

Glen Cove is a prime example of the mature suburb that might achieve an even better quality of life for its residents, as an example of “New Suburbia”.

2 Glen Cove Today

Glen Cove is located in Nassau County, between Hempstead Harbor and Oyster Bay, facing the Long Island Sound. Glen Cove is accessible by the Long Island Expressway and Northern State Parkway via State Route 107 (Arterial Highway) and Glen Cove Road. The Long Island Rail Road and the Metropolitan Transportation Authority / Long Island Bus System provide public transportation.

It is no surprise that numerous movies have been filmed in Glen Cove³. The city’s beautiful landscape and its distinctive built environment represent the best of what Long Island has to offer. Glen Cove is an attractive waterfront community with a variety of housing opportunities, excellent natural resources, and a great quality of life. Because Glen Cove is fortunate to have a broad array of assets, it must attend to the issues and opportunities that are associated with a highly desirable place to live, such as growth management and open space preservation. It is a critical time for Glen Cove and its residents to decide how it will preserve and leverage existing assets to make critical improvements while, at the same time, creating meaningful new resources. The Master

Both Sabrina films were shot in Glen Cove (1954, 1995)



3. Chronologically: Sabrina (1954), North by Northwest (1959), Where’s Poppa (1970), A New Leaf (1971), Annie Hall (1977), Hair (1979), Arthur (1981), Hello Again (1987), Batman Forever (1995), Sabrina (1995), Meet the Parents (2000).

Plan and accompanying implementation strategy will be crafted on Glen Cove's authentic strengths and opportunities rather than planning truisms.

HISTORY⁴

Glen Cove has a rich recorded history, dating to 1668 when Glen Cove's first European settlers purchased the area from the Matinecock Indians. Recognizing the economic potential of the creek and harbor, these early settlers constructed a sawmill and a gristmill at what is now known as Glen Cove Creek. The mill produced lumber that was transported by boat to New York City for construction. With its success, the harbor and village grew, and in less than a decade after its settlement, the community of **Musketa Cove**, as it was originally known, had its own town government, constable, and Justice of the Peace. Additional industries joined the lumber mills over time, and in 1829 a daily steamboat run was established between Musketa Cove and New York City. Confusion over the community's name – prospective residents and visitors thought that "Musketa Cove" referred to a prevalence of mosquitoes – led to a decision in 1834 to change the name to Glen Cove.

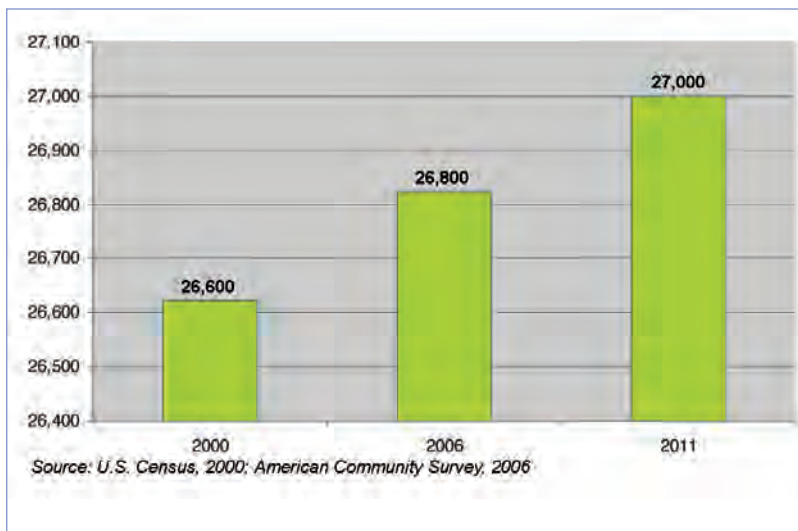
By the late 1850's, steamboat operation between New York and Glen Cove was in full swing, and Glen Cove became a resort community. By the time of the Civil War, there were half a dozen major hotels in Glen Cove, most near the steamboat landing at the foot of Landing Road (within present day Morgan Memorial Park). A number of "oyster saloons", taverns, and boarding houses opened in the Landing. The community catered to wealthy New York City residents who were beginning to build summer homes.

By the beginning of the 20th century, Glen Cove saw an influx of wealthy industrialists, bankers and other New York City business people who built lavish estates, many along the waterfront. JP Morgan purchased the entire East Island where he built a palatial home. Charles Pratt of Standard Oil built a home in Glen Cove, as well as homes for seven of his children. Department store magnate Franklin Winfield Woolworth built Winfield Hall on Crescent Beach Road.

