

Downtown Glen Cove is the historic heart of Glen Cove. Downtown is a predominantly low-scale, commercial environment. The City can leverage the existing resource to attract a broader array of shopping and entertainment options.

5 Downtown

Downtown Glen Cove has great features that most suburban shopping areas lack. The City Hall, Justice Court, Post Office, Public Library and other civic uses help define the character of Downtown. Its walkable framework, historic buildings and “mom and pop” stores give Downtown a “small town” quality. Long-time stores, services and restaurants contribute positively to the Downtown’s image and sense of community. New businesses (such as the ethnic food stores and restaurants) could have the same effect: draw more people to Downtown for goods and services not found in other North Shore communities. Downtown continues to serve as the center of civic and commercial activity in Glen Cove.

Throughout the Master Plan process, residents, Master Plan Task Force members, and the business community have provided specific feedback about how Downtown succeeds – or falls short – as a great community resource. While Glen Cove residents are generally pleased with what Downtown now offers, many people expressed that they also would use Downtown more frequently if it had a broader range of stores and services and was more active at night. Further focus was placed on the physical appearance of Downtown. In the Residents Survey, residents strongly believe that there should be a greater investment in Downtown improvement efforts. Sixty (60) percent of residents indicated that the City should spend more; and 55 percent said it was important to improve the appearance of commercial uses.

Such investment is likely to succeed. The building blocks exist to improve Downtown after several decades of stagnation. Physically, there is a great opportunity to create a more unified form of eclecticism, improve building conditions, and create additional assets. Socially, Downtown remains the common meeting ground for Glen Cove residents of different ages, ethnicities, incomes and backgrounds. Marketwise, new and prospective private investment in Downtown and the adjoining waterfront prove Downtown's viability as a location. Given its walkable qualities, the nearby availability of commuter rail and prospectively high-speed ferry service, and Downtown's proximity to an ever-more dynamic waterfront, Downtown is one of the few areas of Glen Cove where this Master Plan recommends higher density development; everywhere else, the Plan's intention is to reign in development so as to preserve neighborhood character.

In our view and that of Urbitran Associates (a division of DMJM Harris\AECOM) – which prepared the *Glen Cove Downtown Gateway Revitalization Plan* in tandem with this comprehensive planning effort – the answer lies in building up Downtown's niche as a cultural, entertainment and dining destination. Both Glen Cove's local movie theater and the recreational offerings of its adjoining waterfront (*discussed in Chapter 6, Waterfront, Parks and Natural Resources*) are the foundations for this approach. Further actions include promoting "downtown living" to boost Downtown's vibrancy; as well as linkages to the waterfront to improve Downtown's image and attractions; and especially physical improvements to bolster Downtown's walkable, historic and social sense of place.

Considering these factors, the following goal and seven objectives have been set for Downtown Glen Cove:

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.

1. Protect and enhance Downtown's historic scale and character.
2. Enrich the mixed-use character of Downtown.
3. Create an "arts and entertainment" district.
4. Enhance walkability and amenities.

5. Support the business community's revitalization efforts.
6. Address perceived and actual parking problems.
7. Improve connections to the rest of Glen Cove.

DESCRIPTION

The center of Downtown is generally defined as the intersection of Glen Street and School Street. Glen Street and School Street have each historically acted as Glen Cove's "main street", and thus contain characteristics most similar to traditional shopping districts. (*See Map 18, Downtown.*)

Unlike most business districts (which are at a simple crossroads), Downtown Glen Cove has a unique configuration of streets with multiple gateways. These include Glen Cove Avenue from the south, Glen Street and Pratt Boulevard from the east, and School Street and Brewster Street from the north. Each of the gateways is in need of additional landscaping and other treatments to signify entry into an important district.

There is no gateway from the west, as such. Whereas Downtown owes its location to Glen Cove Creek and its former industries and shipping, Downtown now has a tenuous physical relationship to the waterfront due to the traffic and width of Brewster Street / Glen Cove Avenue, as well as the confusing mash of streets. This is largely but not fully addressed by improvements to the intersection of Pratt Boulevard and Brewster Street / Glen Cove Avenue, and the Charles Street Bridge project.

In regard to the existing uses in Downtown, parking is the dominant land use; offices and retail (inclusive of restaurants) are the dominant building uses. (*See Table 5 and Figure 9, Downtown Uses on page 91.*) The underlying zoning consists mainly of parcels in the Downtown core (the B-1 Central Business District). The purpose of the B-1 District is to support and help preserve the sense of place associated with Downtown as a center of commerce. The standards are intended to support a pedestrian-friendly and community-wide business, government, entertainment center; with uses that service both Glen Cove and surrounding communities. Permitted uses in the B-1 District include typical business district land uses,

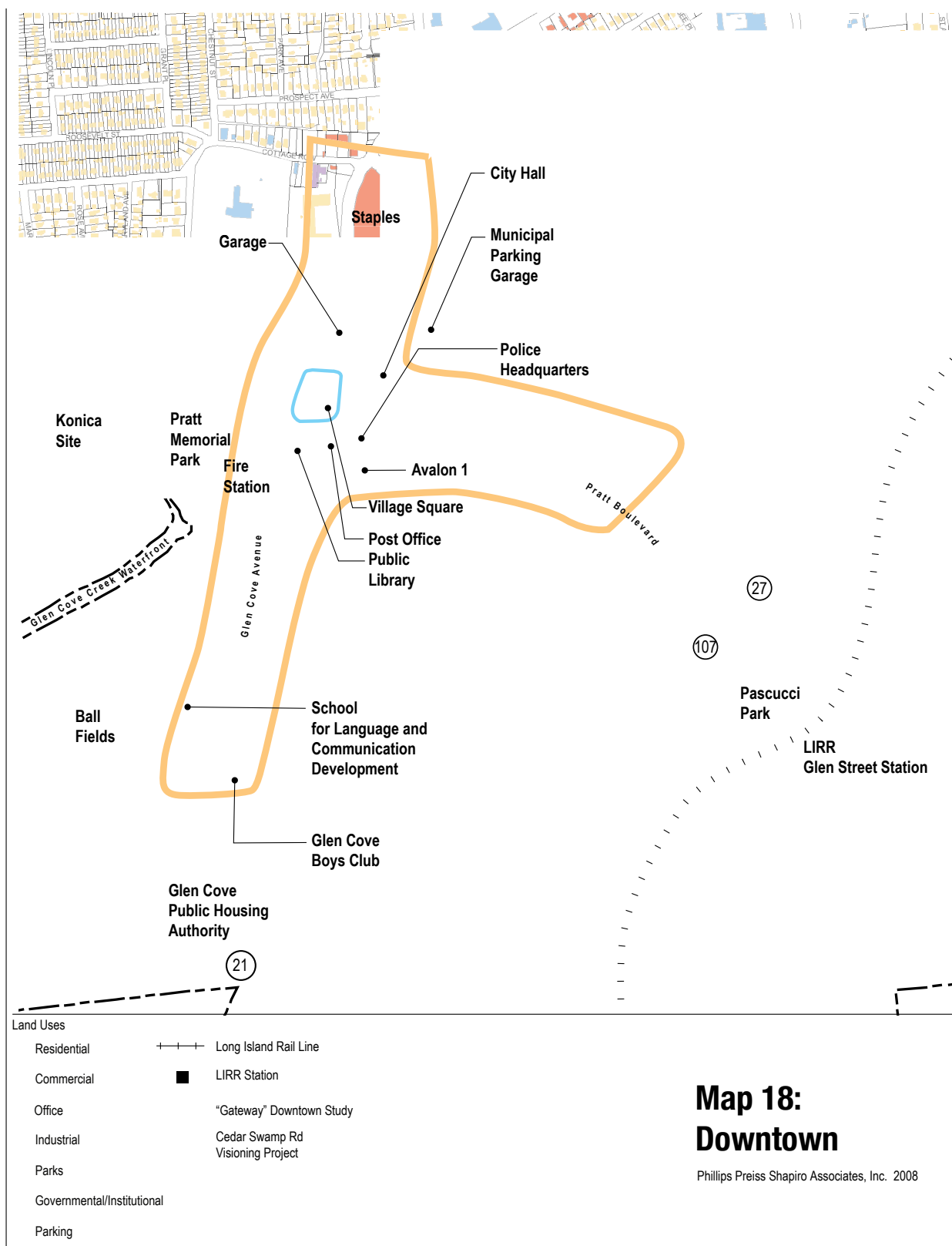
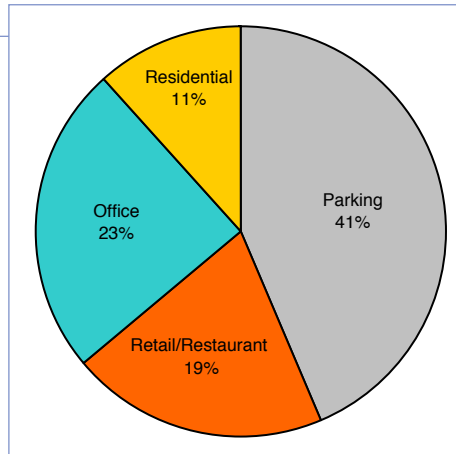


