistent business hours throughout the downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	BID, City Council, Chamber of Commerce, Business Owners	Low	Short-term	N/A

5.2.4. Continue to create more flexibility in the Zoning Code in order to facilitate new business openings.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Ongoing	Foster Equity

5.2.5. Support local entrepreneurship, especially for Hispanic/Latino businesses.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership; Grants	City Council, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Commercial Property Owners, Business Owners, CDA/IDA	Low to Medium	Medium-term	Foster Equity

5.2.6. Consider potential for a hotel in downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Future Planning Study	City Council, Planning Board, Building Department, BID, Commercial Property Owners, CDA/IDA	Low	Long-term	Smart Growth

Goal 5.3. Improve the shopper/pedestrian experience.

5.3.1. Continue working to improve streetscape consistency and uniformity throughout the commercial areas.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, BID, Commercial Property Owners, Planning Board, Beautification Commission, CDA	Medium to High	Ongoing	Alternative Transportation

5.3.2. Consider reopening the front entrance of City Hall to eliminate the “dead space” on Glen Street, while ensuring City Hall remains secure.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Police Department	Low	Medium-term	N/A

5.3.3. Improve connectivity and pedestrian safety between Glen Cove Creek/the Waterfront and downtown.

5.3.3.1. An “Art Walk” along the route from downtown Glen Cove to the waterfront can enhance the pedestrian experience while promoting local artists.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, BID, Public Works, Recreation Department, Beautification Committee, Artists	Low	Medium-term	Alternative Transportation

5.3.3.2. The City should consider setting aside a larger budget for the maintenance of the landscape along pedestrian paths, including the path through Pratt Park, which provides a connection between the downtown and the waterfront.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Recreation Department, Beautification Committee	Low-Medium	Medium-term	Alternative Transportation

Goal 5.4. Attract new shoppers.

5.4.1. *Continue working with and supporting the BID, Chamber of Commerce, and North Shore Hispanic Chamber of Commerce with a diverse array of events and attractions in downtown.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Mayor's Office	Low	Ongoing	Foster Equity

5.4.2. *Improve wayfinding, especially between the downtown and the Waterfront, to include signage and updated information kiosks.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, BID, CDA	Medium	Medium-term	Alternative Transportation

5.4.3. *Regularly update marketing materials such as attractions maps, and distribute at community events, in area hotels and local businesses, and potentially as part of a welcome package to new residents.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	BID, City Council, Public Works, Mayor's Office	Low to Medium	Medium-term	Alternative Transportation

5.4.4. *Continue public investment in beautification efforts.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Beautification Committee, Mayor's Office, CDA/IDA, BID	Low to Medium	Ongoing	N/A

Goal 5.5. Pursue meaningful economic development.**5.5.1. Create an entertainment magnet for the downtown.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, Planning Board, Building Department, CDA/IDA, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Commercial Property Owners, Business Owners	Medium to High	Short-Term	N/A

5.5.2. Consider providing economic incentives for theater use as appropriate.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, Planning Board, Building Department, CDA/IDA, Commercial Property Owners, Business Owners, Local Nonprofits	Medium to High	Short-Term	N/A

5.5.3. Publicize existing attractions in Glen Cove, such as the golf course and beaches, to bring people into Glen Cove who will potentially spend money at local businesses.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, Planning Board, Building Department, CDA/IDA, BID, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Commercial Property Owners, Business Owners	Medium to High	Short-Term	N/A

5.5.4. Encourage infill development on underutilized sites in existing commercial corridors (e.g., Cedar Swamp Road and Forest Avenue).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council, CDA/IDA, Planning Board, Property Owners	Low	Medium-term	Smart Growth

5.5.5. Rehabilitate the Pulaski Street Garage through a public-private partnership to be mixed-use with public amenities, while continuing to provide public parking within the garage. Nearby vacant and/or underutilized properties may be utilized to complete this vision.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Capital Project	City Council, CDA/IDA, Public Works, Building Department, Planning Board, Mayor's Office, BID	High	Medium-term	Smart Growth

5.5.6. Continue to encourage redevelopment of former industrial sites (e.g., Photocircuits and Konica) that meet the City of Glen Cove's economic development goals in terms of job creation and fiscal revenues.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council, CDA/IDA, Planning Board, Property Owners, Building Department	Low	Ongoing	Smart Growth

5.5.7. Attract businesses to locate in Glen Cove and provide an array of local employment opportunities for a wide range of salary levels.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council, CDA/IDA, Chamber of Commerce, North Shore Hispanic Chamber of Commerce, Planning Board, Property Owners, Businesses,	Low	Ongoing	Foster Equity; Smart Growth; Green Economy

Chapter 6. Natural Resources, Climate Change, and Resilience

Goal 6.1. Increase the City's resilience to future storms and sea level rise.