4. The overview of the history of Glen Cove is based upon and quotes from: "History of Glen Cove" by Antonia Petrash, Carol Stern, and Carol McCrossen.

In 1917, Glen Cove was officially designated as a City, marking a separation from the Town of Oyster Bay. Following the end of World War II, Glen Cove and other areas of Nassau County saw an influx of migrants from the five boroughs of New York City, especially Brooklyn and Queens, who left their urban dwellings for a more suburban setting.

Today, Glen Cove is a mature suburban community, very much like other “First Suburbs”. (See the sidebar on the next page.) Most of the housing inventory is in excellent condition, but distressed residential buildings in need of rehabilitation do exist. The mix of land uses in Glen Cove is wide relative to its size and population, ranging from the industrial uses along Glen Cove Creek to bucolic estates and protected natural areas, and from single-family residential neighborhoods to the mixed-use character of Downtown. Institutional uses – schools, churches, hospitals and the like – play an important role in both the physical and social character of the community.



PEOPLE

Approximately 27,000 people in 9,500 households live in Glen Cove⁵ – up only a rounding figure from the year 2000. (See Figure 2, *Population Trends*.) Barring major development, the population and number of households will continue to grow only incrementally at far less than 1 percent per year.

But this numeric stability belies Glen Cove’s unique history of immigration. Glen Cove was part of the original Gold Coast of gorgeous mansions proximate to the Long Island Sound. The Harbor and Creek

were a major place for shipping and industry. The Irish, Italian and Polish immigrants who came to build and maintain the estates as well as to work in the mills and harbor settled in Glen Cove. This created one of the most ethnically and economically diverse communities on Long Island.

Figure 2: Population Trends

5. American Community Survey, 2006

FIRST SUBURBS

While notable for its long history of coastal trade, the City of Glen Cove was transformed into a “First Suburb” after World War II. Nationally First Suburbs developed as the bedroom communities supporting the economy centered on an adjacent or closely proximate city. They tended to lead the nation in terms of housing value, educational attainment, and income. Population growth in First Suburbs took place primarily in the 1950s. While they used to be very homogeneous, they are now much more diverse. First Suburbs are older, inner-ring communities now facing many of problems familiar to central cities. Inner-ring or “first” suburbs are the suburbs adjacent to or located in close proximity to a major city.

Ten Characteristics of **American First Suburbs**... and how they have changed between their emergence in the 1950s and today:

Population. Overall, from 1950 to 2000, First Suburbs grew twice as fast as the national rate—with most of this growth occurring several decades ago. Today, nearly one-in-five (20 percent) Americans live in First Suburbs, up from about one-in-eight (12 percent) in 1950.

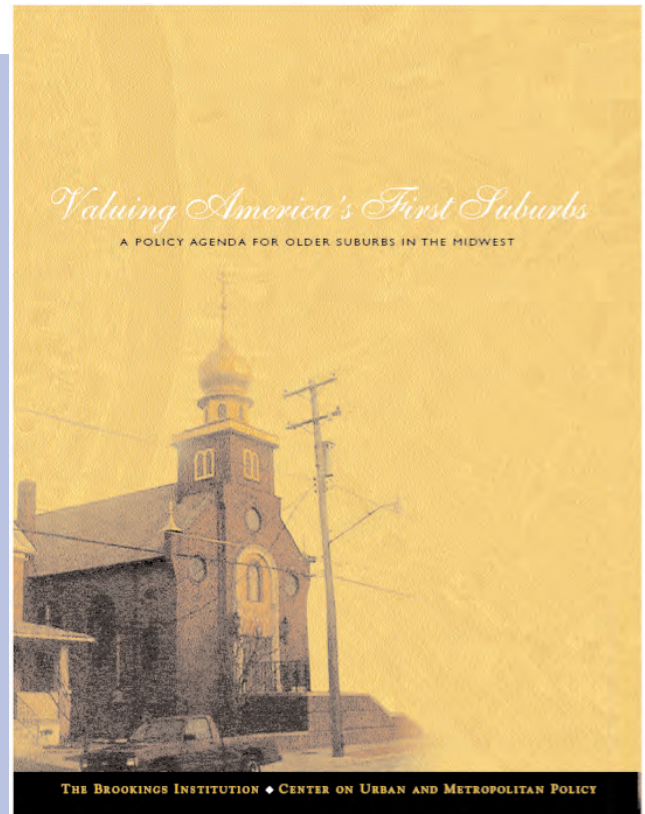
Race and ethnicity. While in 1980 racial and ethnic minorities made up a smaller share of First Suburban population than the American population generally, the opposite was true by 2000.

Immigration. More and more, First Suburbs are now destination points for immigrants to the United States. In 2000, almost 29 percent of America’s foreign born lived in First Suburbs.