Table 5 and Figure 8: Downtown Uses

<u>Use</u>	<u>Square Footage*</u>	<u>Percent of Total</u>
Retail, non-restaurant	255,000	26%
Restaurant	74,000	7%
Office, non-medical	279,000	28%
Office, medical	98,000	10%
Municipal and Community Facilities	94,000	9%
Auto, non-sales	15,000	2%
Residential	178,000	18%
Subtotal (rounded)	1,000,000	100%
Parking (structured and surface lots)	<u>690,000</u>	
Total (rounded)	1,680,000	100%

Source: Urbitran Associates (a Division of DMJM Harris / AECOM), 2008



such as retail, some entertainment, offices, and surface and structured parking facilities. Additional entertainment uses, hotels and multi-family housing are allowed by special permit.

While the B-1 District permits an overall mixture of land uses found within central business centers, upper-story residential units are not permitted. Neither is mixed-use residential development as-of-right. Multi-family build-

ings are further restricted from School Street between Highland Road and Glen Street, and from Glen Street between School Street and Pulaski Street. There are only a few exceptions to this general proscription of housing. The R-6 District, also located in Downtown, was created to permit mid-rise apartment dwellings and professional offices. As such, residential development has emerged in a couple locations. But in general, the overwhelmingly non-residential character of Downtown and the absence of permanent residents have resulted in a relatively quiet atmosphere following normal business hours. Residential development is usually a key ingredient to a thriving and vibrant, "sixteen/seven" environment. (The Downtown should be active during the evening hours, but not 24 hours a day: residents who live above downtown stores would not find such round-the-clock activity desirable.)

MARKET SUPPORT

Retail

Without an understanding of the existing and future market demand for land uses in Glen Cove, the discussion of how and where Downtown could choose to grow is incomplete. There is little point of building consensus about accommodating growth if residents and officials are without a solid understanding of how much, where, and in what form, that growth could occur.

Current zoning standards suggest that Downtown could add a substantial

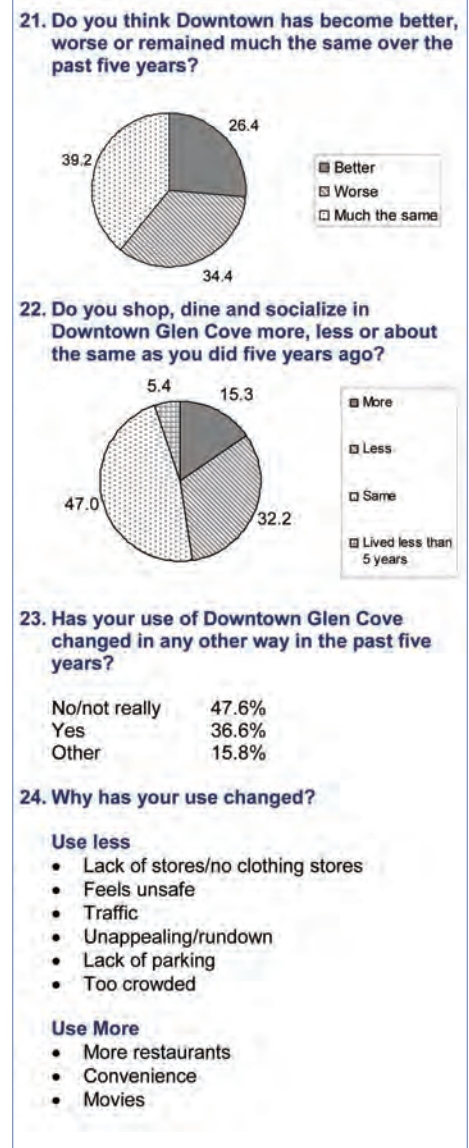
amount of new development. While this provides an understanding of what is theoretically possible, the City needs to account for economic realities when planning for the future. Market analysis allows for a better understanding of the specific amount of additional space the City could expect to attract and support and the types of uses that can be expected as part of new development.

According to the *Downtown Gateway Revitalization Plan*, about 700,000 square feet of the 990,000 square feet of Downtown is comprised of offices, retail, and restaurants. The vacancy rate is low (at 7 percent) with limited business turnover. But only 330,000 square feet – representing 33 percent of the built area (excluding garages).

The businesses in Downtown – mostly restaurants, offices and services – do not draw regional shoppers and provide limited opportunities for local shoppers. This conclusion is supported by results from the Residents Survey, which indicated that 36 percent of residents perform quick errands Downtown, a surprisingly high 36 percent visit doctors or lawyers in the area, only 22 percent buy groceries, and a very few (4 percent) purchase items such as furnishings or clothing Downtown. The Residents Survey data also indicates a general dissatisfaction with the retail options in Downtown, and thus a resulting loss in local shopping dollars to other locations. The Residents Survey indicated that 66 percent of Glen Covers felt the number and variety of stores were poor or very poor. While Glen Cove residents may dine or watch a movie in Downtown Glen Cove, local spending on a variety of other goods and retail items is occurring elsewhere. (See Figure 9, *Residents Survey: Downtown Responses*.)

