



Middle Neck Road and East Shore Road Corridor Study



Prepared for:



Village of Great Neck, NY

November 2018

Prepared By:



Middle Neck Road and East Shore Road Corridor Study



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Acknowledgements

The Village of Great Neck Board of Trustees would like to thank members of the Great Neck Citizens Advisory Committee (GNCAC) for their help in preparing the Middle Neck Road and East Shore Road Corridor Study. The GNCAC played an invaluable role in reviewing work, conducting outreach, informing the public, and identifying goals and implementation strategies for numerous sites along both Corridors. They participated in many ways and put in countless hours to help make this Plan a reality.

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Introduction

Overview

The Middle Neck Road and East Shore Road Corridor Study (the “Corridor Study”) has been prepared at the request of the Village of Great Neck (the “Village”) to identify potential amendments to the Village Zoning Code (Chapter 575 of the Code of the Village of Great Neck, hereinafter the “Zoning Code”) which would foster the revitalization of the Middle Neck Road and East Shore Road Corridors in order to bring lasting benefits to residents and business owners throughout the Village. In this context, revitalization is defined as the improvement of the physical, social and financial well-being of the Village through capital investments.

This Corridor Study recommends the Village foster appropriate residential and commercial development at viable sites and create community benefits through an incentive zoning procedure along Middle Neck Road and East Shore Road.

Among the community benefits this Corridor Study aims to achieve are:

- › Diversified housing options, including affordable housing and assisted living
- › Reduced commercial vacancies
- › Increased tax base
- › Improved property values
- › Enhanced streetscape and access to public spaces
- › Traffic calming and pedestrian safety

The Corridor Study incorporates recent work done by the Great Neck Citizens Advisory Committee (GNCAC) – a group of Great Neck residents committed to seeing that future actions in the Village are in keeping with the community’s vision. It also builds upon the previously completed study, entitled *Village of Great Neck Corridor Study (2013)* (“*2013 Corridor Study*”), which culminated in the adoption of amendments to the Zoning Code (see below).

Middle Neck Road runs north-south through the entire Village. It connects the Village to the Village of Great Neck Estates and the Town of North Hempstead to the south at Clover Drive and the Village of Kings Point to the north at Red Brook Road. Further south on Middle Neck Road is the Village of Great Neck Plaza, including its central business district and the Great Neck Long Island Rail Road (LIRR) Station.

The Middle Neck Road Corridor constitutes the primary business district in the Village. The majority of commercial activity is concentrated along the length of Middle Neck Road between Steamboat Road and Baker Hill Road. While commercial uses and local institutions such as retail stores, restaurants, offices and synagogues are active in most of the commercial core, there are notable clusters of vacant and underutilized properties.



Improved streetscape along East Shore Road

East Shore Road is a secondary commercial corridor that runs north-south along the waterfront of Manhasset Bay in the easternmost section of the Village. It connects the Village to the Village of Kings Point, north of Ravine Road, and the Village of Kensington, south of Vista Hill Road. The Manhasset Bay waterfront along East Shore Road is considerably underutilized and contains uses that are neither water-dependent nor water-enhanced. The recent opening of the Avalon Great Neck apartment project presents opportunities to create a more cohesive corridor along East Shore Road through zoning amendments and improvements to public amenities.

Recommendations

The Village has identified properties suitable for revitalization (“Properties of Interest”), including potential sites to relocate its existing Village Hall and Department of Public Works (DPW) and increase the stock of housing and commercial uses in the Village. These Properties of Interest are depicted on Figure 4 and Figure 5. This Study focuses on existing conditions and opportunities for improvement at, and surrounding, these Properties of Interest, while also generally considering the remaining portions of both corridors.

Based upon a review of existing conditions and on input received from the GNCAC, this Corridor Study recommends that the Village provide more housing options for older residents and residents of all income levels, increase economic activity, improve pedestrian and traffic safety, enhance the aesthetic character of the Middle Neck Road and East Shore Road corridors, and connect the East Shore Road corridor to the Manhasset Bay waterfront.