Age. The elderly populations in First Suburbs increased at a rate double the overall First Suburban population growth. There are 5 million more elderly residents over 65 in First Suburbs than there were in 1950. Since 1970, the total number of children in First Suburbs barely grew at all.

Household type and size: From 1980 to 2000, the increase in traditional married households with children in First Suburbs was less than the increase in female-headed households with children. The number of so-called non-family households is now greater than any other type.

Housing: The homeownership rate and average home value in First Suburbs has always been high. (Nassau County had an average home value of more than double the national average in 2000, and still has the highest homeownership rate among all American First Suburbs, at over 80 percent in 2000.)



Education: Educational attainment rates for First Suburbs have always been high. However, there are stark racial variations.

Income: While First Suburbs are very wealthy with relatively low rates of poverty, warning signs loom: median income did not grow in First Suburbs during the 1990s, poverty rates vary greatly by race, and concentrated poverty is increasing at an alarming pace.

Employment: First Suburbs’ labor force participation rate has generally been very high while unemployment is very low. More First Suburban residents are employed in management and professional jobs than any other category. (In 2000, Nassau County was one of nine First Suburbs with median incomes more than 50 percent higher than the national median.)

Commuting: Overall transit use for commute trips dropped in First Suburbs since 1970 while automobile use increased. (Nassau County ranks fifth among First Suburbs whose commuters utilize transit, at 16 percent.)

This text is drawn from: Puentes, Robert and David Warren, One-Fifth of America: A Comprehensive Guide to America’s First Suburbs, Brookings Press, Washington DC, 2006.

Rapid suburbanization in the automobile age that followed World War II led to more development as subdivisions were built – often on the very estates that once defined the landscape of Glen Cove. Chain migration⁶ meant that the community remained ethnically diverse, though the classic suburban family (a working father, homemaker mother, and several kids) became the prototypical Glen Cove household.

Moving into the 1990s, aging in place broke down this stereotype, as parents stayed in their homes even as their children grew up and moved out. Along with divorce, cohabitation and child bearing later in life, more diverse household types gained in proportion and number. Wherein 90 percent of Glen Cove’s dwelling units are in detached housing, a more modest 70 percent of the households are characterized as “families” – i.e., with children.

Moving into the 2000s, a new wave of migration is making Glen Cove’s population all the more diverse. Racially and ethnically, 67 percent of Glen Cove’s residents are White, 20 percent Hispanic, 7 percent Black, and 6 percent Asian and other. (See Figure 3, *Ethnic and Racial Characteristics*.) The Hispanic population is majority Puerto Rican in origin but with heavy Cuban and growing Mexican and Central American representation. At 20 percent, Glen Cove’s Hispanic population is almost two times greater than Nassau County in general. (See Figure 4, *Hispanic Population*.) Regionally, roughly one-half of new immigrants to the United States are moving directly to the suburbs, rather than the traditional mode of moving first to the inner city. This is spurred by the fact that the suburbs are now major employment centers in their own right. At only 11 percent in 1990 and 20 percent in 2000, it is reasonable to assume that Glen Cove’s Hispanic population will continue to grow in proportion, number, and importance (as with school enrollment).

SCHOOL ENROLLMENT

School enrollment can be used to indicate how Glen Cove’s demographic profile is evolving. As of November 2007, there were slightly more than **2,900** Glen Cove youngsters enrolled in the Glen Cove school system (excluding pre-kindergarten, out-of-district, and Special Education students). Of these, **400** students were born outside of the United States, representing 14 percent of the total. These figures would be higher if the American-born children of immigrants were also numerated.

Source: Education Agency

Note: For reporting purposes, the State of New York considers a student an immigrant only if he / she is in the country three or fewer years, which would yield a lower 8 percent figure.

HOUSING

Glen Cove’s landscape is suburban with over 90 percent of the dwelling units in detached housing (as noted), but with an unusual amount of housing diversity therein. Glen Cove’s housing is predominantly comprised of single-family

6. Chain migration refers to the mechanism by which foreign nationals are allowed to immigrate by virtue of the ability of previous adult immigrants who gain citizenship to send for their adult relatives.

detached residential dwellings (55 percent in 2000⁷), but with more housing diversity than usual for Nassau County (where over 75 percent of the units are single-family detached homes). The scale of housing is low, with a preponderance of two-family dwellings (20 percent) and three-family dwellings (18 percent), as opposed to apartment buildings of four or more units (7 percent). In comparison to Nassau County, Glen Cove contains a smaller percentage of owner-occupied units (58 percent versus 80 percent) and a larger percentage of renter-occupied units (41 percent versus 19 percent). (See Figure 5, *Rental versus Ownership Housing*.) Though the rental formats are generally in low density two- and three-family formats, there appears to be a significant absence of owners on the premises. (Instead of 58 percent owner occupancy, the total should have been 71 percent, if all of the single-family homes were owner-occupied, along with one-half of the two-family units owner-occupied and one-third of the three-family units.)