As far as the overall spending power of Glen Cove citizens, the 2000 Census indicates that median household income and average household income in Glen Cove are in the area of \$20,000 lower than Nassau County. (The median household income was \$56,000 in Glen Cove versus \$72,000 in Nassau County's, though the median household income in Glen Cove is approximately \$10,000 greater than New York's. In further comparison to the Nassau County, Glen Cove has a greater proportion of modest-income residents, households without cars, service and blue-collar workers, and residents without the equivalent of a high school education. These factors mean that on average Glen Cove residents have less spending power for comparison items (e.g., clothing, furniture and jewelry) than residents

**Figure 9: Residents' Survey:
Downtown Responses**



within surrounding areas. Considering the regional competition that exists for retail dollars, this shapes the character of retail development in Downtown.

However, the population of Glen Cove increased by 2,400 people (10 percent) between 1990 and 2000 – a faster rate than Hempstead, Oyster Bay and Nassau County; and the Long Island Regional Planning Board expects Glen Cove’s overall population to increase by another 3,000 people (9 percent) by the year 2030. Other telling statistics of Glen Cove’s population in comparison to Nassau County’s include a higher proportion of adults in the 25 to 34 year old category, and a higher percentage of single-person households. Not only does a growing population potentially increase dollars spent in the local economy, but younger individuals and single-person households generally have greater disposable income, providing an advantage to Glen Cove.

A common rule of thumb suggests that the average person generates 25 square feet of retail space for normal shopping activities (e.g., groceries, clothing, furniture). Assuming that the primary market population for Downtown is comprised of Glen Cove’s population of approximately 27,000, then a demand for about 675,000 square feet of retail is expected. Considering the usual dispersal of shopping dollars throughout the region (confirmed locally in the Residents Survey which indicated that most residents do most of their shopping outside of Glen Cove), the Glen Cove population can conceivably support around 120,000 square feet of retail Downtown. This number could be increased to 200,000 square feet when factoring in office workers and potential new Downtown and waterfront residents, and to 250,000 square feet when further factoring in the additional 3,000 residents expected by 2030.

“The greatest asset a city or neighborhood can have is something different from every other place.”

Jane Jacobs

Moreover, if the trade area were expanded to a 2.5-mile radius from Downtown, the target market population would not only increase in size (by approximately 50,000 people all told), it would vastly increase in spending power due to the greater affluence of Glen Cove’s surroundings.

The trick in capturing these extra, *larger trade area* dollars in Glen Cove rests in (1) developing a discernible market niche with venues that visitors would rarely find in other

North Shore communities; and in (2) creating a high quality and enjoyable environment worth a visit on its own merit. Downtown Glen Cove faces stiff regional competition in the market for comparison retail from Americana Manhasset (Miracle Mile), Roosevelt Field, and big box development on Old Country Road, not to mention “do not compete” clauses (especially Americana Manhasset) that preclude many retailers from locating within a ten-mile radius of an existing location. Thus, Downtown Glen Cove falls into the “Main Street shopping experience” market niche, with competition from other traditional downtowns in Huntington, Oyster Bay, Port Washington, and Roslyn. In this context, it is essential that Glen Cove should leverage *its* assets; Downtown improvements and additions should be authentic. Glen Cove should not aspire to become another Huntington (etc.), but should create a strategy to differentiate itself from these municipalities. In this strategy, the City should attempt to recapture some of the dollars spent by Glen Cove residents throughout the region, as well as find a way to capture a portion of the spending power of residents of surrounding municipalities.

The primary market niche should build on Glen Cove’s current assets. Largely due to the combination of worker and resident populations, as well as proximity to marinas catering (by definition) to a high-income population with disposable income, nearly one-third of Downtown retail businesses are eating and drinking establishments, and Glen Cove currently has a reputation for its collection of restaurants (not just in Downtown). Furthermore, the number of ethnic groceries and eateries are growing, particularly on Glen Street. As such, an opportunity is present to build the existing restaurant niche into a North Shore destination as a multi-cultural center: Hispanic as well as Italian (reflecting Glen Cove’s historic ethnicity), and ethnic as well as Yankee (reflecting Glen Cove’s historic boating activity). In fact, 2007 demographic data indicates that conservatively one fifth of the population is Hispanic or Latino, a far greater proportion than Nassau County. It should be noted that of all choices, Glen Cove residents identified restaurants as the “best” thing about Downtown Glen Cove, and 62 percent of residents indicated that the quality of restaurants and entertainment was good or very good.

Offices

In addition to retail, it is important to consider the market demand for offices



**Glen Cove South
Avalon Residential Development**

(which occupies 38 percent of all built space in Downtown) and housing (which although generally prohibited occupies 18 percent of all built space).

The office market is currently strong in Downtown Glen Cove, as witnessed by the fact that office rents are almost twice those of retail (\$24 compared to \$12, per square foot per year), and that as many residents go to Downtown for the offices as for running errands (36 percent each). The most evident components of the office market include the medical, legal, financial and architectural subsectors.

Office workers drive the weekday patronage of Downtown restaurants, complementing resident patronage over the weekend. However, ground floor offices (unlike retailers and restaurants) drain away from street level activity. In the Residents Survey, respondents indicated that the amount of office square footage Downtown appears sufficient (52 percent) or should decrease (17 percent). While this represents opinion not market demand, it points to a perception that the office market has been generally addressed and the question is more one of control than growth. Additional office development should likely take the form of mixed-use development, with retail on the ground floor.

Housing

Housing is not nearly tapped out as a use in Downtown. Glen Cove is a desirable place to live, and there is great development growth pressure. With its plethora of single-family suburban homes ideal for families, there is a growing demand for apartments targeted to Long Island's increasingly diverse population of young and senior couples and singles, many of whom seek alternatives to a more expensive and harder to maintain single-family house, within the same community in which they or their family already lives.¹⁰ The new Glen Cove South apartment building overlooking Pratt Boulevard in Downtown is effectively fully rented, with a vacancy rate of 8 percent. Its primary market is comprised of young professionals. This bodes well for Avalon's recently constructed building nearby on

10. "Long Islanders Would Trade Houses for Apartments" *Newsday*, January 22, 2008. Although the methodology and results of the study cited are subject to question, in the *Newsday* article, the fact that many Long Island residents want to down-size and reduce their mortgages points to a real estate trend. Also, many young adult Long Islanders live with their parents because housing is too expensive.

Glen Street, as well as for prospective residential development. Now that the rental market has proven a success, it may soon be possible to see condominium ownership projects in Downtown.

Increasing the residential population Downtown will, by definition, add to the market viability of Downtown retail and restaurants. This population is likely, for lifestyle reasons as well as convenience, to direct an unusually high proportion of their spending to Downtown's convenience (daily living), comparison (consumer goods), and dining offerings.

This policy will require careful execution. While the first Avalon project has been a market success, it is generally viewed as an aesthetic failure. A number of residents expressed concerns about a number of factors in addition to unsatisfactory design: more congestion in the community with any residential development, more competition for public parking spaces, loitering and other such activities, more children, and hence higher school enrollment taxes.

There are technical solutions to most of these challenges. The City can employ well-tested design mandates to generate superior urban design. Downtown offers the chance to walk to services and shuttle to transit. While most parking will still, for market reasons, be provided on-site, some off-site resident parking in public garages would dovetail with office parking that empties out at night and over the weekends. (This is one type of "shared parking".) The housing can even generate more income to better maintain public parking. The population generally seeking downtown living is overwhelmingly comprised of people before or after parenting school-age children, and a unit size limit (to two bedroom/dens) can further discourage larger families. Indeed, there is solid evidence that multi-family developments in the suburbs generate hardly any school-age children.¹¹

The implication is that should the City allow the expansion of living in Downtown, it should be in a conditional way. All of the mandates indicated and implied above (strict design guidelines, contributions for off-site parking, and unit size limits) could be employed.

