

Glen Cove's history and its abiding value has been shaped by its natural resources.

6 Waterfront, Parks and Natural Resources

The City owes its founding to its location along the Long Island Sound. Today, Glen Cove's beautiful parks, preserves and beaches create a distinct suburban environment that underpins Glen Cove's identity and excellent quality of life.

The Long Island Sound and Hempstead Harbor waterfronts, the beaches, parks and preserves provide a range of local (and regional) recreational destinations. The unusually varied (for Long Island) topography provide for wonderful views throughout the Glen Cove. The former JP Morgan, Pratt and other estates speak to Glen Cove's Gold Coast history. The parks and green network improve both water and air quality. These resources represent amenities that can be enjoyed by the broad population and help create a sense of community and shared experience. Families, teenagers, young professionals, and seniors appreciate these amenities and cite them as a common "plus" of Glen Cove living.

Considering the importance and value of Glen Cove's natural features and park amenities, the following goal and objectives have been set for Glen Cove's natural areas:

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.

1. Protect natural resources and environmental features throughout Glen Cove.
2. Maximize use of existing open space and recreational resources.
3. Create a network of linked resources.
4. Leverage past and future investment to maximize public amenities and benefits.

PARKS, PRESERVES, AND BEACHES

Hempstead Harbor and Long Island Sound bound Glen Cove on the west and north. Glen Cove Creek feeds from east to west into Hempstead Harbor. Another body of water known as Dosoris Pond together with a few small areas of marsh are located at the northern end of Glen Cove, between West and East Island and Glen Cove proper.

Level areas interspersed with steep knolls and slopes generally characterize the topography of Glen Cove. (*See Map 19, Steep Slopes.*) While the average elevation is 45 feet, it ranges from sea level at the shore to 175 feet at a point between Harbor Hill and Carpenter Street. Steep slopes and bluffs are situated in several areas along Hempstead Harbor as well as in areas along Glen Cove Creek and in the Garvies Point Preserve area. Wetlands are primarily found on Welwyn Preserve and elsewhere along Long Island Sound.

The great majority of the parks and opens spaces (and their aggregate acreage) are located on Glen Cove’s waterfront, and / or relate to former estates associated with Glen Cove’s history as part of the Gold Coast.

Park and open space resources are described on the following pages (*keyed to Map 20 and Table 6, Park and Recreational Resources, on page 120 and 121*):



Map 19: Steep Slopes

Phillips Preiss Shapiro Associates, Inc. 2008

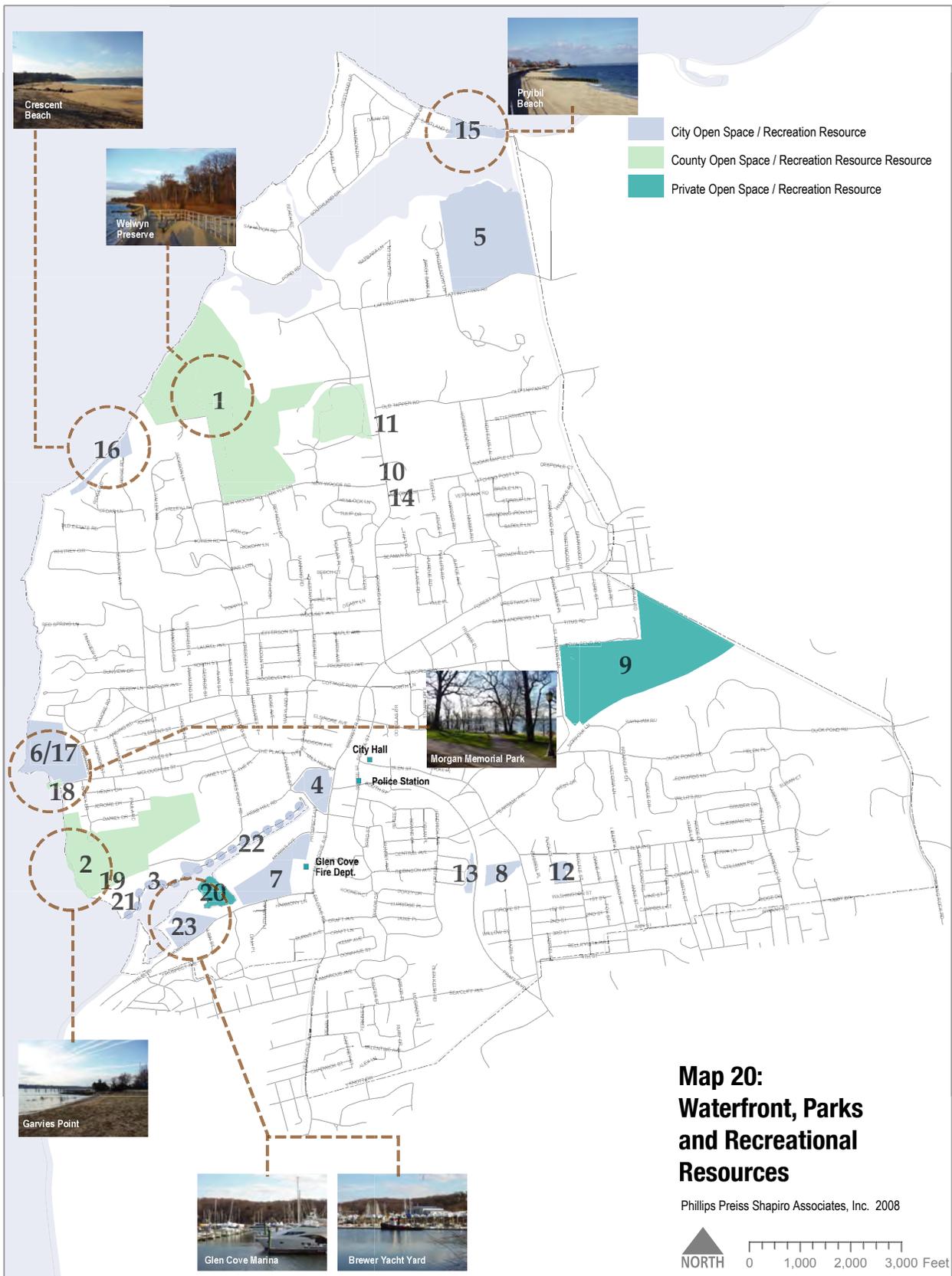


Table 6: Parks and Recreational Resources (Numbers keyed to Map 20.)OPEN SPACE

1. Welwyn Preserve	County	204 acres
2. Garvies Point Preserve	County	62 acres
3. Glen Cove Creek Esplanade	Public *	to be determined
4. Pratt Memorial Park	City	<u>10 acres</u>
<i>Subtotal (rounded)</i>		<i>275 acres</i>

ACTIVE PUBLIC RECREATION

5. Glen Cove Municipal Golf Course	City	50 acres
5. Stanco Park	City	39 acres
6. Morgan Memorial Park	City **	18 acres
7. Maccarone Memorial Stadium	City	19 acres
8. Pascucci Soccer Field	City	4 acres
9. Nassau Country Club	Private	105 acres
10. Glen Cove High School	Public	<u>50 acres</u>
<i>Subtotal (rounded)</i>		<i>275 acres</i>

POCKET PARKS AND RECREATION FACILITIES

11. Old Tappan Tennis Court Complex	City	2 acres
12. Big Ralph Park	City	2 acres
13. Dennis Brian Murray Park	City	9 acres
14. The YMCA at Glen Cove	Private	<u>19 acres</u>
<i>Subtotal (rounded)</i>		<i>30 acres</i>

BEACHES

15. Pryibil Beach	City	8 acres
16. Crescent Beach	City **	3 acres
17. Morgan Memorial Park Beach	City	<u>within #7</u>
<i>Subtotal (rounded)</i>		<i>10 acres</i>

MARINAS AND RELATED

15. Pryibil Fishing Pier	City	within Pryibil
18. Glen Cove Yacht Club	Public *	1 acre
19. Hempstead Harbor Club	Private	.5 acres
20. Glen Cove Marina	Private	16 acres
21. Glen Cove (Paul Glaser Memorial) Boat Ramp	City	4 acres
22. Glen Cove Anglers Club	Public *	within #3
23. Brewer Yacht Yard	Private	<u>10 acres</u>
<i>Subtotal (rounded)</i>		<i>35 acres</i>

Grand Total (rounded)**625+ acres***

*Leased by the City to or controlled by a private entity. In the case of the Glen Cove Creek Esplanade: presently owned and controlled by the City, to be transferred and controlled by a private entity in connection with redevelopment of the northern Glen Cove Creek waterfront.

** Long-term leased to the City

Waterfront Parks

- **Welwyn Nature Preserve** (#1 on Map 20) is located on the Long Island Sound waterfront, which includes nature trails and is home to the Holocaust Center of Nassau County. At over 200 acres, Welwyn Nature Preserve represents one of the largest natural areas on the North Shore.
- **Garvies Point Preserve** (#2 on Map 20) is Glen Cove's second largest natural area. It provides an excellent sampling of the diverse environments that exist throughout the North Shore, with glacial moraine covered by forests, thickets and meadows of wildflowers. It contains five miles of nature trails (including trails for the blind), which have 48 species of trees. It attracts 140 types of birds and other wildlife. The Garvies Point Museum within the Preserve mounts permanent and changing exhibits and educational programs devoted to regional geology, Native-American archaeology, and natural history subjects.
- **The Glen Cove Creek Esplanade** (#3 on Map 20) stretches along the western half of the north side of the Glen Cove Creek waterway. This approximate half-mile esplanade is temporary, as it is expected that it will be rebuilt with restored wetlands, more attractive landscaping, an extension to Pratt Memorial Park, and other improvements in connection with adjoining redevelopment (which is discussed at length later in this chapter). There are further plans to extend the Esplanade through Pratt Memorial Park to nearby Downtown Glen Cove.
- **Pratt Memorial Park** (#4 on Map 20) is located on former industrial land, adjoining Downtown and overlooking Glen Cove Creek. The Creek is from this point eastward buried under Pratt Boulevard. But, the Creek emerges in the handsome Mill Pond, named for the mill that once existed here that was powered by the dam built to create the pond. This pivotally sited park has undergone environmental improvements to aid wetland retention and sediment / pollution flow to Hempstead Harbor. Pratt Memorial Park is also the site of the Glen Cove Volunteer Fire Department fire station.
- **The Glen Cove Municipal Golf Course** (#5 on Map 20) boasts an 18-hole course, lighted driving range, full-service restaurant, and amazing waterfront views facing Dosoris Pond. The Municipal Golf Course occupies the former Porter and Pryibil estates, which were acquired by the City of Glen Cove in the late 1950's. The golf course was developed in the late 1960's and 70's.