6.1.1. Improve energy resilience.

6.1.1.1. Require electrical equipment to be installed underground for new development.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Public Works	Low	Medium-Term	Healthy and Safe Community

6.1.1.2. Consider installing utilities underground as streetscape and roadway improvements are undertaken (similar to the underground utility installation project at Garvies Point), especially in the downtown.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Planning Board, Public Works, BID	High	Long-Term	Healthy and Safe Community

6.1.2. Develop a Climate Change Action Plan to establish carbon reduction targets and goals for the City with a tiered approach to achieving carbon neutrality.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study	City Council, Public Works, Building Department, CDA	Low	Medium-Term	Healthy and Safe Community; Climate Change Adaptation

6.1.3. Implement various resilience measures recommended under prior planning initiatives.

6.1.3.1. Implement the resilience and adaptation strategies and measures provided in the Climate Vulnerability Assessment and Adaptation Strategies Plan for Western Gateway and consider expanding these recommendations to additional properties along the waterfront outside of the plan's study area.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Planning Board, Building Department, CDA/IDA	Medium to High	Medium-Term	Alternative Transportation; Healthy and Safe Community; Climate Change Adaptation

6.1.3.2. *Implement the Sea Cliff Avenue Flood Mitigation Project outlined in the Hazard Mitigation Plan.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study, Capital Project; Grants	City Council, Public Works	High	Long-Term	Healthy and Safe Community

6.1.4. **Sea Level Rise Considerations.**

6.1.4.1. *Explore innovative best development practices in the 100-year floodplain to account for sea level rise, such as requiring new development along the waterfront to be Waterfront Edge Design Guidelines (WEDG)-verified. WEDG is a national rating system and set of guidelines intended to create resilient, ecological, and accessible waterfronts.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works, CDA/IDA	Low	Long-Term	Healthy and Safe Community; Climate Change Adaptation

6.1.4.2. *Assess infrastructure and critical facilities in the City that are vulnerable to flooding from extreme weather events and sea level rise and identify adaptation strategies, including potential relocation to higher ground.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Building Department, Youth Services & Recreation Department	Low to High	Medium-Term	Healthy and Safe Community; Climate Change Adaptation

6.1.5. **Floodproof existing buildings where needed.**

6.1.5.1. *Implement enhanced floodproofing measures at City-owned buildings and facilities that are most at risk of flooding.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Building Department	Low to High	Medium-Term	Healthy and Safe Community

6.1.6. Adopt advanced New York State energy and building codes.

6.1.6.1. Continue to adopt the latest New York State energy and building codes as they become available.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Code Enforcement	Low	Ongoing	Healthy and Safe Community; Energy Efficiency

6.1.7. Create a local Heat Emergency Plan to help the community respond to future extreme heat events.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study; Grants	City Council, Public Works, CDA, Police Department, Fire Department, EMS, Building Department	Low	Ongoing	Foster Equity; Healthy and Safe Community; Climate Change Adaptation

6.1.8. Reduce heat emergency impacts through various strategies.

6.1.8.1. Set up cooling centers for those who do not have access to air-conditioning at home and provide transportation to and from cooling centers.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Programming	City Council, Public Works, CDA, Police Department, Fire Department, EMS, Senior Center, Library, Youth Bureau, School District, IAC	Low	Short-term	Foster Equity; Healthy and Safe Community; Climate Change Adaptation

6.1.8.2. Communicate risks through alert-messaging in English and Spanish.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council	Low	Short-term	Foster Equity; Healthy and Safe Community; Climate Change Adaptation

6.1.8.3. *Arrange home visits for people in high-risk groups, such as the elderly living alone.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	Senior Center, IAC, EMS	Low	Short-term	Foster Equity; Healthy and Safe Community; Climate Change Adaptation

6.1.8.4. *Maintain and potentially expand public swimming facilities.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Recreation Department, Recreation Commission	Medium - High	Ongoing	Foster Equity; Healthy and Safe Community; Climate Change Adaptation

6.1.8.5. *Consider changes to the building code to encourage passive air circulation, use of cool roofs such as white roofs to reflect solar radiation, use of high R-value insulation for roofs, and use of solar energy to power air conditioning.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Code Enforcement	Low	Long-term	Foster Equity; Healthy and Safe Community; Climate Change Adaptation; Energy Efficiency

6.1.8.6. *Encourage the use of drought-resistant plants on private properties through environmental education initiatives.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Public Works, CDA, Police Department, Fire Department, EMS, Building Department	Low	Medium-term	Foster Equity; Healthy and Safe Community; Climate Change Adaptation; Natural Resources Efficient Use

Goal 6.2. Explore options to replace greenhouse gas emitting energy sources (coal, oil, gas) with renewable energy.

6.2.1. Transition to clean, renewable energy.

6.2.1.1. Where feasible, install solar facilities on City-owned buildings, facilities, and structures to reduce the carbon footprint of City operations.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Building Department	High	Long-Term	Healthy and Safe Community; Energy Efficiency

6.2.1.2. Explore additional solar opportunities such as installing solar canopies above large parking lots.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Building Department	High	Long-Term	Healthy and Safe Community; Energy Efficiency

6.2.1.3. Consider implementing zoning incentives (e.g., increased floor area ratio (FAR), additional height) throughout the business and industrial zoning districts to encourage developers to install solar panels on new buildings proposed in the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Long-Term	Healthy and Safe Community; Energy Efficiency; Green Economic Development

6.2.1.4. Continue installing solar trash/recycling compactors throughout the BID and expand installation to City parks and along the waterfront.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, BID, CDA, Youth Services & Recreation	Low	Short-Term	Healthy and Safe Community; Energy Efficiency

- 6.2.1.5. Consider converting water-production and water-treatment facilities to solar energy, particularly for high water demand times of day. Battery energy storage systems could provide power for these systems during the evening peak water demand period.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works	Medium-High	Long-Term	Energy Efficiency

6.2.2. Implement innovative solar technology.

- 6.2.2.1. Identify locations and assess the feasibility of installing various innovative solar facilities (aside from rooftop and solar above parking) such as solar lighting on bus shelters, solar pedestrian crosswalk systems, and solar trees in parks throughout the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Future Planning Study, Capital Project	City Council, Public Works, BID, CDA, Nassau County DPW	Low to Medium	Long-Term	Healthy and Safe Community; Energy Efficiency

Goal 6.3. Reduce greenhouse gas emissions and natural resources consumption.