11. Rutgers University, Center for Urban Policy Research - Residential Demographic Multipliers: Estimates of the Occupants of New Housing (Northeast communities)

REDEVELOPMENT

From the late 1960s to the 1980s, in a period known for its “Urban Renewal” programs, several Downtown parcels were demolished and redeveloped into modern office buildings. In these places, Downtown lacks a cohesive fabric that promotes street activity vital to a shopping district’s vitality.

Downtown Glen Cove contains multiple potential infill and redevelopment opportunities. Obviously, some sites include a greater potential for immediate redevelopment than others do. These parcels, generally described as “soft sites” (underutilized sites; sites that have not maximized their permitted development square footage), require limited site demolition or disturbance due to existing structures or lack of structures. In some cases, portions of an existing structure may be preserved for use within a new development. Redevelopment of soft sites is generally not as complicated or expensive as on “hard sites” (fully developed and / or with significant tenants), and therefore should be seen as the top priority for redevelopment efforts. Successful redevelopment of soft sites can often serve as a catalyst to changes on hard sites. Soft redevelopment sites are as follows:

- Village Square
- The Staples Site
- The Subaru Site
- Downtown’s public parking garages (when they come of age)
- Pratt Boulevard parking lots

In order to encourage redevelopment on specific sites, the City can provide incentives (e.g., density incentives, increased allowable “Floor Area Ratio” or relaxed parking requirements). The City and business community can also reach out to property owners to better understand the short- and long-term plans for their properties: most of the significant redevelopment sites are privately owned. The current regulations restrict the maximum building height to 35 feet, which is appropriate to the predominantly low-scale character of the Downtown. However, on strategic sites, there are opportunities to allow a greater maximum building height of perhaps two or three additional stories with setbacks. For example, the area adjacent to Brewster Street can accommodate taller, anchor

buildings. Such additional height would allow for architectural variety and the design flexibility to create public amenities, such as open space, and still be at an appropriate scale for the surrounding area.

PARKING AND TRANSPORTATION

The Long Island Railroad (LIRR) maintains three train stations within Glen Cove, one of which is located on Glen Street, just outside Downtown. Downtown is also served by the Metropolitan Transit Authority's (MTA's) N20 / N21 and N27 bus routes. The City operates two additional local shuttle bus routes: first, a commuter bus that makes morning and afternoon runs from the Glen Cove train station to the Glen Cove industrial campus with stops in Downtown; and second, a "loop" bus that circulates throughout the day with Downtown stops mainly used by seniors and workers.

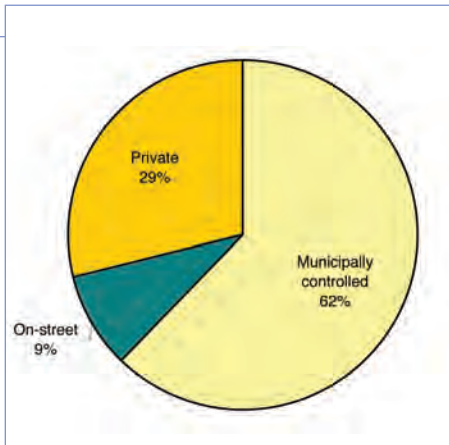
Still, the overwhelming majority of shoppers and office workers in Downtown arrive by car. The Residents Survey determined that 67 percent of Glen Cove residents rated the convenience of public transportation to Downtown as only fair or poor.

Thus, focusing on public parking: Downtown contains approximately 1,930 parking spaces. Of these spaces, 1,200 are municipally controlled, 170 are located on-street, and 560 are within private parking areas. (*See Table 6 and Figure 10, Parking Supply and Occupancy.*) The municipal "east" and "west" garages (respectively adjacent to City Hall, and between Brewster Street and School Street) contain the majority of off-street parking. Additional public parking is found on surface lots throughout Downtown, most notably off Pratt Boulevard in the area of the Glen Cove Police headquarters, and within Village Square adjacent to the Public Library.

Any perception of parking shortages (to the extent these exist) has more to do with happiness using the parking garages than with the aggregate availability of parking. There is ample data backing up this generalization. The Residents Survey indicated that 62 percent of Glen Cove residents utilize the parking garages when they visit Downtown. However, Downtown's parking was ranked as the third least favored characteristic of Downtown Glen Cove in the Residents

Table 6 and Figure 10: Parking Supply and Occupancy

Type of Parking Space	Number of Parking Spaces	Percent Weekday Occupied
On-Street	171	64%
Off-Street	1,762	62%
Municipal	1,204	51%
Private	558	84%
Total	1,933	62%



Survey, behind “no shopping” and “loitering”. Survey results and feedback during community and Steering Committee workshops appear to indicate that the convenience of parking spaces, rather than the actual number and availability of spaces, is at issue. In

fact, surveys by Urbitrans (a division of DMJM / Harris AECOM) indicate that the overall occupancy of all Downtown parking spaces during a weekday is 62 percent. Thus, while the perception may be that Downtown does not contain a sufficient number of parking spaces, the reality is that existing parking facilities more than adequately fulfill demand.

This points to the all-importance of on-street parking availability (really turnover); i.e., that long-term parkers (merchants, workers, and residents) use off-street parking, freeing up on-street spaces for shoppers, especially those running errands (representing one out of three visits to Downtown, according to the Residents Survey). While it may seem ideal to ensure that each store or business has dedicated parking spaces right there, the concept is out-dated and downtowns through the nation are replacing the practice with the concept of shared parking. Shared-parking (which Downtown Glen Cove now has on a de facto basis) supports and is in keeping with the pedestrian-friendly environments of active main streets and downtowns. In a mixed-use environment, individuals are more likely to park once and then walk to multiple locations.

RECOMMENDATIONS

1. Protect and enhance Downtown’s historic scale and character.

Promote compatibility in scale, density, design, and orientation between new and existing development. Redevelopment and infill development should be designed to complement the existing scale of historic buildings in Downtown Glen Cove. Quality design should be utilized to keep the pedestrian-friendly nature of the streets, including consistent setbacks, upper-stories that step back from the street, clear entrances facing streets, and building materials and design that echo historic qualities. A combination of zoning standards, design guidelines,

and design review procedures should work in concert to raise the bar and help ensure that new development adds to the already handsome character of the community. (See Figure 11, *Downtown Snapshots*.)

Create a Downtown historic district. With this designation, the proposed advisory Historic Review Board (*as described in Chapter 3 Neighborhoods*) would work to reinforce the consistent design image of the Downtown. But the proposed advisory Architectural Review Board should also be consulted. Situations arise where the question goes beyond historic design issues. For example, the questions could be, “How do you design parking lots and garages?”