- **Stanco Park** (#5 on Map 20) adjoins the Municipal Golf Course, also facing Dosoris Pond. Stanco Park offers three lighted plus one more tennis court, two lighted basketball courts, and four handball courts, in addition to a playground and the restaurant / concession stand that it shares with the Municipal Golf Course.
- **Morgan Memorial Park** (#7 on Map 20) is located on an estate once owned by famed financier JP Morgan. The park has a picnic area, bathing beach, playground, and walkways along bluffs overlooking Long Island Sound. The park hosts many community events, including the annual Fourth of July Fireworks and a Summer Concert Series.
- **Maccarone Memorial Stadium** (#7 on Map 20) is located between Morris Avenue and Shore Road, close to Downtown. This active park features eight baseball / softball fields, three batting cages, and one basketball court, featuring night lighting. While not exactly on Glen Cove Creek, it is part of the south waterfront area.
- **Pryibil Beach and the Pryibil Fishing Pier** (#15 on Map 20) are located at the northernmost point of Glen Cove, scenically framed by the Long Island Sound on the north and Dosoris Pond on the south. Originally part of the Paul Pryibil estate “Bogheid,” the beach was acquired by the City in the early 1950’s.
- **Crescent Beach** (#16 on Map 20) is a small public beach commanding a spectacular a view of Long Island Sound. It is nestled between the former estates of the Standard Oil millionaire: Herbert L. Pratt, and steamboat magnate: Lewis Luckenbach.
- **Morgan Memorial Park Beach** (#17 on map 20)—Refer to #6 above.
- **The Glen Cove Yacht Club** (#18 on Map 20) next to Morgan Memorial Park occupies a small City-owned parcel. The Glen Cove Yacht Club has a floating dock, a mooring field, pump-out station, weekend launch service, rowboats, dinghy storage, clubhouse, and shower facilities. The Glen Cove Yacht Club hosts Sea Scout Ship 12, a Boy Scouts of America club open also to girls and focusing on nautical activities.
- **The Glen Cove Boat Ramp** (aka Paul Glaser Memorial Boat Ramp; and some times referred to as the Glaser Town Boat Ramp and Garvies Point Boat Ramp) (#21 on Map 20) is a concrete boat launching facility located at the western terminus of Garvies Point Road.

Non-Waterfront Public Parks

- **The Pascucci Soccer Field** (#8 on Map 20) is located close to Downtown, adjacent to the Glen Street Railroad Station. This is a popular soccer field as even though it is only available by permit and isolated by virtue of the adjoining rail line, Pratt Boulevard, and commercial development.
- **Glen Cove High School** (#10 on Map 20) occupies approximately 50 acres. (Other Glen Cove schools are not singled out due to their more intense use of their sites.)
- **The Old Tappan Tennis Court Complex** (#11 on Map 20) is located on Old Tappan Road, adjacent to the playing fields of Glen Cove High School. It includes two platform and seven more tennis courts, four handball courts, and a playground.
- **Big Ralph Park** (#12 on Map 20) is a neighborhood “pocket park” located at the end of Kelly Street providing a basketball court, handball court, and children’s play area.
- **The Dennis Brian Murray Park** (the former Leech Circle Park) (#13 on Map 20) is perched on a wooded hillside overlooking Downtown Glen Cove. It was highly underutilized until 2003, when it was renovated to include two all-purpose playing fields and a playground.

Waterfront Private Recreation and Open Spaces

(Excluding privately owned former estates)

- **The Glen Cove Yacht Club** (#18 on Map 20) is located next to Morgan Memorial Park; indeed, it was once the yacht anchorage for the likes of JP Morgan and Cornelius Vanderbilt. Its deep anchorage and prestige have allowed it to host America’s Sail in 1998 to welcome 13 “tall ships” in 1999 and 2000, in addition to other special events.
- **The Hempstead Harbor Club** (#19 on Map 20) is located on the north side of Glen Cove Creek, between the Glen Cove Boat Ramp and Garvies Point Preserve. The Hempstead Harbor Club includes mooring for boats as well as social and civic activities. It has been in existence since 1891.
- **The Glen Cove Marina** (the former Jude Thaddeus Marina) (#20 on Map 20) is located on the south side of Glen Cove Creek waterway. The private marina offers 340 slips, in addition to dry dock and repair facilities.

- **The Glen Cove Anglers Club** (#22 on Map 20) is located on City-owned land (within the Glen Cove Creek Esplanade area) on the north side of Glen Cove Creek, along Garvies Point Road. This membership club dates to 1947.
- **The Brewer Yacht Yard at Glen Cove** (#23 on Map 20) is located on the south side of Glen Cove Creek. The Brewer Yacht Yard is a full-service marina, with 300 slips (30 transient), winter storage (indoor and outdoor, wet and dry), fuel, repairs, pump-out station, showers and a pool. It is one of a number of marinas located in New York and New England owned by the Brewer Yacht Yards family corporation.

Non-Waterfront Private Recreation Facilities and Open Spaces

- **The Nassau County Country Club** (#9 on Map 20) is on the grounds of a former Pratt estate, has golf and tennis facilities on a large inland site. The club was formerly based in Queens, from where it relocated a century ago.
- **The YMCA at Glen Cove**, the former Pratt Estates Recreation Facility, (#14 on Map 20) is situated on a large site, and features a fitness center, an Olympic-sized swimming pool, two more outdoor pools, a picnic area, stables, a soft-ball field, a pre-school program, an after-school program, music and dance programs, and a day camp for 400 to 500 kids.

Each portion of the waterfront serves a different function. Three resident-only beaches are highly popular recreational facilities: Crescent Beach, the beach at Morgan Memorial Park, and Pryibil Beach. Former estates along with a former industrial area represent Glen Cove's major year-round recreational facilities: Morgan Memorial Park, Stanco Park / the Glen Cove Municipal Golf Course, and Maccarone Memorial Stadium. Other estates now comprise two waterfront preserves providing meaningful natural resources: Garvies Point Preserve and Welwyn Preserve. While shipping and industry once defined Glen Cove Creek, that waterway remains maritime-oriented, featuring: the Brewer Yacht Yard at Glen Cove, Glen Cove Anglers Club, Glen Cove Marina, Hempstead Harbor Club, and, just outside Glen Cove's boundaries, the Sea Cliff Yacht Club. The Glen Cove Creek waterfront is also the site of two public works: the water pumping station and a water treatment plant, which was upgraded in 2005 and received the New York State Environmental Excellence Award.

GLEN COVE CREEK WATERFRONT

During the planning process, discussions with the Master Plan Task Force, stakeholders and public very often focused on one natural resource: Glen Cove Creek and its waterfront. (Refer to Chapter 2, Introduction. See Map 21, Glen Cove Creek Sites, also see the sidebars on this page and page 129.) Though it is a small portion of Glen Cove’s entire ten-mile waterfront, proposed development on the north side of Glen Cove Creek stimulated a lively debate on the identity of the entire Glen Cove Creek waterfront, to good purpose. The Creek’s waterfront is one of the remaining potential development sites on the North Shore of Long Island. The NY Department of State’s Long Island Sound Coastal Management Plan designated the Glen Cove Creek area as one of only three areas along the Sound’s 314-mile coastline where concentrated waterfront redevelopment should occur. It presents a once-in-a-lifetime opportunity to improve Glen Cove.

The area is significantly polluted: of the 214 acres, 68 acres are within State and Federal Superfund sites. (See the sidebar on page 133.) The City determined that the area was blighted and designated an Urban Renewal Area, which, since enlarged, now encompasses 214 acres. (See Map 22, Glen Cove Creek Designations, on page 128.) Mindful that Glen Cove’s industry will not return to its heyday, the City has recognized the need to embrace the rebirth of Glen Cove’s waterfront with new forms of development. In 2004, 100 acres, comprising nearly all of the north side of the waterfront, were rezoned from industrial to Marine Waterfront-3 (MW-3) District—allowing residential, commercial and community facility uses. In 2005, the Urban Renewal Plan was amended to conform to the provisions of the MW-3 District.

The City charged pursuit of the waterfront’s cleanup and redevelopment to two independent public benefit corporations: the Glen Cove Community Development Agency (CDA) and the Glen Cove Industrial Development Agency (IDA). The CDA is an urban renewal agency with a mission of neighborhood revitalization in accordance with the national objectives of the U.S. Department of Housing and Urban Development (HUD). The IDA is an economic development agency that may issue tax-exempt bonds and offer financial assistance through mortgage and sales tax exemptions for qualified projects. The CDA and IDA Boards are appointed by the Mayor and City Council. The IDA / CDA has worked to promote mixed-

Resident Survey

Over 900 resident surveys were completed. Though two-thirds of the respondents thought the waterfront was in fair to good condition, fully half of the respondents thought it could be better. Here are some specific “questions and answers” that were relevant to the waterfront:

Indicate whether you think “more”, “less” or “about the same” money and effort should be spent as it is now on the following community services:

- Half said “more” waterfront uses (fishing, beaches)
- Almost half said “about the same” waterfront uses
- Majority thought “about the same” or “more” should be spent on a swimming pool