- 6.3.1. Strengthen food security and reduce emissions from trucking food by supporting the creation of community gardens throughout the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Recreation Commission, Youth Services & Recreation Department, Residents	Low	Long-Term	Conserve Nature; Foster Equity; Healthy and Safe Community; Local Food Systems

- 6.3.2. Consider revising the Zoning Code to allow community gardens in all zoning districts and identify appropriate locations throughout the City for community gardens.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Public Works, Recreation Commission, Youth Services & Recreation Department, Planning Board, Building Department, Residents	Low	Long-Term	Conserve Nature; Foster Equity; Healthy and Safe Community; Local Food Systems

6.3.3. Upgrade Big Ralph Park, which has the City’s one existing community garden, with additional amenities that complement the community garden (e.g., a sustainable living science center with a kitchen).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA, Youth Services & Recreation Department, Recreation Commission, Residents, Senior Center	Low	Medium-Term	Conserve Nature; Foster Equity; Healthy and Safe Community; Local Food Systems

6.3.4. Educate homeowners and business owners on energy efficiency and renewable energy incentives.

6.3.4.1. Create a dedicated page on the City’s website that provides a list of local, State, and federal solar and energy efficiency incentives for both residential and commercial buildings/properties.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Public Works, Mayor’s Office, CDA, Residents, Property Owners	Low	Medium-Term	Healthy and Safe Community; Energy Efficiency

6.3.4.2. Create a dedicated page on the City’s website that provides tips for homeowners and business owners to save energy (e.g., what types of appliances to purchase).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Public Works, Mayor’s Office, CDA, Residents, Property Owners	Low	Medium-Term	Healthy and Safe Community; Energy Efficiency

6.3.5. Decrease energy usage.

6.3.5.1. *Require bicycle facilities (e.g., bicycle racks and bicycle parking shelters) at new developments and provide bicycle lockers at all LIRR stations. Consider revising the Zoning Code to include bicycle parking requirements in applicable zoning districts.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works, MTA LIRR, Property Owners/ Developers	Low	Medium-Term	Alternative Transportation

6.3.5.2. *Transition City vehicles to zero-emission vehicles where appropriate.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA	Medium	Long-Term	Alternative Transportation; Energy Efficiency

6.3.5.3. *Consider requiring green roofs or cool roofs for all new construction or substantially reconstructed buildings within the City for a minimum of 75% of the total roof area. If requiring a cool roof, the City should utilize the Solar Reflectance Index calculations from the most recent LEED requirements.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Property Owners/ Developers	Low	Long-Term	Healthy and Safe Community; Climate Change Adaptation

6.3.6. Continue to benchmark City energy usage.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works	Low	Ongoing	Healthy and Safe Community; Energy Efficiency

6.3.7. Increase the sustainability of City buildings and facilities.

6.3.7.1. Switch to heat pumps at City facilities where feasible. These can include air-source heat pumps, ground-source heat pumps, water-source heat pumps, etc.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA	Medium to High	Long-Term	Healthy and Safe Community; Energy Efficiency

6.3.7.2. Convert to LED traffic signals throughout the City in coordination with Nassau County (which owns/maintains traffic signals in the City).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Nassau County DPW, Public Works	Low	Long-Term	Healthy and Safe Community; Energy Efficiency

6.3.7.3. Replace aged equipment at City buildings and facilities to more efficient equipment such as LED lighting; upgraded HVAC systems; improved insulation; and energy-efficient appliances, doors, and windows.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA	Low to Medium	Medium-Term	Healthy and Safe Community; Energy Efficiency

6.3.7.4. Revise the Leadership in Energy and Environmental Design (LEED) green building requirements in the Zoning Code. Consider requiring LEED-certified buildings within all industrial districts as well as in the CBD Overlay District.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Property Owners/ Developers	Low	Long-Term	Healthy and Safe Community; Energy Efficiency; Natural Resources Efficient Use; Climate Change Adaptation

6.3.8. Increase energy efficiency requirements in all new and major home construction projects.

- 6.3.8.1. *Revise the City Code to incorporate Home Energy Rating System (HERS) Scoring System requirements for any new or substantially reconstructed residential dwellings.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Residents, Property Owners/Developers	Low	Long-Term	Healthy and Safe Community; Energy Efficiency

6.3.9. Decrease water consumption.

- 6.3.9.1. *Replace aged water equipment at City buildings and facilities with water-efficient products (e.g., WaterSense sink faucets and toilets).*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works	Medium	Long-Term	Healthy and Safe Community; Natural Resources Efficient Use

- 6.3.9.2. *Consider updating Chapter 270, Article VI Water Conservation Measures of the City Code to account for new and innovative water saving standards, as this chapter was adopted in 1987.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Long-Term	Healthy and Safe Community; Natural Resources Efficient Use

- 6.3.9.3. *Require automatic irrigation systems using smart controller technology at all new residential developments (including mixed-use buildings).*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Property Owners/Developers	Low	Long-Term	Healthy and Safe Community

6.3.10. Increase water reuse.

6.3.10.1. Encourage residents to utilize rain barrels for rainwater harvesting by creating a rain barrel program. Explore funding opportunities to provide free rain barrels to residents.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants; Partnership	City Council, Public Works, CDA, Local Nonprofits, Residents	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Natural Resources Efficient Use

6.3.10.2. Encourage the use of graywater. Graywater is lightly used water that is not suitable for consumption but can still be used for other needs. For example, water used for handwashing or laundry could be reused in toilet bowls.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants; Partnership	City Council, Public Works, CDA, Local Nonprofits, Residents	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Natural Resources Efficient Use

Goal 6.4. Protect and restore existing natural resources within the City to increase coastal resiliency.