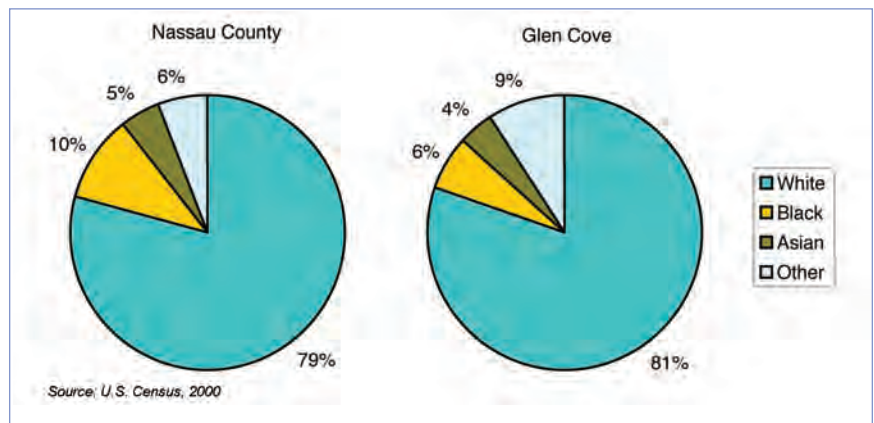


Figure 3: Ethnic and Racial Characteristics

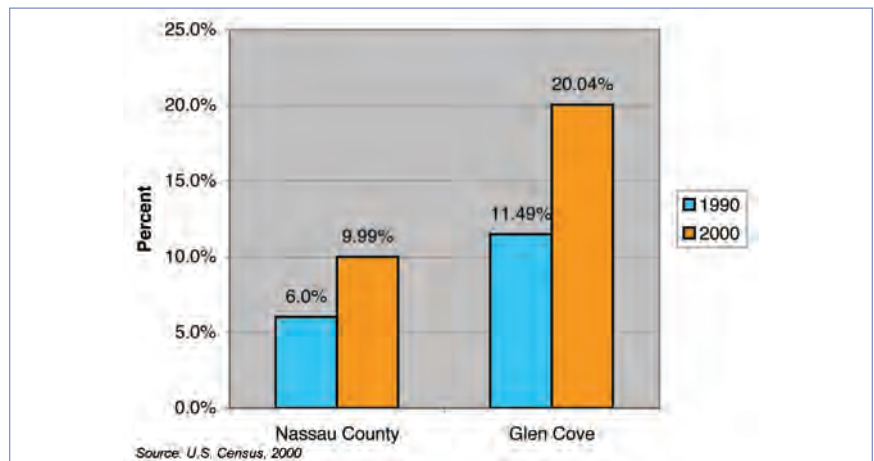
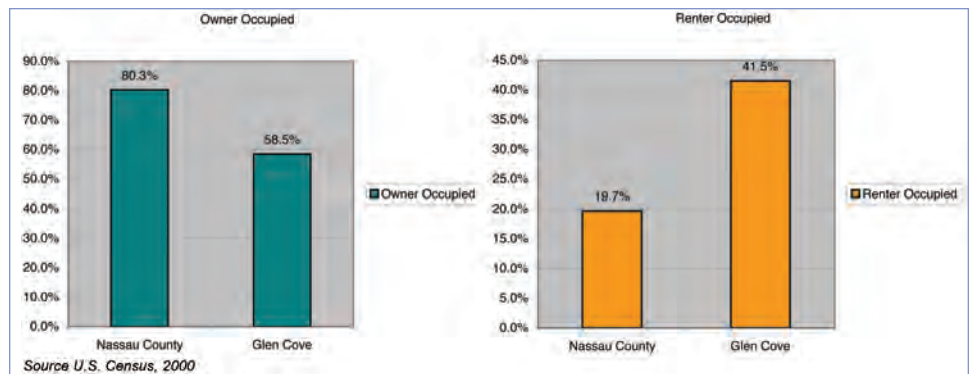
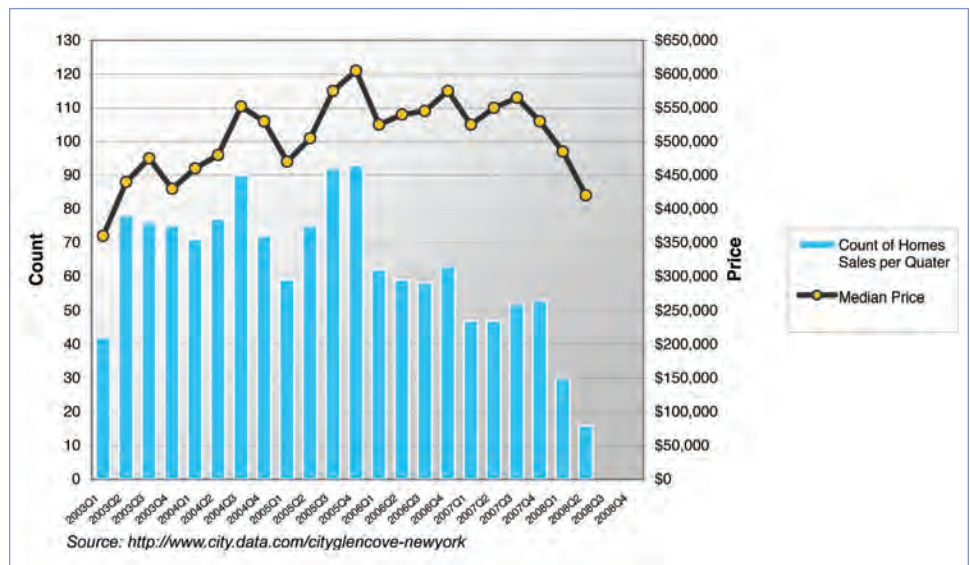