More specifically, this Corridor Study recommends that the Village amend the Zoning Code to strengthen and expand its Middle Neck Road-Multifamily Incentive Overlay (MNR-MIO) District along Middle Neck Road and to introduce an incentive overlay along East Shore Road in the existing Mixed-Use and Waterfront Development Districts.

The incentive zoning should be amended to include assisted living; affordable housing; ground floor commercial uses; traffic calming measures; pedestrian enhancements and enhanced public access to the Manhasset Bay waterfront as community benefits. These community benefits should be provided by developers in exchange for further relaxation of the height limitations to include a fifth story, as well as relaxation of parking requirements to be determined on a case-by-case basis. With the amended zoning in place, the Village would be able to achieve its plan to create a more vibrant, active, and accommodating community.

Great Neck Citizens Advisory Committee

To enhance public input on the Corridor Study, the Board of Trustees established the GNCAC. The GNCAC members were purposefully chosen to provide diverse perspectives, allowing for a comprehensive level of community input. The GNCAC identified goals and implementation strategies, as well as site specific recommendations and prioritized actions for several of the Properties of Interest sites identified in this study. Section 3 provides a synthesis and analysis of the GNCAC goals.

Middle Neck Road Corridor

The intent of the plan for Middle Neck Road is to ensure that incentive zoning in the Village is an effective tool in permitting the types of development necessary to revitalize the community of Great Neck while providing lasting community benefits and reducing vacancies in existing buildings. A review of existing conditions along the Middle Neck Road Corridor reveals the following issues and opportunities that should be addressed by zoning amendments:



Commercial office building and Village Department of Public Works along Middle Neck Road

Issues:

- › There are several vacant commercial buildings and vacant spaces within buildings.
- › There is not enough residential development along the corridor to support the existing commercial building stock and reduce vacancies.
- › There is no cohesive identity for the corridor, owing to inconsistent architecture and too many vacancies.
- › Some parking lots are underutilized, which is an inefficient use of land, and new developments are required by the Zoning Code to provide parking that is not necessary given the underutilization of existing parking.



Vacant property along East Shore Road

Opportunities:

- › The Village Green and Rose Garden is the primary community amenity in the corridor and can serve as a focal point to which new development can be connected.
- › Memorial Field Park is located one block from the commercial corridor.
- › There are a number of sites that are suitable for accommodating new residential development.
- › Explore alternate modes of transportation such as electric shuttle bus service or car-sharing.

East Shore Road Corridor

The intent of the plan for East Shore Road is to attract new development which can supplement the primary Middle Neck Road corridor and connect the community to the Manhasset Bay waterfront. A review of the existing conditions along the East Shore Road corridor reveals the following issues and opportunities that should be addressed by zoning amendments:

Issues:

- › The corridor lacks a cohesive character, owing to inconsistent architecture and a lack of walkability.
- › The Manhasset Bay waterfront is a tremendous asset offering substantial views and recreational opportunities. It is considerably underutilized. The majority of the buildings along East Shore Road turn their back to the water.
- › Existing uses are neither water-dependent nor water-enhanced.
- › The corridor lacks public amenities and uses (such as complementary retail, restaurants, benches and public open space) to make it a walkable district.

Opportunities:

- › Create public access to Manhasset Bay.
- › Attract new mixed-use development to create a more pedestrian corridor.
- › Ravine Park can serve as a focal point along the corridor.
- › The recently opened Avalon Great Neck apartment community provides an example for future development that enhances the streetscape, the architectural quality, and takes advantage of its waterfront location. Although waterfront access is private at Avalon Great Neck, future developments could be incentivized to provide enhanced public access to the waterfront.
- › Explore alternate modes of transportation such as electric shuttle bus service or car-sharing.