6.4.1. Improve the quality of groundwater and surface water resources.

6.4.1.1. Consider the establishment of a Freshwater Wetlands Chapter of the City Code to protect and conserve wetlands and wetland buffers. Consider the latest State regulatory changes when developing this chapter. Require a permit for development activities in or near (e.g., 150 feet from a wetland) wetlands, waters, and beaches.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works	Low	Long-Term	Conserve Nature; Protect Drinking Water

6.4.1.2. Explore methods to prevent wetland loss at Dosoris Pond.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Residents	Medium	Medium-Term	Conserve Nature; Protect Drinking Water

- 6.4.1.3. *As a condition of site plan approval, the City should consider requiring landowners and developers to restore wetlands impacted by development with native vegetation. The City should ensure that any new development does not degrade the quality of wetlands.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works, Property Owners/Developers	Low	Long-Term	Conserve Nature; Protect Drinking Water

- 6.4.1.4. *Consider developing wellhead protection regulations.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water

- 6.4.1.5. *Work with the NYSDEC and Cornell Cooperative Extension to determine the feasibility of participating in the Long Island Shellfish Restoration Project (LISRP) to improve water quality and resiliency along Glen Cove's coast.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, Public Works, Local Nonprofits	Low	Short-Term	Healthy and Safe Community

- 6.4.1.6. *Implement landscaping standards that require new development to remove invasive species, conserve existing non-invasive vegetation where possible, as well as introduce native species to encourage low-maintenance and drought-tolerant landscaping to minimize the need for irrigation and use of fertilizer or pesticides.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Public Works, Property Owners/Developers, Residents	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Conserve Nature; Natural Resources Efficient Use

- 6.4.1.7. *Reduce the use of fertilizers and pesticides in Glen Cove. Whenever feasible, the City should use best practices with respect to fertilizers (e.g., use slow-release organic fertilizer), grounds maintenance, and installation of native plants where clearing must be done. Encourage private property owners to reduce use of fertilizers and pesticides through environmental education.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Capital Project; Programming	City Council, Planning Board, Building Department, Public Works, Property Owners/Developers, Residents	Low	Medium-term	Healthy and Safe Community; Protect Drinking Water; Conserve Nature;

6.4.2. **Preserve and enhance existing natural habitats.**

- 6.4.2.1. *Explore the feasibility of installing living shorelines at City-owned properties along the waterfront which could significantly improve the health of native flora and fauna and assist in preparing for sea level rise.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA	Medium to High	Long-Term	Conserve Nature; Healthy and Safe Community; Climate Change Adaptation

- 6.4.2.2. *Explore locations for installation of submerged aquatic vegetation along the City's shoreline to reduce wave action, provide habitats for NYSDOS-designated significant coastal fish and wildlife, and improve water quality in Hempstead Harbor.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA, Local Nonprofits, Property Owners	Medium	Long-Term	Conserve Nature; Healthy and Safe Community

- 6.4.2.3. *Provide educational information on the City's website regarding native plant and animal species (such as the Long Island Native Plant Initiative Plant Database - https://db.linpi.org/linpi_plant_list) and invasive plant and animal species on Long Island. This would encourage residents to select native plantings for their properties that can enhance biodiversity in the City, as well as inform residents which species to avoid and remove.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Public Works, Mayor's Office, Local Nonprofits, Residents	Low	Long-Term	Conserve Nature; Healthy and Safe Community

- 6.4.2.4. Work with the Nassau County Soil and Water Conservation District (NCSWCD) to offer rebates to residents for installing native plants on their properties. If funding is not available through NCSWCD, encourage residents who install native plants on their properties to pursue Long Island Garden Rewards Program grants (<https://neiwpcc.org/long-island-garden-rewards-program/>) and provide information about the program on the City's website.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Grants	City Council, NCSWCD, Public Works, Local Nonprofits, Residents	Low	Long-Term	Conserve Nature; Healthy and Safe Community

- 6.4.2.5. Implement shoreline protection, restoration, and enhancement measures throughout the City to protect waterfront areas from erosion, increase habitat value, increase aesthetic value, and promote public interest and use of the parks. Examples include gabion walls with native plantings, tide pools, and artificial reefs.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA, Local Nonprofits, Residents	Low to Medium	Long-Term	Conserve Nature; Healthy and Safe Community; Climate Change Adaptation

- 6.4.2.6. Continue exploring the feasibility of Glen Cove Creek dredging as needed, in partnership with other agencies such as the US Army Corps of Engineers (USACE).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership; Grants	City Council, Mayor's Office, CDA/IDA, Public Works, USACE, NYSDEC, Local Nonprofits, Local Elected Officials	High	Long-Term	Healthy and Safe Community

Goal 6.5. Ensure sustainable stewardship of the natural and scenic resources that define the City's unique character.