Figure 4: Hispanic Population

While Glen Cove's economic and racial diversity are reflected in population and housing data, home valuation numbers point to the wealth of some Glen Cove residents, as well as the potential difficulties many Glen Cove residents face in finding affordable housing. In 2000, the median value of owner-occupied housing units in Glen Cove exceeded that of Nassau County (\$260,000 versus \$250,000). Spring 2007 documentation produced by Legislink, indicated that the median selling price of homes in Glen Cove from January 2006 to March 2007 was \$540,000. (See Figure 6, *Real Estate Values*.)

While the market value of housing in Glen Cove may be out of reach for a number of residents, Glen Cove also happens to contain a larger share of affordable

7. Not all detached housing in Glen Cove is a single-family residence. Two-family houses can also be detached structures and make up 20 percent of the detached housing inventory in Glen Cove.

Figure 5: Rental versus Ownership Housing**Figure 6: Real Estate Values**

units than other communities on the North Shore. Glen Cove is currently home to 340 Federally subsidized (Section 8) units and 250 affordable units administered by the City of Glen Cove Housing Authority for a total of 590 units. (The number of Section 8 housing units and the Housing Authority Housing units are not overlapping.) In the works is a plan to complete a mixed-income development on former Housing Authority property to provide an additional 20 Section 8 home ownership units, and 20 workforce housing units. This would bring the total inventory of affordable housing to 630 units, representing approximately 6 percent of all units in Glen Cove.

ECONOMY

From its founding in 1668, Glen Cove's industrial and economic base centered on **Glen Cove Creek and Downtown**. Initially, Glen Cove's economic base was com-

prised of mills along Glen Cove Creek, next to Hempstead Harbor. By the mid 1800s, Glen Cove diversified with tourism and further with building and maintaining the summer estates of wealthy New Yorkers. (Construction-related trades were important then in Glen Cove as is the case, now, in the Hamptons.) It was also during this time – coinciding with the Industrial Revolution – that Glen Cove Creek fully developed into a hub of heavy industry. Nearby Downtown flourished as the juncture of Glen Cove’s employment center, the nearby homes of a workforce that walked to work, major access roads, a bridge across the Creek (now buried below Bridge Street), and a steamboat ferry. Downtown was simply at the place with the greatest number and concentration of people working, visiting, and living in Glen Cove.

This robust economic activity declined over the subsequent decades. Shipping shifted away from water first to freight rail (which the port lacked) and then to interstate highways (which the port is remote from). The Long Island Expressway allowed the resort area to move even further away from New York City to the Hamptons – the new Gold Coast. In the automobile age, the “strip” and shopping centers became more convenient. The building boom ended once the community was largely built out with suburban housing. **Glen Cove is now a bedroom community, in which 70 percent of its residents commute out to white collar employment centers on Long Island and in New York City.** Most workers in Glen Cove travel alone by vehicle, with an average commute time of approximately 30 minutes.