Consolidate and revise Downtown zoning districts to more explicitly reinforce the character of the area. (See the sidebar.) Downtown Glen Cove can benefit from “form-based” zoning techniques which focuses more on the built form of buildings. While not appropriate in all contexts, form-based zoning works best in an area with a relatively uniform urban design and architectural character and where a mix of uses is desired. As such, further zoning decisions for Downtown bulk standards should permit a minimum zero front yard setback and a maximum 10-foot front yard setback from the sidewalk. Only in cases where a development application is sufficiently able to provide a walkable and stimulating frontage / pedestrian environment should a setback nearing the maximum be permitted.

Adopt design guidelines to supplement zoning standards. While zoning can address key issues, more detailed design guidelines should be adopted to guide the actions of the proposed Architectural Review Board and proposed Historic Review Board (*refer to Chapter 3, Neighborhoods*). The guidelines prepared address many of these key issues and should, upon review and revisions as appropriate, be adopted to give them official standing. The revised zoning regulations and design guidelines should include helpful diagrams representing desirable development and building features. Landscaping, lighting, transparency regulations should be encompassed in the design guidelines.

Continue façade improvement program administered by the City’s Community Development Agency (CDA). The CDA currently administers a Downtown

PROPOSED ZONING GUIDELINES FOR DOWNTOWN

Require active ground floor uses for all buildings, as follows:

- Retail
- Entertainment
- Municipal.

As of right, upper floor uses should include:

- Retail
- Office
- Entertainment
- Municipal.

Special permit, upper floor uses should include:

- Lodging
- Residential
- In both cases with parking management, unit size, and other requirements that assure that development will be compatible with other Master Plan objectives for Downtown, broadly defined. This includes elevators to assure that lodging and residential uses have a higher value than associated with walk-up apartments. (Note that the affordable housing set asides would still be mandated for housing.)

Prohibited uses should include:

- Automotive
- Drive-in
- Industrial.

Bulk and Dimensional Standards should include the following:

- Front yard setback within the Downtown core at zero
- Permit a 10-foot setback only if the setback is available as a public space
- Consider additional height and / or densities at key intersections.

Downtown **GLEN COVE**



Figure 11: Downtown Snapshots

Downtown Glen Cove is a predominantly low-scale, commercial environment. The City can leverage the existing resource to attract a broader array of shopping and entertainment options.

façade improvement program. The façade improvement program is an important step in the preservation of Downtown Glen Cove. However, typically the paperwork requirements and contracting requirements scare away many merchants. Another or supplemental approach would entail technical assistance, focusing on low-cost interventions that involve awnings, paint and new signage. These should be especially promoted in connection with any change of tenancy. *(See the sidebar on page 103, which illustrates this approach in Corning, New York.)*

2. Enrich the mixed-use character of Downtown.

Promote mixed-uses. Mixed-use activities in downtowns have the ability to generate activity during both the day and the night. The main reason Downtown Glen Cove feels deserted in the evening is due to the abundance of commercial and office development that provides activity only during peak weekday hours. Adding high-value residential uses in the area provides more shoppers and spending power for stores, more patrons for restaurants, and more people on the street to enhance both the vitality and safety of the area. The residential component should aim its appeal to young professionals and empty nesters.

Require active uses on the ground floor (including restaurants and realtors).

The pedestrian experience is enhanced by uses that include display windows and bring customers to the area. Requiring these types of ground floor uses, as opposed to office or residential uses, helps enliven Downtown areas. Those uses that promote minimal street-level activity should be limited to upper floors. Exception should be made if both (1) the Business Improvement District testifies in writing that office rents presently exceed retail rents in Downtown, and (2) there are two or more vacancies amounting to more than three-fourths of the proposed office space. These conditions would speak to the economic penalty to the property owner of meeting the public benefit of a more vibrant Downtown commercial mix.

Promote outdoor dining. Outdoor dining is currently permitted in Glen Cove. This practice should be promoted since sidewalk cafés contribute to Downtown's sense of place and safety, and provide an additional social draw. In reference to the front yard setback standards discussed above, an application for a restaurant

Fast, Inexpensive Façade and Storefront Improvements

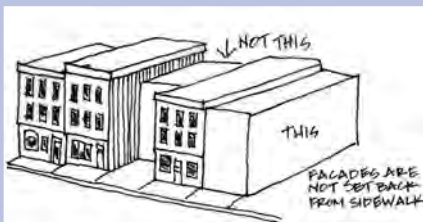


Courtesy of Norman Mintz

DESIGN GUIDELINES

Design guidelines are put forth in an effort to aid the future development of a Downtown area by identifying desirable aesthetic qualities. Guidelines provide consistency and avoid arbitrary design, thereby giving the tools and advice needed to integrate new constructions and remodeling into the surrounding community. The goal is create a quality, pedestrian-friendly environment.

Guidelines often address building form, storefront treatment, building materials, signage, parking design, and streetscape.



with an outdoor café is a case in which allowance of an increased setback is appropriate. In addition, the City and its residents should support events that focus on outdoor dining (e.g., a progressive dinner, where diners go to a different Downtown restaurant for each course).

Rethink the permitted and special permit uses for more flexibility. In order to promote Downtown as a vibrant new neighborhood, some uses that currently require special permits should be allowed by right, so long as they comply with the various design standards and review procedures. This includes food and grocery stores and restaurants (but not fast food or drive-through restaurants). The current special permit requirements for each of these uses serves as a detrimental disincentive to establish these types of uses.

Retain the special permit for residential rules. Upper-story housing and senior housing should still be by special permit, but with clear indication of the situations where mixed-use with housing should not be allowed. The special permit process and tests should be clear, so that skeptics are reassured, but also so that investors are not intimidated by the currently unpredictable special permit process. These tests should address community concerns about affordability, parking impacts, etc. The design standards should be carefully conceived in terms of responding to the existing scale, design and density of buildings within Downtown. One concept includes a requirement that an elevator be provided, to promote higher value housing and avoid housing associated with building neglect by absentee landlords or overcrowding by transient tenants.

Retain the Commercial Service District along Glen Cove Avenue. This area provides a variety of services – ranging from catering to lumber yard, and

especially including auto repair and gas stations – which are valued by Glen Cove residents. These uses in fact bring people to the more pedestrian-oriented shops and restaurants in the Downtown core. Yet, a good portion of the corridor remains vacant, unattractive, congested, and underutilized. Thus, a balanced plan is suggested.

At the top of the hill, high-density housing is viewed as an appropriate measure to redevelop abandoned commercial properties on the east side of Glen Cove Avenue. High-density housing is considered appropriate here due to its prominent location at a gateway to the Downtown area, currently dominated by a Glen Cove Housing Authority project. A density of up to 50 units to the acre could be considered, contingent on significant public improvements, as well as pedestrian and view-minded design features. These include: a landscaped median for the roadway; on- and off-site landscaping improvements; reduced curb-cuts compared to the present condition; frontage buildings that align and relate to the front sidewalks, not only for design purposes but also to provide “eyes on the street” for an area considered by many to be characterized by loitering and illegal activities; and varied roof heights and setbacks to disguise the bulk of any buildings on the higher ground to the rear. Compliance with the City’s obligation for 10 percent set-aside for affordable housing and steep slope provisions could be reduced or forgiven in connection with affordable housing elsewhere, or City-approved improvements to the corridor, and other public improvements, including in connection with the Glen Cove Housing Authority across the street. The intent is to create a handsome new gateway into the Downtown area.