6.5.1. Improve pedestrian access and connectivity to natural resources.

6.5.1.1. The City should continue working with private developers and existing property owners to establish covenants/easements along the shoreline to preserve land for continuous public access and natural resource protection, especially along Hempstead Harbor. The City and the County are already working on plans to connect Garvies Point Park, Garvies Point Preserve (County-owned) and Morgan Park.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership	City Council; Planning Board; Building Department; CDA/IDA; Youth Services & Recreation Department; Nassau County Parks, Recreation & Museums; Property Owners/Developers	Low	Long-Term	Conserve Nature; Healthy and Safe Community

6.5.1.2. Continue to implement the extension of the waterfront esplanade on the north side of Glen Cove Creek to the Charles Street Bridge and to the south side of Glen Cove Creek, potentially with private developers and existing landowners.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Partnership; Grants	City Council, Planning Board, Building Department, Youth Services & Recreation Department, CDA/IDA, Property Owners/Developers	Low to High	Long-Term	Alternative Transportation; Conserve Nature; Healthy and Safe Community

6.5.2. Increase tree canopy and planting of tree species that can tolerate a warmer and wetter climate.

- 6.5.2.1. Plant new trees throughout the downtown, at City Stadium, and along Glen Cove Avenue where appropriate. Consider replacing existing unhealthy trees on City-owned properties, in the downtown, and along the waterfront with more resilient tree species that can tolerate a warmer, wetter climate.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA, Youth Services & Recreation Department, Nassau County DPW, Local Nonprofits	Low to Medium	Long-Term	Conserve Nature; Healthy and Safe Community; Climate Change Adaptation

6.5.3. Provide new recreational opportunities for the community, especially along the waterfront.

- 6.5.3.1. Create and codify criteria (as part of site plan review - Chapter 280, Article IV of the City Code) to ensure that public open space is set aside as part of any new major developments, especially on waterfront parcels. The amount of land to be set aside as part of any development should be related to the existing and anticipated recreational demand created by new development.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department, Youth Services & Recreation Department, CDA/IDA, Property Owners/Developers	Low	Long-Term	Conserve Nature; Healthy and Safe Community

6.5.4. Preserve wooded areas and existing trees within the City.

- 6.5.4.1. Consider revising Chapter 263 Trees of the City Code to include additional protections for trees throughout the City, such as requiring a tree preservation plan for new development during site plan review.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Long-Term	Conserve Nature; Healthy and Safe Community

6.5.5. Pursue potential conservation easements for Glen Cove's remaining open space where feasible.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Long-Term	Conserve Nature; Healthy and Safe Community

Goal 6.6. Move toward net zero waste by minimizing waste production and recovering organic matter.

6.6.1. Remove organic matter from the waste stream.

- 6.6.1.1. *Develop a City-wide food waste composting program. Identify and assess locations for the collection of compost and start at a small scale (pilot program)—such as with residential properties only—before implementing City-wide.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Capital Project; Grants	City Council, Public Works, CDA, Local Nonprofits	Low to High	Long-Term	Healthy and Safe Community; Minimize Solid Waste

6.6.2. Increase recycling efforts throughout the City.

- 6.6.2.1. *Add recycling bins to all City buildings and facilities, such as City Hall.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works	Low	Short-Term	Healthy and Safe Community; Minimize Solid Waste

- 6.6.2.2. *Add commercial recycling bins to all public spaces including City parks, beaches, and throughout the downtown BID.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, BID, Recreation Commission, Beautification Commission, Youth Services & Recreation Department	Low	Short-Term	Healthy and Safe Community; Minimize Solid Waste

6.6.3. Increase awareness of the City's existing recycling initiatives.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Public Works	Low	Medium-Term	Healthy and Safe Community; Minimize Solid Waste

Chapter 7. Infrastructure and Utilities

Goal 7.1. Ensure adequate water capacity and quality.

7.1.1. Consider water conservation measures for the summer season.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Public Works, Local Nonprofits, Residents	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Natural Resources Efficient Use

7.1.2. Anticipate future demand needs and consider water main upgrades to ensure adequate flow.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Studies	City Council, Public Works	Low	Short-Term	Healthy and Safe Community; Protect Drinking Water

7.1.3. Continue planning and exploration of creative funding opportunities for water improvement projects.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Grants	City Council, Planning Board, Building Department, Public Works, CDA	Low to High	Short-Term	Healthy and Safe Community; Protect Drinking Water

7.1.4. Explore options for an additional well or existing well enhancement.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study; Grants	City Council, Public Works, CDA	High	Medium-Term	Healthy and Safe Community; Protect Drinking Water

- 7.1.5. Consider investing in a smart meter replacement program, adding metering to unmetered facilities, and placing water meters in an accessible location such as sidewalk or grass areas to ensure accurate reading and prevent revenue loss.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works	Medium to High	Long-Term	Natural Resources Efficient Use

- 7.1.6. Promote water conservation measures and consider codifying them into zoning.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Programming; Regulation/Policy	City Council Public Works, Building Department, Local Nonprofits	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Natural Resources; Efficient Use

- 7.1.7. Participate in discussions with neighboring communities and the County to consider the development of regional parameters for sustainable water withdrawal from the aquifer.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, Nassau County, Neighboring Municipalities, Public Works	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water; Natural Resources Efficient Use

Goal 7.2. Promote replacement of aging septic systems in unsewered areas of the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Grants; Programming	City Council, Nassau County DPW, Public Works, Local Nonprofits	Low	Long-Term	Healthy and Safe Community; Protect Drinking Water