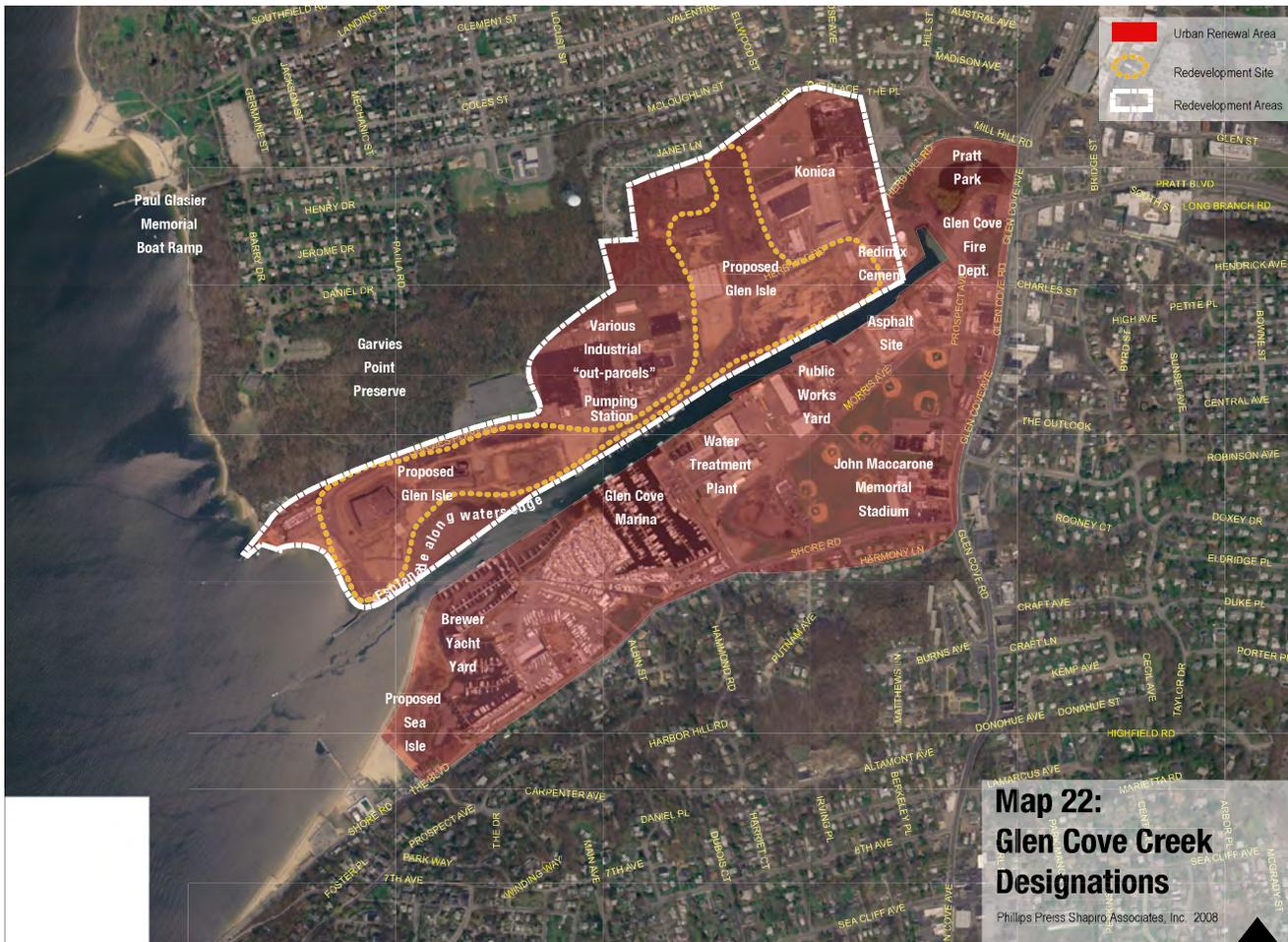
What kind of new activities would you like to see in Glen Cove?

- Waterfront activities (i.e., jet ski rentals)
- Waterfront dining
- Ferry service to NYC
- Ice skating, rollerblading, skateboard park
- Places for people to meet/gather
- More entertainment, arts and culture



use development on the north side of Glen Cove Creek, mindful that luxury housing – as compared to other land use alternatives – provides the greatest private financial opportunity to remedy brownfield conditions and provide public amenities. With regard to redevelopment, the controlling entity is the IDA working jointly with the CDA, which is the official owner of property acquired under Urban Renewal. Any development agreement is subject to the approval of both the CDA Board and the IDA Board. Planning Board approval would be needed with regard to the site plan and development scheme, as is usual.

In 2002, in response to a Request for Proposals for development, Glen Isle Partners, LLC was designated as the redeveloper of 52 acres in the Urban Renewal Area, formalized in a 2003 agreement. Glen Isle later (in September 2008) part-



nered with RexCorp Realty. (For the remainder of this report, this partnership is sometimes referred to as RexCorp-Glen Isle LLC.) In September 2008, the IDA / CDA approved a Conceptual Site Plan to be submitted for Glen Cove Planning Board review. The original and still binding agreement between the IDA/CDA and Glen Isle LLC involved the following components:

- 860 residential units
- 250 hotel rooms, which could be converted to residential if the hotel failed to materialize
- 50,000 square feet of offices
- 20,000 square feet of retail
- 85 boat slips
- 25 percent of the site area to be developed as open space, contractually

Urban Renewal Area	214 acres
Redevelopment Area	100 acres
Redevelopment Site	52 acres

Waterfront SWOT

In its start-up workshop on the waterfront, the Master Plan Task Force identified the following Strengths, Weaknesses, Opportunities and Threats (SWOT) and also ideas relative to the Glen Cove Creek waterway and waterfront.

Strengths / Opportunities

Waterfront now appreciated
Rich history
Beach for residents (beaches)
Good recreational facilities
Excellent harbor
Nature preserves
Enterprise Zone incentives
Viable ferry
Cleaner water, land remediation

Weaknesses / Threats

Limited overview /oversight in design of built environment
Development pressures
Big buildings
High density
Traffic increase (by firehouse choke point)
Loss of industry, job loss
Loss of marine uses
Poorly designed or maintained public spaces
Give-away of City owned asset

Ideas

Re-use buildings
More view corridors
Community water sports
More cultural venues
Year-round options for kids
Network of open space with connections to waterfront
More mixed use

defined to include restored marsh, ferry landing plaza, trails, etc., in addition to esplanade and parkland.

The MW-3 zoning and revised Urban Renewal Plan further pertained to the sites “out parcels”, not acquired by the CDA and subject to the Request for Proposals. For those, the avowed the purpose of the zoning was to complement the plan for the redevelopment site in several key regards. First, a minimum of 25 acres per site minimum for non-industrial development meant that it was highly unlikely that residential development could proceed on the outparcels without their merger with the main development site controlled by the IDA / CDA, thus assuring complementary development in terms of use and layout. Second, without such merger, it was assured that the waterside housing and park development would proceed first, setting a high-value tone for the area and creating revenue for major site and open space improvements. (Note that the underlying zoning remained the same; i.e., the continued use or disposition or redevelopment of the outparcels for industry was unobstructed.)

It should be emphasized that from the outset of the Master Plan and its outreach process it was assumed that the Glen Cove Creek waterfront redevelopment would go forward, in keeping with concepts put forward in past planning and agreements. Thus the predicate for the development was a public / private partnership whereby well-planned mixed-use development would serve public purposes. The Master Plan process and its Glen Cove Creek element focused on fleshing out the most important public purposes to be achieved. These public purposes are summarized in below and are reflected in the recommendations that follow.

THE VISION FOR GLEN COVE CREEK

Respect the natural, scenic and historic resources that define Glen Cove’s “Gold Coast” character, as well as manage development to encourage increased accessibility and recreational amenities along with a mix of complementary uses.

1. Preserve Glen Cove Creek’s recreational maritime vitality, while revitalizing its waterfront with mixed-use development and destination activities.
2. Create a green network linking the esplanade, Garvies Point Preserve, Pratt Memorial Park and Maccarone Memorial Stadium.

3. Link the waterfront's development, destinations and improvements to Downtown's revitalization, as well as to "gateway" improvements.
4. Continue to improve environmental conditions along the waterfront, building on the City's considerable success in cleaning up brownfields.
5. Moderate the impacts of new development in terms of scenic resources, traffic, etc., and forestall industrial uses that create additional brownfields.
6. Create a sustainable neighborhood that is, to the maximum extent possible, consistent with Glen Cove's sense of place and community character.

RECOMMENDATIONS

1. Protect natural resources and environmental features, throughout Glen Cove.

Ensure environmentally sensitive development, through environmentally minded programs and reformed zoning regulations. Although there are a number of State and Federal programs that protect and improve portions of natural resources (e.g., the Superfund investment along the waterfront), most programs are reactive and do not comprehensively protect resources. The City should adopt best management practices in order to protect water quality through stormwater management and on-site water retention. Regulatory and programmatic tools can protect the environment, fulfill the goals put forward in the Hempstead Harbor Management Plan, and also help reinforce Glen Cove's identity based on its natural beauty and Gold Coast image.

Enact a steep slope zoning ordinance. Steep slope zoning regulations reduce runoff, soil loss, and erosion on sensitive slopes, by limiting the impacts of development on steep slopes and sensitive lands. The varied terrain in parts of Glen Cove, such as the different elevations along Glen Cove Avenue, require revised standards for building on slopes. Construction on steep slopes greater than 15 percent and less than 25 percent should be minimized, and construction on slopes 25 percent or greater should be limited. Using Morristown, New Jersey's regulations as a model: all development and redevelopment activities, including soil disturbances, are illegal without approval under this ordinance unless they are on slopes of less than 15 percent. No slope greater than 15 percent may be disturbed without proving that erosion, disturbance, and runoff have been addressed, and only specific percentages of these slopes may be disturbed. This approach would

provide a framework within which homes can be built on sloped sites without adversely impacting neighbors and the environment.

Support open space preservation regulations. The zoning ordinance should be revised to include a Park Preserve District that would protect and enhance lands set aside for public open space and public parks.

Require greening of parking lots. Many parking lots consist of impervious surfaces; meaning that rainwater cannot be absorbed back into the ground and instead runs off the lot surface into the sewers, further straining existing infrastructure. The revised zoning should include design guidelines for off-street parking lots with landscaping solutions that can reduce this runoff. *(See the sidebar)* Zoning regulations and design guidelines should require perimeter landscaping as well as street tree planting along the adjacent sidewalks. Additional regulations should include a required number of trees in planting islands. Like other landscaping initiatives, tree planting would improve environmental health and provide visual resources.