The land use impact of these trends is significant. In reverse order from above: Downtown has sustained itself and it remains Glen Cove’s center of gravity for population and transportation, however weaker than before. Tourism’s equivalent is presently represented by the reuse of Glen Cove Creek and Hempstead Harbor for pleasure craft, and by the reuse of many estates for institutions and a conference center. Industry and offices have a better chance of survival further to the south in Glen Cove, more convenient to highways (and thus for trucks as well as to a larger labor pool). The land at Glen Cove Creek is characterized more now for the remediation of vacant and contaminated industrial sites in preparation for mixed-use redevelopment than its potential for industry; though what industry remains has proven durable and includes, as well, public maintenance yards and the sewage treatment plant.

The City has recognized these trends (which reflect national market trends), and has acted proactively to protect and bolster Glen Cove's economic base. In Downtown, the City undertook streetscape improvements and construction of public garages. The City has employed zoning that promotes recreational uses on the waterfront, and has been supportive of adaptive reuse of the estates.

Mindful that industry will not return to the heyday of the Industrial Revolution, the City has also recognized the need to embrace the rebirth of the Glen Cove Creek waterfront with new forms of development. The Glen Cove Industrial Development Agency and Community Development Agency (IDA/CDA) have worked to promote mixed-use development on the north side of Glen Cove Creek, mindful that luxury housing can provide and support significant public parks and amenities.

The importance of a balanced economy is present in the 2000 Census job and income numbers, which showed that Glen Cove's average and median household income levels (\$73,000 and \$57,000, respectively) are substantially lower than those of Nassau County (\$95,000 and \$72,000, respectively). Further reflective of these numbers is the fact that the number of service workers in Glen Cove well exceeds that of Nassau County (20 percent versus 13 percent), which is also indicative of the percentage of white collar workers Glen Cove versus Nassau County (61 percent versus 71 percent). (See Figure 7, *Occupational Profile*.)

LAND USE

Glen Cove is a predominantly residential community. (Compare Map 9, *1960 Land Use* with Map 10, *Current Land Use*, on pages 38 and 39.) The relatively small portion of non-residential uses are within the southern section of Glen Cove, centered on Downtown and along major thoroughfares. A number of Glen Cove's public beaches and parks are located within the northern section of Glen Cove, consistent with the extent of waterfront and the large natural land preserves and former estates. (See Map 8, *Development Framework* and Table 1, *Land Use Distribution*.) For most of Glen Cove, land use is relatively stable in the big picture, with the basic pattern much the same over the span of the past 50 years. The major areas of change relate to the area along major thoroughfares, around Downtown, and at the Glen Cove Creek waterfront, where there has been some flux in use. Part of this flux has to do with the mixing and churning of

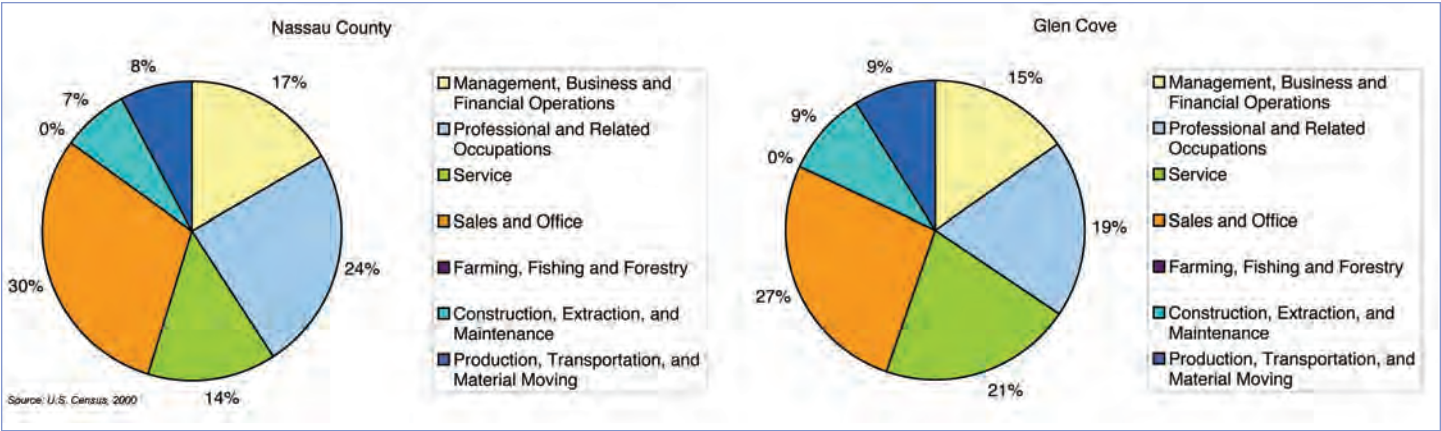


Figure 7: Occupational Profile

various uses: housing of a full range of densities, retail oriented to pedestrians or vehicular drivers, and industry of differing economic value.