Goal 7.3. Improve stormwater management practices through multiple approaches.**7.3.1. Develop and update a list of recharge basin locations to ensure regular maintenance.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Capital Project	City Council, Public Works, Property Owners	Low to Medium	Long-Term	Healthy and Safe Community; Protect Drinking Water

7.3.2. Consider adopting the County's on-site drainage storage requirements for stormwater runoff.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.3. Continue to monitor and regularly maintain stormwater management infrastructure and work with Nassau County to address flood-prone areas on County roads, including using improved drainage solutions.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Partnership	City Council, Nassau County DPW, Public Works, Property owners	Low to Medium	Ongoing	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.4. Consider updating the Zoning Code to include specific standards for green infrastructure stormwater techniques.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Medium-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.5. Require that new development or major reconstruction projects utilize green bioretention techniques such as rain gardens and bioswales to treat and recharge stormwater runoff on-site in addition to traditional storage devices (e.g., drywells).

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.6. Consider implementing low-impact development (LID) principles designed to minimize runoff for any new development in the City.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Planning Board, Building Department	Low	Short-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.7. Require any new or redeveloped parking lots in the City to incorporate permeable pavement and porous design techniques to reduce stormwater runoff volume.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Capital Project	City Council, Planning Board, Building Department, Public Works	Low to Medium	Long-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.8. Install rain gardens and bioswales along City-owned roadways to mitigate flooding and drainage issues.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, CDA	High	Long-Term	Healthy and Safe Community; Protect Drinking Water; Climate Change Adaptation

7.3.9. Reduce impervious surfaces.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Capital Project	City Council, Planning Board, Building Department, Public Works	Medium to High	Long-Term	Healthy and Safe Community; Protect Drinking Water

Goal 7.4. Seek grant opportunities for infrastructure improvements and energy conservation measures.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Grants	City Council, Public Works, CDA	Low	Ongoing	Healthy and Safe Community; Protect Drinking Water; Energy Efficiency

Chapter 8. Community Facilities

Goal 8.1. Prioritize ongoing investment in critical emergency services.

8.1.1. Maintain funding to ensure vehicles, equipment, and training are adequately supplied to Police, Fire, and EMS Departments. Consider analyzing staffing needs to inform future departmental budgeting and planning.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study; Grants	City Council, Police Department, Fire Department, EMS, CDA	Low to High	Ongoing	Healthy and Safe Community

8.1.2. Explore establishing an in-house Fire Department Marine Unit.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study	City Council, Fire Department	High	Long-Term	Healthy and Safe Community

Goal 8.2. Consider strategies to best accommodate the spatial and resource needs of municipal services.

8.2.1. Explore alternative spaces to support the growing EMS department.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study	City Council, EMS	High	Medium-Term	Healthy and Safe Community

8.2.2. Consider Firehouse upgrades to ensure Americans with Disabilities Act (ADA) compliance.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study	City Council, Fire Department	Medium to High	Medium-Term	Healthy and Safe Community

8.2.3. Ensure resources are sufficient for services provided by the Building Department and Code Enforcement.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Building Department, Code Enforcement	Medium	Medium-Term	Healthy and Safe Community

Goal 8.3. Examine approaches to improve coordination and collaboration between the municipal facilities, services, and institutions that serve Glen Cove.

8.3.1. Continue supporting human services organizations.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Grants	City Council, CDA/IDA, IAC, Local Nonprofits	Low to Medium	Ongoing	Foster Equity; Healthy and Safe Community

8.3.2. Review the roles and processes of the Glen Cove City School District and the City of Glen Cove to streamline coordination.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership; Grants	City Council, School District, CDA/IDA, Local Nonprofits	Low	Ongoing	Foster Equity; Healthy and Safe Community

Goal 8.4. Prioritize continued investment in Glen Cove’s premier recreational spaces.

8.4.1. Explore feasibility of establishing a City recreation center and other recreational amenities.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Future Planning Study; Grants	City Council, Building Department, Youth Services & Recreation Department, Recreation Commission, CDA/IDA, Public Works	High	Long-Term	Healthy and Safe Community; Foster Equity

Goal 8.5. Explore upgrades to assets at Glen Cove’s existing parks, beaches, and marinas, rather than creating new parks and open spaces.

8.5.1. Morgan Memorial Park: Consider improvements to the concession stand and ensure repairs to the lifeguard shack are implemented. Explore opportunities to install kayak storage near the watercraft launch.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Recreation Commission, Youth Services & Recreation Department	Medium	Long-Term	Conserve Nature; Healthy and Safe Community

8.5.2. Invest in installing a replacement bulkhead or comparable living shoreline at the Glen Cove Yacht Club.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, Youth Services & Recreation Department, CDA	High	Short-Term	Conserve Nature; Healthy and Safe Community; Climate Change Adaptation

8.5.3. Re-open Crescent Beach for public bathing access.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Mayor's Office, Youth Services & Recreation Department, Recreation Commission, Local Elected Officials	High	Short-Term	Conserve Nature; Healthy and Safe Community; Foster Equity

8.5.4. Provide funding for remediation efforts at Prybil Beach, including the fishing pier, concessions stand, and volleyball courts.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, Youth Services & Recreation Department, Recreation Commission, CDA	Low to Medium	Short-Term	Conserve Nature; Healthy and Safe Community

8.5.5. Consider developing Big Ralph Park to provide senior-oriented infrastructure and a nature learning/living science center.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, Youth Services & Recreation Department, Recreation Commission, Local Nonprofits, CDA, Senior Center	Medium to High	Long-Term	Conserve Nature; Healthy and Safe Community; Foster Equity; Local Food Systems

8.5.6. Dennis Brian Murray Dog Park: Consider replacing the playground and investing in remediation measures at the dog park, such as controlled turf surfaces.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Public Works, Youth Services & Recreation Department	Medium	Long-Term	Conserve Nature; Healthy and Safe Community; Foster Equity

Goal 8.6. Continue investment in recreational facilities to support Glen Cove's status as a premier Nassau County youth sports destination.