Promote natural vegetation, swales, rain gardens, and similarly environmental conscious landscape practices. The zoning ordinance should be revised to require such practices in connection with industrial, commercial and multifamily development (i.e., exempting single-family and two-family homes). Natural vegetation is especially important, as it requires less watering and pesticides for its care.

Promote green roofs in connection with new industrial, commercial and multi-family development. The City could encourage the installation of green roofs through a new incentive program, employing municipal, State, and / or Federal funding. A green roof partially or completely covers a building roof with plants. It can be a tended roof garden or a more self-maintaining ecology. Similar to swales and tree pits, green roofs can reduce the volume of runoff by absorbing or storing water, in addition to cooling the air. Through a grant, the City could potentially develop a pilot program starting with public buildings. Although it is an expensive endeavor (the expected cost for each is \$100,000 for design and \$1.3 million for construction and equipment) the citywide benefit could be significant.

GREEN PARKING REGULATIONS can

- Set maximums for the number of parking lots and spaces created
- Minimize the dimensions of parking lot spaces
- Require porous paving systems in overflow parking areas
- Require bio-retention areas or other filtering systems to treat stormwater
- In general require trees to provide shading and cooling
- Promote shared parking and providing economic incentives for structured parking

Continue to secure environmental protection and cleanup funding. Based on past successes and Glen Cove’s status as a U.S. Environmental Protection Agency (EPA) “Showcase Community” (*see the sidebar on the next page*), the City, in partnership with County, State and Federal agencies, should continue its proactive strategy to clean up and improve Glen Cove’s brownfields with appropriate development. Incentive zoning should be considered for brownfield sites, such as allowing bulk, density and site plan flexibility to offset costs of remediation to allow viable development. The City should continue to leverage the EPA Brownfield programs and grants to secure additional programmatic and financial support.

Leverage green investment. Glen Cove’s array of natural resources and socio-economic diversity could attract sustainability and / or green building initiative funding now being made available by venture capitalists, foundations, and State and Federal government. For example, some foundations are interested in sustainable building practices, environmental stewardship, sound land-use policy, and advance environmental conservation by awarding planning grants for sustainable design. Investment and grants are also available to help conserve energy, reduce greenhouse gas emissions, and attract and create jobs, which in turn could attract more investment. If renewable energies and energy reduction strategies are employed, investment for improving and maintaining infrastructure may be available for Glen Cove. Attracting and receiving green investment could also be used as a way to attract companies to Glen Cove.

Coordinate infrastructure improvements and natural resources protection. When road construction was done near Pratt Memorial Park, many trees were affected by the project. Roadwork has potentially hurt wildlife habitat and removed trees. When infrastructure improvements are made in Glen Cove, natural resources should not be negatively impacted. For example, trees and landscaping should be replaced. Roadway work for potential new pedestrian and bicycle paths should also be coordinated with natural resource and landscaping improvements.

BROWNFIELDS ECONOMIC REDEVELOPMENT INITIATIVE

A brownfield is an abandoned, idled, or under-used industrial or commercial facility where expansion or re-development is complicated by real or perceived contamination. The U.S. Environmental Protection Agency Brownfields Economics Redevelopment Initiative is designed to empower states, communities, and other stakeholders to work together in a timely manner to prevent, assess, safely clean up, and promote sustainable reuse of brownfields.

Glen Cove's Brownfields Program is currently focused on eight sites within the Glen Cove Creek area. These sites were selected because they have the highest redevelopment potential. The cleanup of the brownfields would greatly improve the economic and environmental situation of the area. Redevelopment plans for the area are designed to ensure job opportunities for disadvantaged area residents through a Hire Neighborhood Residents Program.

The City of Glen Cove has formed partnerships with numerous government agencies, as well as private and nonprofit organizations. State agencies include the NYS Department of Environmental Conservation, NYS Department of State, and the NYS Department of Transportation. Federal agencies include the National Oceanic and Atmospheric Administration, the U.S. Army Corps of Engineers, and the U.S. Department of Housing and Urban Development (HUD), in addition to the U.S. Environmental Protection Agency (EPA). Other partners include local communities through the Hempstead Harbor Protection Committee (of which Glen Cove is a member), the Coalition to Save Hempstead Harbor, the Glen Cove Beautification and Litter Prevention Program, and other local community groups. Total funding for technical assistance received by the City of Glen Cove through fall of 2008 for its Waterfront Revitalization Plan exceeds \$90 million dollars according to City officials.

The City's Brownfields Program is integral to the City's Waterfront Revitalization Plan. In preparation for potential new waterfront development, EPA completed remediation of a portion of the Li Tungsten Superfund site, which borders Glen Cove Creek to the north, during the summer of 2000. The Glen Cove Industrial Development Agency purchased the Li Tungsten Superfund Site in addition to the Captain's Cove State Superfund Site. With funding assistance provided by HUD, the City has taken responsibility for the cleanup of the Captain's Cove site, which was completed in 2001.

City studies have identified a number of brownfield sites that potentially require remediation, all of which lie within the area indicated in the City's Waterfront Revitalization Plan. To date, ten sites have been selected for assessment and redevelopment, as listed below.

- A-1 Carting
- Bona-Fide RediMix
- The Dogleg site
- Doxey
- Northern-Type Printing
- Gladsky Marine
- Glen Cove Anglers Club
- Mill Pond/Pratt Park
- The Rant/Lopez Property
- Tank Specialists

One of the areas targeted for development is roughly a large 100-acre former industrial site on the north side of Glen Cove Creek, which was rezoned in 1999 for maritime waterfront mixed use development (MW-3 Marine Waterfront-3 District). At the time of the rezoning, some of the industrial tenants, notably Konica Imaging, remained on the waterfront; Konica has vacated its property, which is now for sale; and only a handful of tenants remain. The 100 acres were and (now even more so) are vacant and underutilized.

Waterfront Revitalization Showcase Community

The City of Glen Cove was awarded a Brownfields Assessment Pilot grant in June 1997 to implement its revitalization plan. In March 1998, EPA selected Glen Cove as one of sixteen Nationwide Brownfields Showcase Communities. Showcase Communities are recognized for their innovative and successful approaches to addressing complex brownfield problems and are expected to serve as role models for communities facing similar situations. Under this program, Glen Cove was awarded additional funding and continues to receive a wide range of technical assistance intended to link Federal, State, local, and private sector actions in the redevelopment of brownfields. More than 15 Federal agencies have established an Interagency Working Group to assist Showcase Communities.

Encourage cooperation among private sector, non-profit institutions and government to support and promote the environment. Given the broad array of natural resources and the diverse natural environment, there are many opportunities for creative collaboration with local schools, foundations, and environmentally related organizations. For example, targeted private development opportunities in Glen Cove (e.g., the north side of Glen Cove Creek) need to be leveraged to secure funding to improve and maintain existing open spaces, such as the adjacent preserve and / or nearby parks. The City should also promote its natural resources to local and regional institutions, such as the Cold Spring Harbor Laboratory, to create synergy and an exchange of programs and perhaps joint funding. The Long Island Heritage Trail is another opportunity to connect with nearby institutions and natural environment destinations to attract more people to Glen Cove.

Launch a “Green Community” Campaign. Glen Cove has a legitimate claim to being “green”: Glen Cove’s great quality of life is in large part due to its publicly accessible natural resources. The City is committed to improving Glen Cove’s natural amenities, and also recognizes that the parks and waterfront location can serve many purposes: the parks and waterfront have recreational and aesthetic qualities, but also can be utilized to preserve and improve environmental quality. The City should leverage its green resources and create a “green community” public relations campaign that would permeate all programs and affect all initiatives, including new development. (*See the sidebar.*)

The Green Campaign would entail an inter-agency action plan that would also involve stewardship programs and volunteer programs. The Glen Cove Beautification Commission would, for instance, be a key player (*see the sidebar*). Many communities in the New York Metropolitan Area – and across the country – are launching different types of green initiatives and campaigns. A notable example is New Paltz, New York, which has set about to install solar panels on the roof of community centers, and which has developed academic programs focusing on environmental protection.

GREEN COMMUNITIES

What does it mean?

Sustainable development has been defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” *The United Nations World Commission on Environment and Development (aka the Brundtland Commission) 1987*

While the now-popular terms “Go Green”, “Sustainability” and “Ecologically Responsible” may seem idealistic, expensive, or cumbersome, many communities across America and abroad have taken measures toward environmental responsibility. These greening factors relate to increasing energy efficiency and minimizing harmful ecological impacts, and can be exemplified by activities such as: encouraging recycling, walking and biking instead of vehicular use, buying locally grown products, using less water, planting trees to decrease carbon dioxide and reduce heat islands, and many other efforts which can be categorized as sustainable living.

THE GLEN COVE BEAUTIFICATION COMMISSION

The Glen Cove Beautification Commission was formed in 1984. The Commission:

- Encourages residents to be active participants in the campaign to enhance Glen Cove's environment
- Sponsors educational programs focused on litter prevention and recycling efforts
- Organizes community-wide events such as the Great American Clean-Up (in 2008, volunteers cleaned up the Garvies Point Beach area and the esplanade)
- Hosts "Mid Summer Cleanups" where volunteers are invited to participate in a variety of small cleanup projects throughout Glen Cove
- Fosters strategic alliances with residents, businesses and government to maintain Glen Cove's quality resources
- In its Adopt-A-Spot Program, provides volunteers the opportunity to use their gardening skills by planting and cultivating small areas of public land throughout Glen Cove
- Works with businesses and agencies to fund plantings and cleanups.

Glen Cove's Green Campaign could simply package and promote existing and planned initiatives, such as improved pedestrian environment and environmentally-conscious codes. (*Respectively, see Chapter 4, Connections, and Chapter 3, Neighborhoods.*) The following are additional initiatives to consider:

- City purchase of energy-efficient motor vehicles
- Preferred parking and / or reduced parking fees for carpools or low emission vehicles
- A "Pay-As-You-Throw" program that provides monetary incentives to recycle and compost
- A "Freecycling" program providing a place for residents to drop off or pick up used items
- A requirement that new housing units meet New York Energy Star Labeled Homes criteria
- Public education with regard to "green" lawn care, gardening and household cleaning
- City purchase of recycled products, from office supplies to plastic park benches
- Environmentally preferred purchasing co-op, allowing bulk purchases.