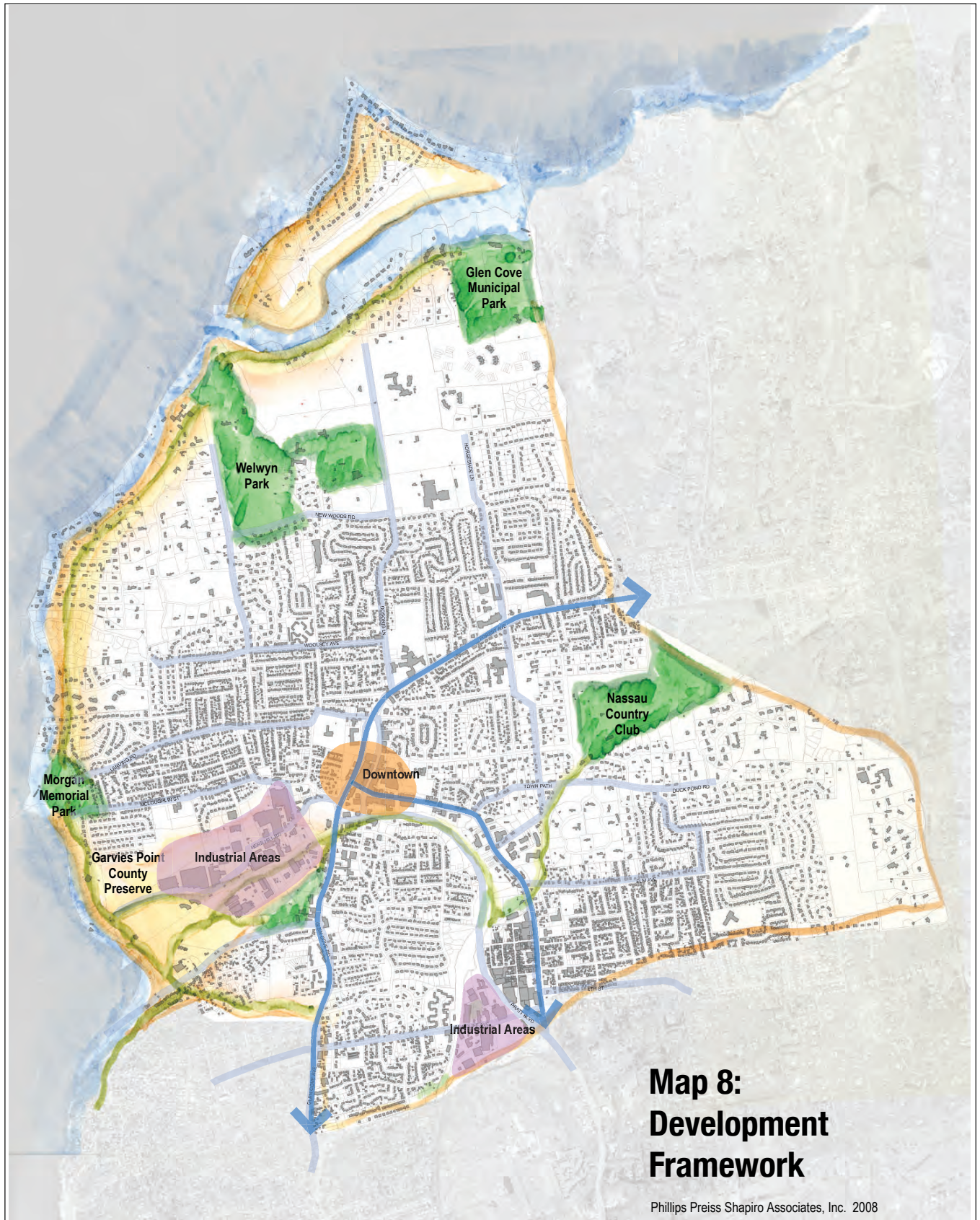
Although Downtown and other neighborhood commercial nodes historically contained a mixture of residential and non-residential uses, Glen Cove is overwhelmingly single use. If the City were to