8.6.1. Consider improvements to City Stadium.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, Recreation Commission, Youth Services & Recreation Department, CDA	High	Short-Term to Long-Term	Conserve Nature; Healthy and Safe Community; Foster Equity

8.6.2. Continue to implement upgrades to Pascucci Soccer Fields.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project; Grants	City Council, Public Works, Recreation Commission, Youth Services & Recreation Department, CDA	Medium to High	Medium-Term	Conserve Nature; Healthy and Safe Community; Foster Equity

Goal 8.7. Maintain staffing and operation of the Landmarks Commission.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Landmarks Commission, Building Department, Planning Board	Low	Ongoing	Smart Growth

Goal 8.8. Survey historic properties and develop a database and map.

8.8.1. Apply for grants and funding sources to enable the survey.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Grants; Partnership	City Council; Landmarks Commission; Building Department; CDA; State Historic Preservation Office (SHPO); Local, State and Federal Nonprofits	Low	Medium-Term	Smart Growth

8.8.2. Proactively review and document structures over 50 years old throughout the City to determine if they have historic, architectural, cultural, or other significance.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Landmarks Commission, Building Department, Local Nonprofits	Low	Medium-Term	Smart Growth

8.8.3. Develop a database and Geographic Information System (GIS) map of resources.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Capital Project	City Council, Landmarks Commission, Building Department, Local Nonprofits	Low	Medium-Term	Smart Growth

Goal 8.9. Designate additional Landmarks.**8.9.1. Encourage historic property owners to nominate their properties for designations.**

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Partnership	City Council, Landmarks Commission, Building Department, Local Nonprofits, Historic Property Owners	Low	Long-Term	Smart Growth

8.9.2. Encourage completion of National Register nominations for eligible properties.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Building Department, Landmarks Commission	Low	Medium-Term	Smart Growth

8.9.3. Consider a “Thematic” or “Multiple Resource” designation for Glen Cove’s historic estates.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Building Department, Landmarks Commission, Local Nonprofits, Historic Property Owners	Low	Long-Term	Smart Growth

8.9.4. Establish educational materials for property owners and the public.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming	City Council, Landmarks Commission, Local Nonprofits, Historic Property Owners	Low	Long-Term	Smart Growth

8.9.5. Establish a signage program for local landmarks and encourage Nationally designated landmark property owners to install official signage.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants	City Council, Landmarks Commission, Building Department, Nonprofits	Low	Long-Term	Smart Growth

Goal 8.10. Encourage adaptive reuse of historic buildings.

8.10.1. Allow a zoning incentive for adaptive reuse of landmark buildings, should their current use prove untenable.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy; Programming	City Council, IDA, Landmarks Commission, Planning Board, Building Department, Nonprofits	Low	Long-Term	Smart Growth

8.10.2. Encourage the upkeep and continuous use of older buildings that give the downtown historic character.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants	City Council, Landmarks Commission, Building Department, BID, CDA/IDA, Nonprofits	Low	Ongoing	Smart Growth

8.10.3. Encourage adaptive reuse of estates.

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Programming; Grants	City Council, Landmarks Commission, Building Department, Historic Property Owners, Nonprofits, IDA	Low	Ongoing	Smart Growth

8.10.4. *Work closely with Nassau County to ensure that the Welwyn Preserve grounds and buildings, which are locally designated landmarks, are maintained with integrity.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Partnership	City Council, Landmarks Commission, Nassau County Parks and Museums Department, Local Nonprofits	Low	Ongoing	Smart Growth; Conserve Nature

Goal 8.11. Allocate the responsibility of architectural review to the Planning Board and ensure that architects are available to advise.

8.11.1. *Change the City Code to remove the establishment of an Architectural Review Board.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Landmarks Commission, Building Department, Planning Board	Low	Medium-Term	N/A

8.11.2. *Consider establishing a subcommittee of the Planning Board staffed with one to two design professionals for architectural review matters.*

Type	Lead and Partners	Cost	Timeframe	Sustainability Element
Regulation/Policy	City Council, Landmarks Commission, Planning Board, Building Department	Low	Medium-Term	N/A

Potential Funding Sources

The following is a list of example funding sources that may be available from local, state, and federal agencies, non-governmental organizations, and other institutions. While many of the sources would support municipal projects, some funding sources listed, including rebates, tax credits, and grants, target homeowners, businesses, nonprofits, private property owners, and developers.