Moving down the hill toward the Downtown core, the expectation is that the area will continue to be a popular place to run errands that are more auto-oriented than shopping and dining in Downtown, with which it would complement rather than compete from a retailing point of view. Design guidelines should be employed, like those suggested in the *Glen Cove Downtown Gateway Revitalization Plan*, to create a more attractive streetscape. Assemblages along Glen Cove Avenue might be suitable as a location for the Glen Cove firehouse (as might the nearby Konica Site), should the Volunteer Fire Department ever wish to relocate from its present location in Pratt Memorial Park. The old firehouse could then be reused as a cultural center anchoring Downtown, or the park itself could reclaim the site.

Housing could also be allowed by special permit along Brewster Street / Glen Cove Avenue opposite Pratt Memorial Park, in connection with incentive zoning for further park improvements in this area. Note that commercial uses would still be allowed, and existing uses would be “grandfathered” (allowed to remain). The strategy for this area is evolutionary.

Create an Entertainment / Recreation District. The area west of Brewster Street / Glen Cove Avenue and Morris Avenue, inclusive of the industrial area framed by Park Place, Morris Avenue, and the Glen Cove Creek is suited to entertainment and recreational uses, due to its pivotal location adjoining waterfront parks and development as well as Downtown, just off of the prime corner (affording maximum visibility and accessibility) represented by the intersection of Brewster Street / Glen Cove Avenue and Pratt Boulevard / Arterial Highway – the two main arterials serving Glen Cove. Potential entertainment uses include batting cages, theaters, bowling, etc. Existing industrial and commercial uses would remain legal, so it is expected that the entertainment and recreation uses will only be introduced incrementally due to the profitable use of most of the sites.

The combination of Pratt Memorial Park, this new entertainment/recreation zone, the terminus of Glen Cove Creek, and their connection to the center of Downtown with a vastly improved public space at Village Square would create a true Gateway focus and serve as the hub of activity for the City of Glen Cove and a catalyst for waterfront redevelopment.

Create a concentration of building-related services, sales, and storage. Whether gradual or abrupt, it is not the intention of this Master Plan that any industry or business be unnecessarily dislocated from Glen Cove. Indeed, the City should promote the existing industrial district along Sea Cliff Avenue at the south side of Glen Cove as a receiving site for these uses, exclusive of those that would result in significant traffic impacts.

The City might also promote such uses on the Konica site, with added benefits. The Konica site is apparently highly polluted, which poses a financial and liability obstacle to its redevelopment for housing or park. The market for non-residen-

tial uses is weak; but then again, the Konica buildings are already suited to and in relatively good repair for small-scale industry, though obsolete for any large-scale industrial use. Many of the uses that might be relocated from the Glen Cove Creek waterfront (and even other areas peripheral to the Downtown core) include uses that serve the construction needs of the community: building materials, hardware, lumber, plumbers, plumbing supply, etc. These uses might be concentrated in one of the several large sheds included on the Konica site, providing opportunity for shared customers and enough synergy to attract even more customers. In time, the Konica building complex might gain further hybrids of sales and storage, and find a new life akin to an antique center but for grittier uses. This use would help with the strategy to enlarge the trade area for all of Downtown, especially if marketed in connection with Downtown's furnishing stores and eateries. It should not, however, be pursued to the detriment of park and housing plans for the greater part of the north side of Glen Cove Creek. It is essential that all and any such uses be low-impact in terms of traffic, noise, dust, etc.

Designate a "Transit-Oriented Development" (TOD) district along Cedar Swamp Road / Glen Street Corridor. The *Cedar Swamp Corridor Plan* prepared by Urbitran Associates (a division of DMJM Harris / AECOM), lays out a number of sensible design, traffic, pedestrian, and use improvements. (*See the sidebar for an excerpt from this report.*) The TOD district would encompass existing high-density housing on Glen Street between Town Path and the LIRR station just south of Elm Avenue; but particularly pick up the confluence of underutilized parcels and City-owned land between Glen Street and Pratt Boulevard. This locale could be reconsidered as a Planned Development District, whereby development on any one site must be carefully considered in terms of development (potential as well as imminent) on the adjoining sites, so as to create a coordinated and complementary district. The Planned Development District would, consistent with TOD principles, include a public plaza at the train station replete with service retail and cafes, higher density housing with minimal parking to promote sales and rentals to transit users, a priority on pedestrian amenities, and public uses, such as daycare well situated for the new residents as well as to LIRR commuters. As a further option (*not illustrated in the sidebar on the next page*), existing Pascucci Park soccer field could be redesigned as a multi-purpose park, with the soccer field itself relocated

TRANSIT-ORIENTED DEVELOPMENT

The Transit Oriented Development (TOD) concept is a development program that uses a transit node such as a train station or bus station as a central element of the development, and is designed to draw upon the advantages offered by proximity to a transit connection. It is recommended that initially, an area north of the Station be identified as a TOD District, when the zoning regulations are revised. Development within a TOD is intended to be a mix of uses (residential, commercial, recreational) at higher densities than is the case in the surrounding development today. In addition, TOD typically includes parking strategies that include lower parking ratios and structured parking.

TOD offers several advantages:

- Reduces automobile dependence due to a higher density of people living near transit
- Encourages walking within the TOD neighborhood due to compact design; Increases ridership at stations leading to transit improvements
- Creates higher density residential, favorable to non-family households, such as young adults, elderly, and singles
- Creates mixed-use, compact, “neighborhood” style development which tends to be more orderly and coherent and is generally preferred to haphazard sprawl development, such as strip mall development
- Promotes compact development patterns and reduces pressure to build new infrastructure or develop more land
- Reduces pollution due to reduced automobile usage
- Provides opportunities for coordinated building typologies, architecture, streetscape, and building signage;
- Helps develop local retail business.

Glen Street Station



Part of the vision for the new Cedar Swamp Road corridor includes increased public space. Several sites were analyzed by the Consultant Team and it was determined that the area adjacent to the Glen Street Train Station would be most appropriate for such a project for the following reasons:

- Access to transit
- Land is currently owned by the City of Glen Cove, therefore the purchase of new land is not required
- Current site is in need of improvements such as additional parking and improved access to soccer field
- Location is central to the proposed “Transit-Oriented Development (TOD)” District.

Train Station and Plaza: Proposed Transit-Oriented Development (TOD District)



Source: Urbitran, a division of DMJM Harris / AECOM

to be part of the enlarged waterfront park system. (*Refer to Chapter 6, Waterfront, Parks and Natural Resources.*)

3. Create an “arts and entertainment” district.

Retain and strengthen calendar of events. The Downtown Business Improvement District (BID) and Chamber of Commerce have already established an impressive list of events and programs. The organizations should continue to sponsor and encourage arts and entertainment related events. As additional ideas to explore: The regular schedule of festivals could be supplemented with monthly Saturday or Sunday farmers’ market (as with many communities), Little League parades (as done in Park Slope, Brooklyn), music festivals (as done in Riverhead, NY), a bride and brides maid parade (as done in Brisbane, VA), a multi-cultural food, and arts festival (as done in Port Chester, New York). Those events that need a great deal of space (e.g., concerts) would be best scheduled on the waterfront, in connection with joint marketing with Downtown restaurants. One event that may attract residents and surrounding community residents is an outdoor movie festival on the waterfront that shows movies which were filmed in Glen Cove (e.g., North by Northwest). Such events would appeal to multiple demographics, and would introduce (and reintroduce) Downtown to its potential patrons.