The Village wants to ensure that any zoning amendments are an effective tool in permitting development that encourages diversified housing options, promotes economic development, minimizes traffic impacts, provides pedestrian amenities and ensures an enhanced aesthetic character that provides lasting community benefits.

To meet those goals, many development proposals would require variances from existing zoning (e.g., by exceeding height and density limits or allowing commercial use within multifamily residential districts). In support of potential improvements, the Village would consider development above and beyond that which is allowed under existing regulations, provided that such development meets the Village's goals to provide more diversified housing options, increase economic activity, and enhance community character and shared facilities including sidewalks, traffic calming measures, streetscapes and access to open space and parks.

Summary

This Corridor Study consists of a total of four sections. The first section, of which this is a part, is an introduction. Section 2 includes an analysis of existing conditions, including zoning, land use and community character along the two corridors. Section 3 summarizes public input, including work done by the GNCAC. Section 4 recommends potential land use and zoning changes along the two corridors. These recommendations were compiled based on the analysis of existing conditions and incorporation of public input.

As detailed more fully in Section 4 of this report, this Corridor Study recommends changes to the existing incentive zoning in the Village, and application of these changes along portions of Middle Neck Road and East Shore Road. The recommended changes would encourage the development of mixed-use buildings (commercial ground floor with residential above), affordable housing, and assisted living facilities, as well as improved public spaces and traffic and pedestrian improvements. The development of these amenities would be encouraged by offering additional height and/or parking relaxations as incentives.



\\NHB\DATA\GIS\lib\LongIsland_Office\26349.000\Project\Figure1_GreatNeckVillage_Overview.mxd



- Legend**
- Corridor Study Area
 - Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

Overview of the Village of Great Neck

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program



\\vhb\gis\proj\Hauppauge\26349.00_VoGN_Corridor_Study_GIS\gis\Project\Report_3-5-18\Figure2_MiddleNeckRoadAerial.mxd



Legend

- - - Middle Neck Road
- Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study

Village of Great Neck, New York

Aerial Map of the Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program



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Legend

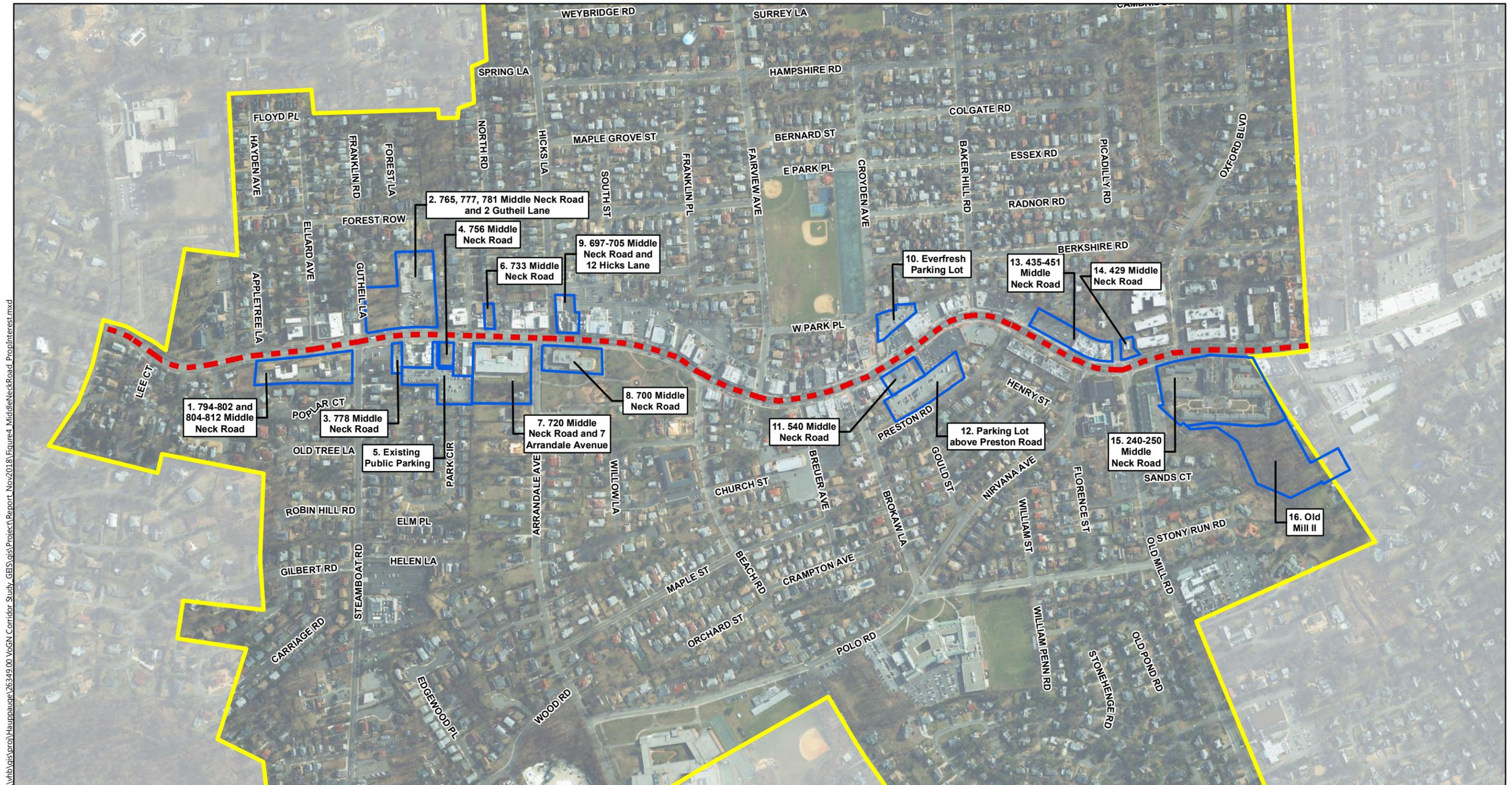
- East Shore Road
- Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study