General

- City Capital
- New York State Consolidated Funding Application
- HUD Community Development Block Grant (CDBG)
- AARP Community Challenge

Housing

- New York Homes and Community Renewal (NY HCR)
 - Affordable Homeownership Opportunity Program
 - Affordable Homeownership Development (AHOD) Program
 - State Low Income Housing Tax Credit Program (SLIHC)
- U.S. Department of Housing and Urban Development (HUD), through Nassau Urban County Consortium
 - CDBG
 - Emergency Solutions Grants (ESG)
 - HOME Investment Partnerships Program (HOME)

Transportation

- Federal Transit Administration (FTA) Grants
- MTA/LIRR
- Nassau County
- NYS DOT Funding
 - Safe Routes to School Program
 - Statewide Mass Transportation Operating Assistance (STOA) grants
 - Transportation Alternatives Program (TAP)
- USDOT grants
 - Bipartisan Infrastructure Law Grant Programs
 - Safe Streets and Roads for All (SS4A) Grants

Downtown and Economic Development

- Empire State Development
 - Regional Council Capital Fund Program
 - Restore New York Communities Initiative
- NYS HCR Main Street Program
- New York Forward
- New York Downtown Revitalization Initiative (DRI)
- PSEG Long Island Programs and Incentives for Businesses
- US Small Business Administration
- National Grid Cinderella Program

Natural Resources, Climate Change, and Resilience

- Cirrus Low Carbon Program
- Federal Tax Credits
 - Federal Solar Tax Credits for homeowners and businesses
 - Federal Tax Credit 179D for energy efficient commercial buildings
- FEMA
 - Building Resilient Infrastructure and Communities (BRIC)
 - Flood Mitigation Assistance Program
 - Hazard Mitigation Grant Program
- HUD CDBG
- Long Island Sound Futures Fund
- National Fish and Wildlife Foundation (NFWF) Conservation Programs
- National Grid Shovel Ready: Downstate Grant Programs
- NOAA
 - Coastal & Marine Habitat Restoration Project Grants
 - Marine Debris Removal Project Grants
- NYS DEC
 - Climate Change Grants
 - Climate Smart Communities Program
 - Municipal Zero-emission Vehicle (ZEV) Infrastructure Grant Program
 - Solid and Hazardous Waste Grants
 - Food Waste Reduction, Food Donation, and Food Scraps Recycling Grants
 - Water Protection Grants
 - Environmental Justice Grants
 - Environmental Cleanup Grants
 - Land and Forest Protection Grants
- NYS Division of Homeland Security and Emergency Services (DHSES)
 - Emergency Management Performance Grant Program
- NYS DOS
- NYSERDA
 - Clean Energy Communities Program grants
 - Flexible Technical Assistance (FlexTech) Program
 - Homeowners Program
 - Heating, Cooling, & Ventilation Programs & Incentives
 - Charging Station Programs and Initiatives
 - Community Solar Program
 - NY-SUN
- PSEG Long Island Programs & Incentives
- US Army Corps of Engineers (USACE)
- US DEP Office of Energy Efficiency & Renewable Energy
- USDOT
 - Charging and Fueling Infrastructure Discretionary Grant Program
 - National Electric Vehicle Infrastructure (NEVI) Program

Infrastructure and Utilities

- Nassau County Septic Environmental Program to Improve Cleanliness (SEPTIC)
- Nassau County Soil and Water Conservation District (NCSWCD)
- NYSDEC Water Protection Grants
- Environmental Facilities Corporation, Water Infrastructure Improvement (WIIA) & Intermunicipal Grant (IMG) funding
- Dormitory Authority of the State of New York (DASNY)
- Environmental Protection Agency (EPA)
 - Drinking Water State Revolving Fund (DWSRF)
 - STAG Program

Community Facilities and Historic Preservation

- DASNY
- Donald Stephen Gratz Preservation Services Fund
- Federal Tax Credits
 - Historic Preservation Tax Credit Program for Income Producing Properties
- Main Street America
- National Park Service (NPS) Preserve America Grants
- National Trust for Historic Preservation
- New York Landmarks Conservancy, Sacred Sites & Properties Fund
- New York State Council on the Arts' (NYSCA) Capital Projects Fund
- New York State Tax Credits
 - Historic Preservation Tax Credit Program for Income Producing Properties
 - New York State Historic Homeownership Rehabilitation Credit
- Northeast Heritage Economy Program
- NYS OPRHP
 - Connect-Kids-to-Parks Field Trip Grant Program (Connect Kids)
 - Environmental Protection Fund Grant Program for Parks, Preservation and Heritage (EPF)
 - NY SHPO Certified Local Government Program
 - Recreational Trails Grant Program
- Preservation League of New York & New York State Council for the Arts Preserve New York and Technical Assistance Grant (TAG) programs
- William G. Pomeroy Foundation, Historic Marker Program

ERRATA SHEET
for
City of Glen Cove
Smart Growth Comprehensive Plan with Sustainability Elements
(Adopted 7/23/24)

Corrections are shown with red strikethrough to indicate deletions and red double underline to indicate additions.

Page 69. “3.3. Consider TOD overlay zones or floating TOD zones by the Glen ~~Cove~~Street and Sea Cliff LIRR stations.”

Page 213. “The Shell House”

“The Shell House ~~was~~is originally the home of the captain of J.P. Morgan Jr.’s yacht. It ~~was~~is located on a beachfront property on the former Morgan Estate on the northwest shore of East Island. The house’s core was built around 1850-1875 as a coastal post house in the Norman style. A large Tudor Revival-style addition was added in 1910 and converted to residential use. ~~All~~The main estate buildings, except for the Shell House and ancillary structures, ~~was~~were demolished in ~~the 1980~~1970s and redeveloped as single-family residences. The house was designated to the National Register in 1988- ~~and it~~ has since been dramatically altered~~demolished~~.”

Page 237. “Goal 3.3. Consider TOD overlay zones or floating TOD zones by the Glen ~~Cove~~Street and Sea Cliff LIRR stations.”