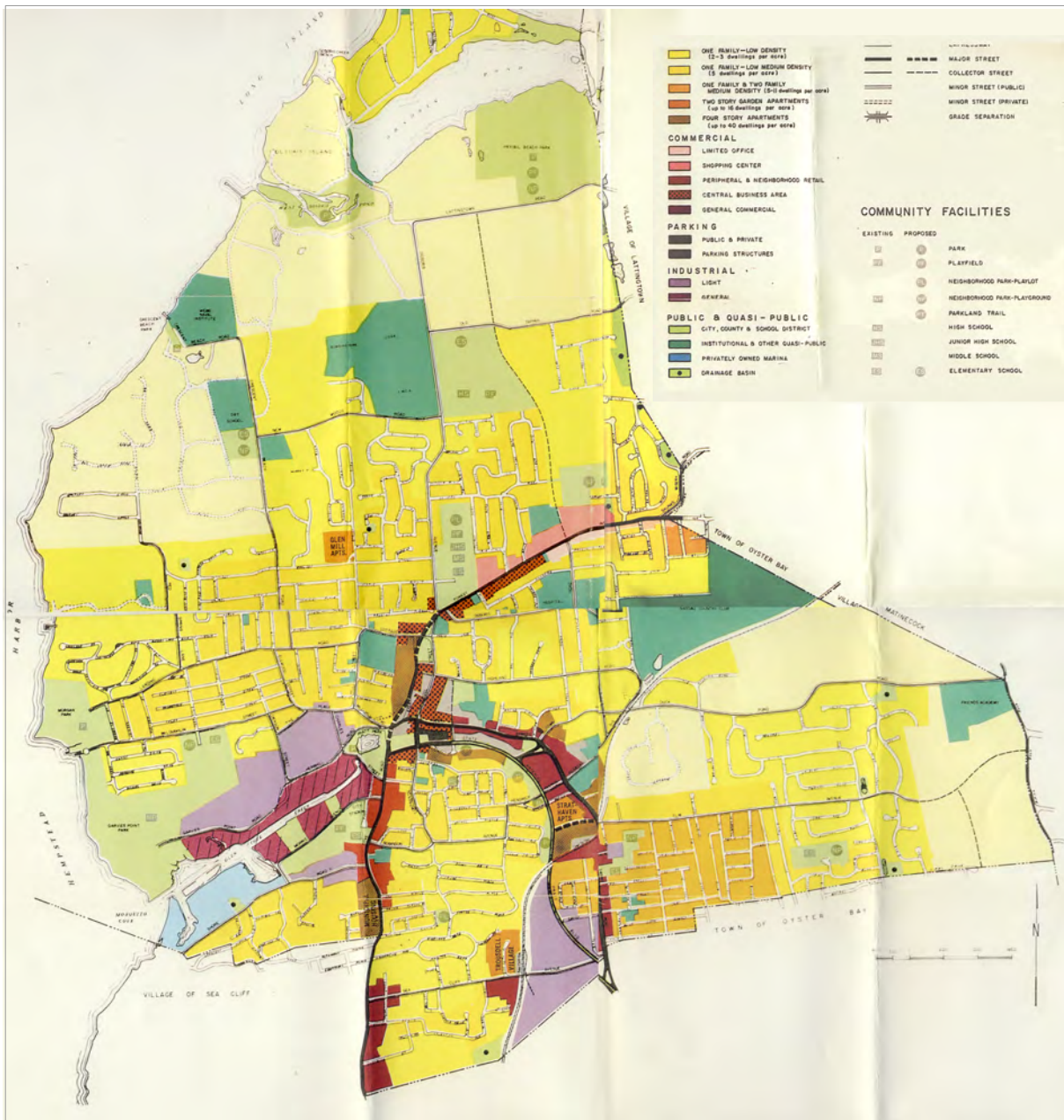
| Table 1. Land Use Distribution | | |
|--------------------------------|------------|------------|
| Use | Land Area | Parcels |
| Residential | 68 percent | 91 percent |
| Commercial | 5 percent | 5 percent |
| Industrial | 3 percent | 1 percent |
| Mixed-use | 1 percent | 1 percent |
| Vacant, parking, utility | 3 percent | 1 percent |
| Parks, recreation | 12 percent | 1 percent |
| Community/institutional | 9 percent | 1 percent |

Source: GIS map, PPSA 2008

permit as-of-right mixed-use development, Downtown and some additional commercial corridors contain the greatest potential for mixed-use development. This is based on the appropriateness of the mixed-use typology in a variety of busy locations, as well as the potential to reuse existing buildings that either contain vacant upper floors or have the capacity for expansion.

In addition, one of the major issues that must continually be addressed in Glen Cove is the preservation of its existing light industrial pockets. Now that the character of Glen Cove Creek will emerge in a park, marine and residential, rather than industrial manner, the preservation of jobs is even more important. Light industry currently exists along Sea Cliff Avenue and within the Orchard neighborhood. It is imperative that industrial zoning be kept in place to draw in business and keep at least some non-service employment opportunities.





Map 9: 1960 Land Use

The City of Glen Cove, New York