2. Maximize use of existing open space and recreational resources.

Support year-round, family-friendly recreation. Many of Glen Cove's open spaces are underutilized in the winter. Temporary and permanent uses should be considered to encourage residents and visitors to use the parks during all seasons. For example, a temporary ice-skating facility and / or permanent indoor recreation center could be provided on the Glen Cove Creek waterfront, near Downtown. Morgan Memorial Park is an excellent location for Gold Coast-themed children's and family programs for Glen Cove residents as well as visitors from other North Shore communities.

Promote active programming of open space. A number of parks, such as Morgan Memorial, have active programming that promotes more use and builds constituencies for park maintenance and improvement.

Existing and new Glen Cove Creek parks near Downtown should especially be targeted mindful of their central location, and how park activities can bring peo-

ple to Downtown and promote economic activity. Since the parkspace on the north side of Glen Cove Creek will be adjacent to and designed to complement high-density housing, park programming would also counter any assumption that the parkspace is part of a private community. The best model would involve a private / public partnership including the City, the Downtown Business Improvement District (BID), the developers of new development in the Glen Cove Creek waterfront, and successor Property Owners Association(s). Possibilities include concerts and cultural events, kayak and boat races, flotillas, etc., in addition to a floating pool, temporary ice rink, and indoor recreation facility. *(Refer to pages 140 and 141.)*

Seek partnerships and seize upon every opportunity to “green” streets, sidewalk spaces, paths, and waterfront areas. The City, in partnership with its residents and, when appropriate, the County, should plant street trees, install flower-filled window boxes, and create mini-gardens of potted plants. The City should continue to do so, as often as practical with the Glen Cove Beautification Commission, Hempstead Harbor Protection Committee, and other organizations focused on open space and natural resources. *(See the sidebar above and on page 135.)*

3. Create a network of linked resources.

Form a circulation network that reinforces Glen Cove’s open space amenities. Glen Cove’s parks are well-utilized, and mainly along the waterfront and there-

THE HEMPSTEAD HARBOR PROTECTION COMMITTEE was founded in 1995 as Long Island’s first inter-municipal watershed organization. It was created specifically to protect and improve the water quality of Hempstead Harbor. The current municipal members of the Hempstead Harbor Protection Committee include the County of Nassau, the Towns of Oyster Bay and North Hempstead, the City of Glen Cove and the Villages of Flower Hill, Sea Cliff, Roslyn Harbor, Roslyn, and Sands Point.

There were many instances of beach closures due to high bacteria levels, including some due to discharge of sewage into Hempstead Harbor from the former Roslyn treatment plant. Superfund sites were discovered along Hempstead Harbor’s shores. Rotting wooden barges sat in lower Hempstead Harbor for decades. The Village of Sea Cliff installed “Gunderboom” around its beach in an effort to keep contaminants from swimmers. Low oxygen levels led to periodic fish kills. Once the most productive oystering harbor in New York, Hempstead Harbor was entirely closed to shellfishing. Even though the nine municipal governments that surrounded Hempstead Harbor (and the County) addressed such harbor issues in their communities independently, it became evident that pollutants know no boundaries and that the local governments did not have the resources to tackle large harbor issues.

In response to these conditions, a citizens group, the Coalition to Save Hempstead Harbor, was formed in 1986, and went on to keep a focus on the environmental needs of Hempstead Harbor. But at the same time, it became evident that there was a need for a more empowered mechanism to facilitate a more coordinated government approach to these problems.

Former Assemblyman Tom DiNapoli and former Sea Cliff Mayor Ted Blackburn conceived the idea for a Hempstead Harbor Protection Committee in the mid 1990s. In 1995, the NYS Department of State provided funding for a part-time director and coastal experts to prepare an in-depth Water Quality Improvement Plan. Each of the municipalities and Nassau County signed memoranda of understanding to work cooperatively and to contribute financially on a pro-rata basis. Long Island’s first watershed-based inter-municipal coalition was thus born.

Since 1995, the Committee has received a total of 16 grants covering most of the Committee’s costs, with the balance made up from annual contributions (“dues”) received from the nine member municipalities. It has been an unqualified success and has spawned the creation of at least one other inter-municipal effort, the Manhasset Bay Protection Committee.

fore on Glen Cove’s periphery. Appropriate signage on the major arterials would encourage residents to explore more of Glen Cove’s parks, preserves, and beaches. “Green streets” is another way to increase recreational activities: redesign streets for greater use of bicyclists, pedestrians, runners and skaters; and have these streets lead to and run along side of open space amenities, including school yards. Places to lock bicycles at all public and private destinations (in the latter case, as could be required by zoning) are an essential complement to this network.

Make roadway and path improvements that encourage bicycling. (*Refer as well to Chapter 4, Connections.*) Glen Cove’s recreational pedestrian and bicycle networks need not only lead to and connect Glen Cove’s natural and recreational resources; they are in and of themselves major recreational amenities.

The bicycle network will range from ad hoc use of regular roadways by bicyclists, to marked bicycle lanes alongside traffic lanes, to dedicated bicycle paths – as suggested at the Glen Cove Creek waterfront. As with traffic calming, these improvements should generally happen on an organic basis, as opportunity provides (e.g., as a result of road repaving or re-striping, resident efforts, etc.). The City should look to the various bicycle paths recommended in various private and public publications.

Increase pedestrian access to and along the entire Glen Cove waterfront. Over time, the City, County and open space advocacy organizations (such as the Nature Conservancy and Trust for Public Land) should promote continuous public pedestrian access along the entire ten-mile waterfront, wherever practicable. This would start with trails within existing parks and preserves, and conditioning future development on easements or dedications of land for this purpose. Invariably, there will be interruptions to this network, in which case properly (but highly discrete) signage should help walkers to go safely from one to another path or trailhead. Where continuous access is simply not practicable, the City and others should work on creating lookouts. The south shore of the Glen Cove Creek waterway is a prime example, since pedestrians walking along the water’s edge might create security and liability issues for the marinas. In this area, a parallel sidewalk (and bicycle lane) on Shore Road, with signage to lookout points, would serve the public well.

Finally, interpretive signage and markers would provide more meaning to these trails and viewing points. For example, signs about natural wildlife and plant life could be placed at the proposed wetlands preservation area by Glen Cove Creek; signs with illustrations of the factories that once stood there could be placed along or proximate to the bridge crossing by Mill Pond in Pratt Memorial Park; and gateway signs could celebrate the Gold Coast history associated with Glen Cove's larger parks.

Strengthen the connection between Downtown and the Glen Cove Creek waterfront. The connection between Downtown, Pratt Memorial Park, and the Glen Cove Creek waterway must be emphasized. These connections were strengthened with the recently carried out roadway improvements at the juncture of Downtown, Pratt Memorial Park, Brewster Street / Glen Cove Avenue, and Pratt Boulevard. These improvements vastly enhanced the ease and scenic quality of the connection between Downtown and the Glen Cove Creek area – for vehicles. The next stage would do so as well for pedestrians, as laid out in the Downtown Gateway Revitalization Plan, prepared by Urbitran Associates (a division of DMJM Harris / AECOM). (*Refer to the sidebar on page 85.*)

Besides these physical improvements, the City, Glen Cove Downtown Business Improvement District, and the waterfront redeveloper selected by the IDA / CDA should produce promotional maps – such as a waterfront walk map with its start and end point in Downtown. They should also promote joint event programming in Downtown and the north waterfront – where cultural uses and outdoor event space are mandated and proposed, respectively.

Maximize pedestrian access to and along the Glen Cove Creek waterfront. This would include a continuous esplanade (with an adjoining / parallel bike path) within a waterfront park shared by a pedestrian esplanade, along both (1) the north side of Glen Cove Creek from Pratt Memorial Park to the end of Garvies Point, and (2) the south side of Glen Cove Creek from Pratt Memorial Park to the Glen Cove Marina. Phasing plans for any single site or sequenced development should assure that, to the maximum extent possible considering financial or practical considerations, this pedestrian access (and any attendant bulkheading, infrastructure investments, bicy-

cle access and park amenities) go forward as a condition for the development(s). Redevelopment and related approvals should address the necessity of continuous access, which may, in connection with the incentive zoning, require the linkage of off-site as well as on-site improvements in connection with approvals for non-industrial uses under the zoning requirements for the waterfront.

Create a network of parks and open spaces in the Glen Cove Creek waterfront, adding up to a new “central park” for all of Glen Cove’s residents. As discussed further under the next recommendation, new development in the Glen Cove Creek waterfront provides a vast opportunity to create linked parks and amenities that amount to a major recreational amenity for Glen Cove residents, Downtown shoppers and diners, boaters, and others. *(Recommended elements of the park system are indicated in the map and accompanying sidebar on pages 140 and 141.)*

4. Leverage private investment to maximize public benefits.

Generate a comprehensive, mixed-use waterfront plan that further vitalizes the Glen Cove Creek waterway as a citywide destination and resource. It is critical to have a coordinated plan for the waterfront in order to achieve short- and long-term revitalization goals. Instead of generating priorities and recommendations just for individual development sites, there needs to be a roadmap to ensure that such development and associated public amenities achieve linkages and synergies. Although the comprehensive framework focuses on desired harborfront changes and improvements, preservation goals are also included: protecting marina activities and other existing uses and buildings.

As already elaborated upon, the outreach for the waterfront component was unusually extensive and the Master Plan Task Force participation unusually detailed. It was their charge to generate guiding principles to develop the priorities and policies for the waterfront in sufficient detail to guide, but not so detailed as to substitute for (or second-guess), for example, the IDA / CDA, Planning Board and other public reviews for the Glen Isle Project and other development proposals. For example, the Master Plan advocates an open space and development framework, but does not render a site plan bearing on the exact location of buildings, distance between buildings, dimensions of streets, waterfront setbacks,



A) Sea Isle. This is a key site at the mouth of Glen Cove Creek; it is, as well, exposed to Long Island Sound and likely flooding conditions that might worsen with global warming. Most of the site actually lies outside of Glen Cove, within the Town of Oyster Bay. The site also invites development owing to its splendid views. The ideal solution would be acquisition of this spit of waterfront land for preserve or park, by the City, County or a responsible non-profit such as the Nature Conservancy and Trust for Public Land. The acquisition might be either outright or through an easement. Failing acquisition, Transfer of Development Rights (TDR) should be explored, with an incentive to relocate the development potential of this property to another site within view of Glen Cove Creek. Failing that too, the lowest possible development density is the optimal development scenario.