Leverage the current and expanded roster of programs and events to further define Downtown Glen Cove as an “arts and entertainment” attraction. With the right mix of stores, services, and venues, the potential exists to create an arts and entertainment niche and attract local and regional patrons. There also is the potential to attract more, complimentary businesses and venues as Glen Cove gains a reputation as a cultural destination. An impressive 76 percent of surveyed residents go to the movies in Downtown Glen Cove: the area is poised to leverage this special asset. Other towns may have dinner options, but not dinner and a movie, or an upscale bar with a music venue, or a special waterfront event with box lunch. The objective is to provide options for residents as well as attract young professions in Glen Cove and throughout the North Shore .

Employ a public / private Arts and Entertainment Coordinator. There must be a deliberate effort to attract, create and support arts and entertainment related resources and venues. The City could hire an events or program coordinator to work with the Business Improvement District (BID) and / or Chamber of Commerce members. The Coordinator could work with the City, BID and Chamber to augment that marketing. As examples: a monthly cultural calendar could be published; the coordinator could not only organize Saturday evening events but also the cross-marketing for the participating stores and venues.

Ensure the long-term success of an important Glen Cove resource: the local movie theater. The City, Planning Board and Zoning Board should provide full zoning support, potentially including, but not limited to, tax incentives tied to the theater's renovation and the Transfer Development Rights Zoning Incentives (as successfully done in connection with Midtown Manhattan's theaters). Many communities throughout the New York metropolitan area have excellent arts-related zoning tools. For example, Pleasantville, NY has a great model in terms of community support for a private renovation of a small theater as an "arts center". Similar support was created for the Millerton and Rhinebeck, NY, movie theaters. The National Trust for Historic Preservation is an excellent resource for nationwide examples.

Utilize a Downtown logo and banners. Once the arts and entertainment niche becomes more pronounced, it should be part and parcel of Glen Cove marketing and promotions. A banner across Glen Cove Road could announce the latest events. The logo could be adjusted to illuminated materials as well as on any streetscaping elements (banners, trash cans, benches etc.). In addition, signage promoting special events as well as Downtown in general would be appropriate at gateways.

Promote artist (and other types of) live / work space. Downtown live / work space has become a popular way to preserve the use of historic buildings and add vitality to downtowns. While live / work space is commonly associated with artists, such a use is not limited to artists, and can include retailers, small office workers or other service providers. The City should consider including live / work space as a permitted use within the Downtown area. There is an opportunity to create non-traditional office space and attract independent workers, such as graphic designers, to work,

and potentially live, in Glen Cove. This work population would add support to existing and new retail and services in Downtown.

4. Enhance walkability and amenities.

Enhance streetscaping and landscaping. Overall streetscape conditions and general upkeep are among the most pressing obvious problem with the physical character of Downtown. Many streets are barren and absent of character. The foliage, repetition of street furniture, and sidewalk conditions are fair in most areas and poor in some, even though the width of most sidewalks allows for additional street trees and street furniture. Many residents further commented that the introduction of a more coherent design theme in Downtown and at key gateways would greatly improve those areas. Coordinated benches, trash containers, seating areas, landscaping and trees should be provided on all sidewalks and other public areas in Downtown. Alleyways leading from public garages should be enhanced as much as possible to provide a feeling of safety and to improve the pedestrian experience (as has been done in Garden City, for example). These improvements would vastly improve the enjoyment of Downtown, as well as its image.

Make Downtown lighting a priority. If there is going to be a deliberate effort to attract upscale residential use and arts and entertainment-related uses, then lighting is key to safety and pleasure. This, of course, includes pedestrian-oriented lighting. But ambient lighting is as important as street /sidewalk lighting.

Ambient lighting includes night lighting of historic buildings like City Hall as well as lighting from stores. Solid roll-down gates should be prohibited; large plate glass windows unobstructed by signs and merchandise should be promoted if not required. Strung lighting for outdoor dining should also be allowed, and decorative lighting should be promoted for the winter months. Ambient lighting combined with pedestrian-oriented lighting brightens the sidewalks in comparison to the streets. The relative proportion of light is as important as the absolute amount; if the streets are brighter, then the sidewalks will seem darker and less inviting.

The lighting effort would also help address the perception that Downtown is not safe at night. Although crime statistics suggest that this is not really true, enhanced lighting coupled with police presence should be centered in the vicinity of the Downtown parking garages and within the alleyways that connect the parking garage to Glen Street and School Street.

Encourage merchants to stay open during the evening. The prior recommendations for arts and entertainment, special events, outdoor dining and adding lighting would add to the feeling of safety and pedestrian activity in Downtown. This would make it more practical for merchants to garner business while staying open later, especially on weekend evenings. Conversely, merchants staying open later would add to the sense of a Downtown event and destination, and give people more reason to be in Downtown. Merchants should especially be encouraged to stay open during special events. The BID should consider a pilot program one night each week to encourage stores to stay open late.

Enhance the number and quality of Downtown gathering / sitting areas. The public indicated that the two most popular gathering spots in Downtown are Starbucks and the movie theater. Potential redevelopment proposed on the adjacent Staples site (as once rumored and likely inevitable) and at Village Square (as under consideration) offer outstanding opportunities to introduce new connections, active and attractive public gathering spaces, and a wider mix of uses in Downtown. Both sites should include access roads and / or pedestrian pathways from School Street to Brewster Street, echoing of the original grid of Downtown. Similar features should be incorporated where possible as part of any streetscape or redevelopment projects.

Pursue pedestrian-friendly design throughout Downtown. The City should consider pedestrian safety and the overall pedestrian experience in all infrastructure and development projects in Downtown, including adequate sidewalks, benches, and safe crossings. Successful traffic-calming efforts have included colored or bricked crosswalks that serve as a sign for drivers to slow down and yield to pedestrians; as well as bump-outs (aka neckdowns) for safer pedestrian crossing of Downtown streets. The critical Glen Street / School Street intersection should

be revisited with pedestrians – as opposed to traffic flow – foremost. (This is especially important in connection with any Village Square project.) The addition of new curb cuts in areas of heavy pedestrian traffic has a significant negative impact on walkability and should be limited, and even removed when possible. Infill or redevelopment sites should be designed to the highest quality pedestrian-friendly design standards.

5. Support the business community's revitalization efforts.

Continue to coordinate with and bolster the work of the Business Improvement District (BID), so as to promote Downtown activities and events. The BID's District Management Association is a not-for-profit corporation whose mission is to work towards meeting the needs of local businesses in the continued effort to revitalize Glen Cove's Downtown. The BID is making efforts to create an attractive Downtown environment so that businesses, residents and visitors are attracted to the area. It might further engage in tenant recruitment, taking advantage of the "new news" represented by the two Avalon developments and the Glen Cove Creek waterfront projects.

Encourage particular uses and recruit tenants that complement the arts and entertainment niche. Particular recruitment priorities include cafés with live music, an upscale wine (with sangria) bar, stores that can also act as galleries after closing time (e.g., home design), and stores that are associated with entertainment / special events (e.g., wedding store). Area theater groups could perform in stores or historic buildings. The City could administer special tax incentives that would potentially benefit artists and arts enterprises that locate in the Downtown area.