B) Homes and marinas. The privacy of residences and the security and liability concerns of marinas forestall a continuous waterfront park or esplanade at this location. As an alternative, the sidewalk should be improved, with natural landscaping and streetscape features (e.g., lighting, benches) that reference the nautical quality of the area, with preservation (through view corridor designation) of a few vantage points out toward the water. Signage and paths might lead to further vantage points at the water's edge.

C) Maccarone Memorial Stadium. This citywide park should be enlarged and improved. The fencing should come down, or in time be replaced with something more in keeping with this park's importance and waterfront setting. Formal entries should be provided from the Shore Road, at both the west and east ends of the park. Both the City Maintenance Yard and the County Maintenance Yard should be relocated (perhaps in consolidation) as soon as cost effective and practical, and replaced by soccer fields and active recreation. Likewise, acquisition of the Rason Asphalt plant should be tied to park expansion, as would conversion of the landfill site into a park

amenity. Truck traffic to and from the wastewater treatment plant could be accommodated with a traffic-calmed roadway. This roadway could in fact be improved as a boulevard, and end at a park feature facing the Glen Cove Marina. This last idea would involve a land-swap that would allow the current restaurant on this site to expand into a mixed-use commercial development with off-site parking on part of the landfill site.

D) Maccarone Memorial Stadium / Pratt Memorial Park. The connection between Maccarone Memorial Stadium and Pratt Memorial Park is presently tenuous, due to a mishmash of roads and industrial / commercial uses. Over time, the roads in this area should be traffic-calmed so as to improve pedestrian safety and sense of place, without unduly hindering truck traffic to any remaining industrial and commercial uses. Likewise over time, the water's edge should be landscaped and enhanced with an esplanade connecting the Stadium and Park. Non-industrial redevelopment in this area should be contingent on such improvements.

E) Pratt Memorial Park. The entire park should be improved, including an extension of the Glen Cove Creek esplanade to a Brewster Street crossing into Downtown Glen Cove. Also, the City should explore reuse of the current Fire Station as a cultural center at the meeting point between the park system and Downtown; or as parkland opening up views to the waterfront from Downtown and this critical intersection. (Clearly, this recommendation cannot and should not be done unless a superior fire station is built at an equal or better location; and is contingent on the support of the Volunteer Fire Department to be carried out. Possible sites include a reuse of part of the Konica building complex or on one of the vacant or underutilized sites along Glen Cove Avenue, both nearby.)

F) RediMix Cement factory and Windsor Oil. The current redevelopment plan for the north side of Glen Cove Creek indicates a "turning basin" (really an enlarged inlet of water), park and cultural/retail space at this location. Whatever the use, dedication of this area mainly to park and open space, with complementary commercial and cultural uses, is recommended to better connect the waterfront to Downtown. Several of the cultural uses raised for consideration in the Master Plan process include a community gallery, a more prominently sited Garvies Point Museum, and/or a marine education center.

G) The esplanade. A continuous esplanade and bike path in a well-landscaped park is called for, from Pratt Memorial Park, through the RediMix Cement site, westward to the end of Garvies Point. Public access from Garvies Point Road to the park / esplanade should be continuous or at least every 400 feet. The design of this park should promote public use as well as public enjoyment of the waterfront and waterway. For example, if a fence is needed along the water's edge, it should be open; upland terraces and walls should not be impermeable in a way that blocks views; buildings located on the waterside of Garvies Point Road should be set back from the water's edge to the maximum extent practical.

Likewise, the programming of this park should promote public use and enjoyment. A kayak and / or similar small-boat rental facility should be provided (if need be cross-subsidized by the profitable redevelopment proposed for the area), ideally at the point at the far west, or in the historic structure in the eastern half of the site; cultural and retail uses should open up onto the esplanade; an affordable café should be provided in addition to a restaurant facing Hempstead Harbor; and there should be at least one playground, one amphitheater, one great lawn, one beach-like amenity (e.g., a boardwalk at the Point), and plaza inviting outdoor dining. The City and IDA / CDA should have a meaningful say in this programming, on an ongoing basis.

H) Esplanade / Maccarone Memorial Stadium. If practical given current or prospective waterborne shipping, a footbridge (including bicycle use) should be provided, connecting the new park system on the north side with the expanded Maccarone Memorial Stadium park system across Glen Cove Creek. If shipping continues, a bridge high enough for barges to pass under, a drawbridge or a swing bridge would be needed. A less daunting design – sufficient for small pleasure craft such as kayaks to pass under – would of course be possible if shipping ended with the asphalt plant's removal from the waterfront.

I) Additional north waterfront parkspace. Current plans under review by the City call for an extension of the waterfront park upland, with a triangular park surrounded by residential and commercial buildings. This is a sound idea, as it complements the "central park" concept. Indeed, to the maximum extent possible, all parkspace within any and all waterfront development should adjoin and be designed and programmed to be an integral part of the entire park sys-

tem (again, with continuous, significant participation by the City and IDA / CDA).

J) Indoor recreation space. The north waterfront's outparcels as well as the south waterfront's industrial land and municipal landfill site provide ample opportunity for a public, indoor recreation space. Existing, large shed-like structures or their foundations might be adapted to this purpose, which may in fact be cost-effective as such uses often do not need the same level of brownfield remediation associated with either new parks or housing. As indoor recreation tends to be a marginal-profit business, incentives (e.g., Transfer of Development Rights) could be employed by which the development yield associated with the property could be concentrated on other portions of the same parcel or even on adjoining parcels. The two most inviting assembled sites are presently: a part of the Konica site, and on the former Glen Cove Incinerator (now abandoned) site.

K) Garvies Point Preserve connection. Links should be provided between the new park on Glen Cove Creek's north waterfront and Garvies Point Preserve. This requires sensitivity in terms of locating trailheads, lighting, bicycle racks, etc.

L) Garvies Point Preserve improvements. In order to provide more width to the waterfront esplanade / park, it may be useful to shift Garvies Point Road slightly northward. In this case, the Preserve's lost acreage should be replaced in the eastern end of the Preserve, on a greater than one-to-one acre basis. This idea is contingent on County support, as it owns the Preserve, as well as the support of the City, IDA / CDA, and selected redeveloper. It is also dependent on State Legislature action, consistent with all such transactions in New York; and on the support of Friends of Garvies Point Museum and Preserve; as well as the consultation of other involved stakeholders such as the Hempstead Harbor Club. It might also be linked to landscape improvements to the Preserve, improved trails, and Garvies Point Museum enhancement (including its possible relocation or as part of the waterfront development's non-residential component). The intent is to assure a "win / win" plan.

etc. It is each redeveloper's responsibility to put forth a viable development proposal through the City's site plan, environmental, urban renewal area, and zoning approval processes.

This Master Plan concurs with the current program agreed to by the IDA / CDA and the designated redeveloper for the 52-acre area comprising the Glen Isle project. (See Map 24, *Glen Cove Creek Development Concept*.) It is understood that the IDA / CDA and redeveloper remain in negotiation with regard to phasing and other matters. It is further understood that the Planning Board and other involved agencies are reviewing the project for site plan and other approvals. The project is subject to the State Environmental Quality Review Act, which requires full disclosure of the attendant impacts. The emphasis of this Master Plan is therefore on general design and programmatic principles and policy.

Preserve Glen Cove Creek's maritime vitality. At community meetings, participants emphasized that the Creek should first and foremost be maintained as a maritime waterway. This encompasses the Creek's present use for recreational boating as well as shipping. (And it is contingent on continued dredging of the Creek, as discussed in the next recommendation.)

Many of the south waterfront uses are water-dependent (e.g., marina) and should be preserved. Private, non-water-dependent uses should be prohibited; and if ever permitted (e.g., by variance) should be contingent on continued operation of the marinas at a scale no less than their current operation, as practical. The redevelopment of currently non-water-dependent sites should involve incentive zoning contingent upon brownfield remediation and significant waterfront park improvements linked to the enlargement of Maccarone Memorial Stadium's park system. As discussed in Chapter 5, Downtown, this redevelopment should also be in coordination with a relocation plan to preserve these industries, perhaps at the Konica site (restricted to non-polluting flex space) or in the industrial zoning district in the southern area of Glen Cove (where the PhotoCircuits site is located).

The north waterfront similarly has or could include marina / water-dependent uses that bear protection and enhancement, including funding that may be



derived from other sources to offset capital as well as operating costs. These other sources might include City or government support, fundraising, and “cross subsidies” from profitable development. Specific maritime uses include but are not limited to:

- Kayak, canoe, and similar small craft launch with adequate parking
- Working marina with full-service amenities and parking
- Yacht and boat landing
- The Anglers’ Club structure and facilities
- Ferry landing with adequate parking
- Boat launch with adequate parking for cars and trailers.

To the maximum extent practical, as many of these uses as possible should be included in the first phase of development. The ferry terminal itself is to be built in connection with public support. (*Refer to Chapter 4, Connections.*) A kayak / canoe rental has been suggested as the reuse for the historic building toward the eastern half of the north waterfront. There has also been (in connection with the IDA / CDA's review of redevelopment alternatives for the north waterfront) considerable discussion about relocating the Anglers' Club, the Anglers' Club should be engaged in this decision-making to provide full opportunity for a "win-win" outcome.

Assure continued maritime use of the Glen Cove Creek waterway. The U.S. Army Corps of Engineers recently dredged the Creek, consistent with its current use for commercial shipping in connection with the Rason Asphalt plant. In the event that the asphalt plant closed or relocated from the Glen Cove Creek waterfront, the Army Corps of Engineers would presumably continue to dredge up to the ferry terminal, but no further; and the Army Corps would presumably cease dredging altogether if the ferry service was discontinued.

It would appear that frequent dredging is not needed, as the recent dredging by the Army Corps of Engineers found limited siltation since the prior dredging 40 years ago. But contingency plans should be drafted, including a funding mechanism so that the City does not have to bear the burden of paying for dredging. The selected redeveloper of the IDA / CDA site currently proposes that a Property Owners Association assume responsibility for dredging; this amount must be guaranteed to be adequate and timely, so as to insulate the City from the possibility that any changes to the type or phasing of development would jeopardize the funding for dredging. It seems that selective creek widening is also another consideration to address the dredging issue. Whatever combination of options is ultimately selected, the City cannot be responsible for paying for them; and the redevelopment project for the north side of the Glen Cove Creek waterway must provide an adequate mechanism to assure a navigable waterway in the future.

Fund the green network linking the proposed esplanade, Garvies Point (and beach), Garvies Point Preserve, Maccarone Memorial Stadium, Pratt Memorial

Park, and other Glen Cove Creek-area park and open space resources. Non-maritime and water-dependent development should be inextricably linked to the creation and maintenance of open space resources on the waterfront. On the north waterfront, the waterfront park system should be built concurrent with the corresponding development. All of the park improvements must be completed as or before the last phase is completed.

Further non-industrial redevelopment of the “outparcels” through incentive zoning should be contingent on contributions to the mix of public amenities within the Glen Cove Creek waterfront area; indeed, off-site park improvements would be preferable for the outparcels on the north waterfront, since these outparcels do not provide significant opportunity for publicly accessible, waterside open space resources. Any redevelopment on the south waterfront should likewise be tied to the park connectors and the Maccarone Memorial Stadium park expansion and improvements called for. Funding to support an indoor recreation facility affordably priced for Glen Cove residents could be included in the mix of improvements that might be thus supported. A Park Improvement District (PID) should be explored as the preferred method of continued funding for waterfront park maintenance and improvements, though Property Owner Association guarantees could be employed until a PID is created, and might be considered instead of a PID.

Employ income-producing uses to supplement park revenues and promote year-round usage. Further activities and concessions could help support park operations. In the absence of a PID, the City should allow the Parks Department to keep all or a portion of the concession revenues for maintenance. Potential waterfront (Maccarone Memorial Stadium and vicinity) concessions and revenue sources might include: rental of the indoor recreation space for parties and events, rental of recreational equipment, food service, park stores, outdoor concerts, festivals, and markets. Downtown organizations, such as the Glen Cove Downtown Business Improvement District and Glen Cove Chamber of Commerce, are natural partners for planning income-producing events and activities. While the City should encourage innovative park concessions, it is of course essential that parks be not subject to over-commercialization. To guard against this and other adverse impacts, commercial uses and parks should be subject to environmental review under the State Environmental Quality Review Act.

Continue to improve environmental conditions along the waterfront. More than ever, Americans are realizing that money cleaning up brownfields is well spent. The City should be proud of its thus far successful effort to clean up and remediate a former hazardous waste site and other brownfields on the north waterfront.

The Rason Asphalt plant is, in particular, a major source of air pollution. The RediMix Cement factory is also detrimental to the park and development plans for the area. The waterfront zoning should be revised to prohibit non-maritime commercial and industrial uses that generate pollution or create additional brownfields. Zoning should also be adjusted to require practices that minimize the amount of pollution generated by marinas and other maritime uses. Marinas should be designed to accommodate pump-out stations, adequate waste receptacles, contained upland areas for cleaning, repairing, painting, fibreglassing, and servicing boats and contained fueling areas to prevent spillage, overwash and gas / oil runoff into surface waters. Every effort should be made to forge partnerships and secure Federal and State funding for brownfield and environmental cleanup. *(Refer to the sidebar on page 133.)*

Moderate the impacts of new development on the north waterfront in terms of scenic resources. While the acreage exceeds 50 acres, fully 30 percent is to be set aside for open space, and another 10 percent to 15 percent will likely be devoted to roads. Thus, the entire building program (860 units and 500,000 square feet of commercial / hotel space, assuming 400,000 square feet for the hotel) is to be accommodated within the remaining 30 acres. The densities currently embodied in the plans and contractual agreements (between RexCorp-Glen Isle Partners LLC and the IDA / CDA) necessitate tall (for Glen Cove) multistory buildings.

Delving deeper, the charge of the IDA and CDA to maximize revenue to provide for implementing initiatives and provide public amenities

GLEN COVE CREEK'S HISTORY

Over the course of time, the North Shore waterfront has proven to be both beautiful and functional. Surrounded by water on three sides, Glen Cove's history is inherently entwined with the history of its waterfront.

ACCESS For the original Native American inhabitants of the area, waterfront access was essential to their way of life. It was also viewed as a major asset to the first New England settlers who purchased about 2,000 acres of land in the area from the Matinecock Indians in 1668.

PRODUCTION The settlers took advantage of the property's waterfront location by damming Glen Cove Creek to provide for a sawmill and gristmill. Lumber for housing was shipped from the waterway and was received by a ready market in New York City. Within the first decade the settlement grew considerably, welcoming settlers with many different trades and specialties.

SHIPPING Following the mills of the 17th and 18th century, the next great industry in Glen Cove was the mining of clay, which was sold in New York City for the creation of pottery. The discovery of clay led to increased waterfront activity for commercial shipping and commuter transportation. Collaboration between resident Dr. Thomas Garvie and Cornelius Vanderbilt resulted in the creation of a steamboat that provided daily transport to New York City beginning in 1829. It was also around this time that the municipality's name changed from its original name, Musketa Cove, to its current name, Glen Cove.

TRANSPORTATION With the steamboat operation in full swing during the mid-19th century, Glen Cove soon became a resort community with hotels, saloons, taverns and boarding homes opening up near the waterfront. The community became known as a refuge for the New York City wealthy as they built summer estates along the scenic shore. However, in addition to this upscale trend, the Glen Cove waterfront became an attractive location for industry dominated by the Duryea Starch Manufacturing Company, which employed nearly 600 people.

RECREATION With the decline in industry, and the suburbanization of the North Shore, Glen Cove Creek became a safe harbor for recreational water craft. Many private waterfront estates were converted into public beaches, parks and preserves.



Duryea Starch Works 1880

for the City necessitates taller rather than bulkier buildings. According to a City-commissioned market study (*refer to page 19*), higher floor units will garner approximately 50 percent more revenue per square foot than lower floor units of the same size and appointments, and substantially more profit since the per square foot construction costs are roughly the same independent of floor.

But such bulk and height comes at a potential cost in terms of various impacts, of which views have loomed large in the public input to date: (1) the Glen Cove Creek is enjoyed as much for its scenery as it is for its recreational and boating offerings; and while (2) new parks and redevelopment are a welcome way to improve views of what is now a largely obsolescent industrial area, (3) participants throughout the planning process emphasized their concern about building heights and bulk overpowering the visual experience of Glen Cove Creek, blocking views of Garvies Point Preserve, or simply exceeding the sense of Glen Cove as a suburb where apartment buildings are the exception not the rule. (For instance, for the survey at the waterfront public forum, building height and community character were cited as the number one concern; traffic, was ranked as the next most important concern.)

Design guidelines should therefore be employed to minimize the visual and scenic impacts of any future development while still allowing height and density. These include the following on the north side of Glen Cove Creek:

- Provide a variety of building heights, rooftops, building forms, and setbacks; and employ forms and detailing that correspond to Glen Cove's history. In keeping with some of Glen Cove's waterfront historic estates dating to Glen Cove's Gold Coast heyday, Georgian and estate architecture is appropriate.
- Site and shape buildings respectful of important views. To the extent practical, multi-story buildings should be oriented so that they do not form a wall that blocks the view of Garvies Point Preserve.
- Related, limit building heights mindful of the backdrop of Garvies Point Preserve, and to create a lower-density built environment. Buildings should not exceed (except where noted below), in a frontal view, the height of the

base of trees along the Preserve's ridgeline. Note that this is an intentionally more stringent than the treetop requirement now employed.

- Greater height should be afforded in the western half of the area, where the greatest value is to be realized from height, due to views out to the Hempstead Harbor. The majority of the built area should be occupied by buildings no higher than six stories, and the maximum height should be up to eight stories. For several buildings only, building height could be increased to as much as ten to twelve stories, and / or be as high as the top of the trees at the top of the ridgeline, if this is judged as an economic necessity or as the superior plan in terms of the bulk that might otherwise result.
- Buildings in the eastern half should be low- to mid-rise. The dominant building form (in terms of acreage) should be comprised of up to four-story townhouses / stacked townhomes that transition well to the upland suburban residential neighborhood. The maximum building height should be eight stories. At the lower elevations, consideration should be given to "loft-style" apartments, commercial and mixed-use buildings that transition well to the industrial waterfront across Glen Cove Creek. Building heights should be moderated moving up the hill to the adjoining single-family neighborhood.

Require a full analysis of the potential traffic and visual impacts of any proposed non-maritime development and building in the Glen Cove Creek waterfront. These include but are not limited to visualizations. (*refer to page 62.*)

Reinforce the Master Plan's vision of a maritime and recreational south waterfront. The south side of Glen Cove Creek is, in this Master Plan, to be dominated by marina and park uses. In addition to a modicum of industrial-like uses (including the County sewage treatment plant), waterfront restaurants and recreational uses are envisioned. The now industrial area at the eastern end of the south waterfront is contemplated for parks, housing, and commercial uses in the long run. With this in mind, the following design guidelines should be employed:

- West of and including Glen Cove Marina: Employ natural vegetation, a nautical theme, and very low scale (e.g., two- to three-story limit) in connection with any new redevelopment or building. For example, wood would be preferred to metal, stone and brick; fishing village architecture would be pre-

ferred to Georgian; etc.

- East along Glen Cove Marina to and including the City and County Maintenance Yards: Limit building heights to three stories. This height could be increased to four or five stories if this is judged as the superior plan in terms of park amenities.
- East of and including the Rason Asphalt Plant: Consider “loft-style” commercial, office and mixed-use buildings. These uses would transition well with regard to adjoining industrial uses along the Creek, and with regard to the commercial and auto-oriented uses along Glen Cove Avenue.