Build on Glen Cove's existing mix of restaurants with an ethnic restaurant niche. Glen Cove has a reputation for its collection of restaurants. The City should promote Downtown ethnic dining representative of Glen Cove's diverse population. A small base of ethnic businesses has emerged on Glen Street. Downtown could even be promoted as the North Shore's melting pot of cultures, celebrating Glen Cove's long tradition as a home for immigrants.

Consider the promotion of a Downtown furniture / home décor niche. Safavieh Home Furnishings moved into the former 45,000 square-foot Swezey's Department Store in 2005. The reputation and presence of a recognizable name may draw businesses that offer the same item, or complimentary items in effort to draw spin-off customers. Thus, a potential exists to attract any number of businesses within the furniture, interior design, hardware, home décor, lighting, framing and art gallery sectors. A monthly, outdoor antique market (as done in Kingston, New York) might also help promote this niche. These stores would satisfy residents' shopping needs, but more significantly support local restaurants and complement Downtown's arts and entertainment identity.

Attempt to draw neighborhood and convenience retail. As discussed, residential development is the catalyst for the emergence of new retail stores in Downtown, particularly quality neighborhood and convenience retail. The current restrictions on convenience retail and service uses, including the requirement to demonstrate financial viability, should be deleted from the zoning standards.

Continue to promote small and locally owned businesses. The City, the BID and the Chamber of Commerce should continue to encourage local start-up businesses. Downtown's reasonable rents can accommodate many of these businesses.

6. Address perceived and actual parking problems.

Modernize Downtown's parking requirements. The City should provide flexibility with regard to the number of parking spaces required in the City Code for new development to standards more in line with its mixed-use development pattern. This could include lowering parking requirements. The *Downtown Gateway Revitalization Plan* indicates that approximately 4,500 parking spaces would be required in the Downtown core utilizing a strict application of parking requirements in the current City Code, but that only 62 percent of the nearly 2,000 parking spaces are occupied on a typical weekday. It is clear that Downtown's parking requirements can be revisited.

Reevaluate the management of on-street parking resources. One approach is to provide short-term parking in front of uses with high turnover, such as post-offices or banks; medium-term parking for the rest of the on-street spaces and in the most con-

venient portions of off-street lots; and long-term parking elsewhere in the off-street parking lots, as well as in the parking garages. As such, shoppers intent on longer periods of shopping will park in the appropriate spots, but shoppers wanting to undertake a quick trip into a store may do so as well.

Demand high quality design for parking areas. Nothing can diminish the vitality of an area like the blank wall of a parking garage or a sea of surface parking along a busy street. Design standards should be drafted that limit the impact of parking by locating it away from major street edges, providing landscaping within and on the edge of surface lots, and requiring parking structures fronting Glen Street and School Street to include ground floor retail. In addition, incentives should be considered for encouraging the provision of underground or otherwise low visibility structured parking.

Promote shared parking for multiple uses. The majority of Downtown's parking spaces are utilized during the day by commercial and office uses. In the event residential development increases Downtown, shared parking could be utilized to partially reduce the need for new parking spaces. This approach could also be used in connection with "grandfathering" parking requirements for pre-existing non-conforming uses. As an immediate action to free up shared parking opportunities, the City should consider terminating the lease agreement with Lexus at a convenient and appropriate time so that those working, living in, and visiting the Downtown can utilize these parking spaces.

Carry out "payment in lieu of parking" (PILOP). Under a PILOP, developers contribute funds to the municipality for the development and maintenance of parking in exchange for shifting required parking spaces to another location.

A PILOP would most preferably apply to infill development where the size of a site precludes the ability to viably construct off-street parking. The PILOP program should manage these parking funds, and build additional parking on the site of existing parking lots and garages when the need arises. When the time comes to redevelop these parking facilities, there should be consideration for mixed-use opportunities, including rooftop or penthouse residential, taking advantage of the views to the waterfront.

The PILOP could also be directed to streetscape and pedestrian improvements. Parking, studies have found, is ideally placed within sight of the destination's entry, but can be as much as 1,000 feet away if the walk is pleasant and safe. This points out how the pedestrian environment's quality bears on parking.

Maintain minimum parking requirements. As a partial exception to the general policy allowing PILOPs, residential uses within the Downtown should continue to include on-site parking, with a reduction of the required minimum on-site parking to one space per residential unit. Non-residential uses should adhere to a shared parking ratio of one space per 500 square feet of space.

7. Improve connections to the rest of Glen Cove.

Attend to Downtown's gateways and sense of arrival. One of the most striking observations upon entering Downtown is that Glen Cove has a limited sense of identity and arrival. Whether coming by car or foot, there is no clear identification letting a visitor that one has entered a new municipality or a district that is different from the surrounding arterial highways and corresponding development. The idea of the gateway is nonexistent as a physically planned component of Glen Cove, the Downtown core, or the waterfront. Some simple solutions for addressing this problem involve streetscape improvements and signage identifying the boundaries of Downtown (as well as Glen Cove and the waterfront).

Provide strong connections between Downtown, Pratt Memorial Park, and the waterfront. This will connect Downtown restaurants and housing to existing and future waterfront amenities; and make it easier for others enjoying those amenities and the future residents in the waterfront area to frequent downtown.

The City should assure that future waterfront development addresses safe pedestrian connections to Pratt Memorial Park from Downtown (specifically at the new pedestrian path proposed in connection with the potential Village Square Project), and from there on to the rest of the waterfront (the latter topic is addressed in the Chapter 6, Waterfront, Parks and Natural Resources). A pedestrian bridge would seem ideal, but is very expensive and experience elsewhere indicates that they are much ballyhooed but not commensurately used. Instead, the crossing from Village Square to Pratt

Memorial Park should be considered in terms of maximizing at-grade pedestrian convenience. Its impact would likely be to redirect some traffic along School Street, as an alternative way to get to Glen Cove Road and points south and east. While bad for traffic, this may in fact be good for the patronage of Downtown businesses, as it would restore the visibility the Downtown core once enjoyed before ponds were filled in to create bypass arterials (Brewster Street, Glen Cove Road, and Pratt Boulevard).

Enhance gateway corridors and arrival points. Continue streetscape, other design improvements and promotional / directional signage along major corridors in and out of Downtown to enhance its identity and help create a true sense of arrival. Public feedback particularly calls for the greening of gateway areas leading into Downtown. In addition, the City should consider including residential development or mixed-use development as a permitted use to enhance these gateways and provide a transition from Downtown. (These are discussed in connection with the waterfront; *see Chapter 6 Waterfront, Parks and Natural Resources*).

Provide a Downtown jitney or extend the service and hours of the Loop Bus. As the amount of Downtown housing grows, the City should promote a Downtown jitney connecting Downtown to the existing train stations and prospective ferry terminal, as well as waterfront parks and amenities (existing and proposed). This might be as simple as requiring an extra Downtown stop in connection with a jitney to the train station carried out in connection with the proposed redevelopment of the Glen Cove waterfront. Other alternatives include its operation by the MTA / LIRR (much as New Jersey Transit operates in Maplewood), County (as done in Westchester), or as a public / private partnership (as explored by the Town of Southampton). An additional option may be to extend the service and hours of the Loop Bus currently operated by the City.



First Presbyterian Church