Moderate the impacts of all new Glen Cove Creek waterfront development in terms of traffic and sustainability. The City may want to ensure that the waterfront revitalization is a model project that creates a LEED neighborhood as well as achieves Low Impact Development (LID) standards. (*Refer to Chapter 3, Neighborhoods, for a discussion of both LEED and LID.*) These goals must be set in the beginning of the process: they are difficult if not impossible to do retroactively.

Link the waterfront’s development, destinations and improvements to Downtown’s revitalization. This would largely be accomplished through the pedestrian, vehicular and other physical improvements discussed elsewhere in this Master Plan, particularly in connection with the Downtown Gateway Revitalization Plan. The proposed waterfront redevelopment program also accomplishes, from a programmatic point of view, the following benefits for Downtown:

- A large number of new, mainly affluent residents in this neighborhood adjoining Downtown
- The potential for additional offices and live / work space that will bring additional people – hence shoppers and diners – to the area
- The continuance if not expansion of the marinas and boating activity, which represent a regional as well as a local destination, most usually for affluent people
- Expansion of Maccarone Memorial Stadium and creation of a larger park system, which will attract even more Glen Cove and Nassau County residents
- The promise of park events that will introduce more people to Downtown’s dining and retail offerings.

Proposed waterfront restaurant / cafes and a handful of stores / services would also be of value in creating a fully revitalized waterfront. A further idea (*described in Chapter 5, Downtown*) involves the possibility of relocating waterfront and other local construction-related sales and uses to the Konica building complex if its owners prove interested, as another destination use. However, such uses should be compatible with park and residential development on the north waterfront. Further, this Master Plan rejects the premise of large-scale commercial development on the waterfront as once contemplated, as it would assuredly compete with rather than complement Downtown for specialty shopping and dining.

Create a positive pedestrian experience. Key urban design principles include, for the north waterfront:

- Create a varied environment. For example, every attempt should be made to preserve select building facades since these express the area’s authenticity and remind residents and visitors of the Glen Cove’s noteworthy history. Examples include the older Konica building facades and the small brick industrial building along the eastern end of the waterfront.
- Break up building bulk and locate lower buildings fronting the north waterfront esplanade. This will forestall the feeling that buildings loom over the public space. And it will provide an improved pedestrian experience.
- Maximize the use of the townhouses, with their own ground floor entrances facing the esplanade or a small yard along side the esplanade. This blending of private and public and private space creates a safer (“eyes on the street”) and more inviting space provided the esplanade and other public areas are clearly designed to look and function as public spaces.
- Employ streetscape and landscape designs that maximize pedestrian comfort and are experienced as “public,” especially along the water’s edge. These include pedestrian-scaled lighting, traffic calming, continuous sidewalks, an ample minimum width for pedestrians and bicycles (typically set at 18 feet), maximum setback (therefore maximum views) along and inland from the esplanade, minimum fencing and visual obstacles on either side of the esplanade, minimal curb cuts, shade trees, benches, trash receptacles, etc. It also includes frequent connections to public roads; (e.g., at no less than 400 linear feet) as well as view corridors and attractions that encourage people to

The highly developed shoreline that surrounds Long Island Sound generally precludes public access and recreation by an underserved population. Only 20 percent of the shoreline is accessible to the public. It is critical that Glen Cove preserve their public accessible waterfront open space.

walk and explore. It eschews gates, changes in design detailing, circuitous routes, staircases, etc. that give pedestrians and the public pause to continue on their way.

- Provide uses that create a necklace of attractions and amenities along the esplanade. These should include (going from east to west from Pratt Memorial Park): a small park bordered by cultural and dining / retail uses, a playground, a bridge across to the enlarged Maccarone Memorial Stadium park system, a street-side promenade, a ferry terminal, to a large waterside park, a public restaurant / café, and finally a boardwalk with glorious views across Hempstead Harbor and Long Island Sound.

Ensure proper vehicle access, circulation, and parking. As prompted by and consistent with the current zoning, all waterfront development should be coordinated in terms of convenience to vehicular drivers. The framework of roads shown in Figure 12 (*shown on the next page*) illustrates one such plan for the north waterfront, arrived at in cooperation with, in addition to the Master Plan Task Force, the IDA / CDA and the current redeveloper selected by the IDA / CDA (RexCorp-Glen Isle LLC). This framework furthermore reflects an organic roadway system of bending roads that respect the topography, at once eschewing the formal, more urban grid originally proposed for the area; and taking inspiration from early suburban new town planning by the famous landscape architect of Central Park and Prospect Park, Frederick Law Olmsted (for instance, for Riverside, Illinois).

Shared parking should be maximized to minimize pavement and promote walking. Sufficient free and outdoor parking and suitable vehicular access should be provided for visitors to the park and the area's recreational amenities. These include: the boat launch and Garvies Point (including safe, easy access involving boats to and from the boat launch); the ballfields and prospective soccer field in the enlarged Maccarone Memorial Stadium; and any indoor recreational facility. Some public visitor parking should be provided overlooking the waterfront amenities, both by way of emphasizing their public nature, and mindful that some visitors will enjoy simply driving to the waterfront in cold and inclement weather to enjoy the view from their cars while parked.



Figure 12: A Roadway Concept for the Glen Cove Creek Waterfront

(Source: Beyer Blinder Belle Architects & Planners, LLP for RexCorp-Glen Isle LLC.)

Create a neighborhood sensibility, rather than an enclave quality. The recommended design features will go a long way in this regard. As important, a variety of housing types (responding to a variety of households) should be provided: grand style apartments, modest apartments, ownership units, rental units, units associated with the proposed hotel, units independent of that association, etc.

In order to create a truly integrated waterfront neighborhood, there is a further need for it to include an affordable (i.e., “workforce”) housing component. This Master Plan calls for an affordable housing set-aside of 10 percent of all units in a new development. This ratio should be maintained in connection with any and all other housing built in the Glen Cove Creek waterway area. As additional considerations to those laid out elsewhere in this Master Plan, the waterfront’s workforce housing needs to be incorporated into the roadway network with adjoining market rate units; absolved of financial responsibility for the common areas and obligations aside from those in connection with their own buildings and sites (e.g., not be charged for dredging, park maintenance); sited and designed in a way that does not isolate them; and proportionately phased coincident with the other housing.

Obtain adequate binding assurances from each redeveloper that the public amenities will be constructed in a timely manner. The phasing and development of the infrastructure, public improvements and amenities will be a key consideration going forward. In connection with any private non-industrial development, the entire road and pedestrian path network should be done in the first phase to the extent economically feasible and practical; as should any proscribed maritime, cultural and recreational uses. Certainly, such road, pedestrian, infrastructure, and cultural and recreational amenities should be built in tandem with the corresponding housing and commercial development. Consistent with the incentive zoning approach, public benefits should be viewed as part of the cost of development (akin to a “ground cost”); and not as something like developer profits, which are dependent on the final outcomes of any development. Using the Glen Isle project to illustrate: A partially built esplanade without its full connections and some active park amenities would yield the equivalent of a private park at the western end of the site if that area were developed first.

Strengthen the incentive for timely provision of public amenities. The current zoning for the Redevelopment Area (MW-3) on the north side of the Creek prescribes that redevelopment employing the incentive zoning must be of a minimum acreage, which the IDA / CDA assemblage satisfies, but which is all but impossible to satisfy for the outparcels except through merger with the IDA / CDA assemblage. This minimum acreage requirement assures coordinated development, with the waterside development most likely going first.

The minimum acreage requirement should remain in place until the earlier of ten years following the adoption of this Master Plan, or seven years from Planning Board approval of the overall development project for the north waterfront. (This is the PUD approval under the current zoning; and the PUD Master Development Plan as defined in the current proposal for Section 280-73.2 of the City Zoning Ordinance.) Thereafter, re-evaluation of the minimum acreage requirement should be contingent on the failure of the redevelopers of the IDA / CDA assemblage to provide a significant portion of the park, cultural and recreational amenities and related public improvements obligated by the agreement with the IDA / CDA, as well as the extent to which the redevelopment has in good faith proceed-

ed otherwise—both materially and monetarily. Any such re-evaluation should be part of an open, honest and transparent public dialogue, which includes public participation and review. Factors to consider in such dialogue include the progress of the redeveloper of the CDA/IDA assemblage, the reasons for any potential delay, the status of any non-project “outparcels,” and any potential negotiation between the relevant landowners. The goal is to balance the benefits of a coordinated, comprehensive redevelopment, and avoid disinvestment speculation by not unfairly limiting other less comprehensive beneficial development in the event a coordinated approach is not achieved.

Should such minimum acreage changes take place, the design guidelines put forward in this Master Plan will still apply. This will assure the overall quality and consistency of development on the north waterfront.

Balance the need for predictability and for flexibility. This Master Plan is not setting forth final detailed designs (consistent, for instance, with “form based zoning”); so there still needs to be flexibility for decisions to be made with regard to site planning, architectural design, etc.

Any non-maritime, non-recreational and non-industrial uses should continue to be only by special permit, contingent on meeting the intent of the goals and objectives indicated in this Master Plan. The Glen Cove IDA / CDA should continue to exercise its oversight of development on property which it controls, must acquire, or has an interest in – mindful of their mission to maximize the economic health of Glen Cove. In both zoning and policy, non-maritime and non-recreational uses should continue to be linked to public maritime and recreational amenities. In other words, exceptions to the industrial and as-of-right uses are allowed as incentives for making an even better maritime and recreational waterfront, and therefore should be granted only to the extent that they serve public purposes that cannot be intentionally or circumstantially evaded.

As recent economic events demonstrate, economic conditions can change rapidly; and as daunting as current market conditions are, the market can come back roaring again in short order, as it did during the late 1990s and early 2000s. The City must be vigi-



lant and consistent in its position that the as-of-right industrial and other uses can continue, even as it provides significant development incentives for brownfield remediation and other environmental improvements, a publicly accessible waterfront, an enlarged park system, publicly enjoyed waterway and views, maritime activity, and both physical and programmatic linkages that improve Downtown's prosperity.