Village of Great Neck, New York

Aerial Map of the East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program



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- Legend**
- - - Middle Neck Road
 - Properties of Interest
 - Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

Properties of Interest within the Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck



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Legend

- - - East Shore Road
- Properties of Interest
- Village of Great Neck

Middle Neck Road and East Shore Road Corridor Study

Village of Great Neck, New York

Properties of Interest within the East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck

Summary of the *Village of Great Neck Corridor Study (2013)* and Subsequent Zoning Amendments

The *2013 Corridor Study* identified desired changes in land use that could be achieved through zoning modifications along portions of Middle Neck Road and Steamboat Road. The *2013 Corridor Study* did not include East Shore Road. The product of the study was an updated land use plan for the Middle Neck Road and Steamboat Road corridors (see Figure 6 for the 2013 Proposed Land Use Plan for the Middle Neck Road Corridor). The resulting land use plan envisioned Middle Neck Road as a reinvigorated downtown (“Main Street”) for the Village, characterized by a more concentrated and active mixed-use core, complemented by new multifamily housing that would bookend and support the commercial uses in the middle.

The *2013 Corridor Study* recommended the adoption of several zoning changes to achieve this vision. The recommended zoning changes for the Middle Neck Road corridor included modification of the Business A requirements, and establishment of a multifamily district or overlay for the areas immediately to the north and south of the commercial core along Middle Neck Road. These rezoning recommendations were intended to concentrate commercial activity and mixed residential and retail uses in the core area between Baker Hill Road and Hicks Lane, while encouraging new residential options at the northern and southern limits of Middle Neck Road.

The suggested zoning amendments in 2013 also included the use of incentive zoning as a mechanism to actualize public realm improvements, such as streetscape enhancements and structured parking that would support further private investment and revitalization along the corridor. Incentive zoning is a rewards-based system to encourage a specific development goal, with, for example, additional density above a zoning district’s baseline offered as an incentive or bonus in exchange for the provision of a specific, defined community benefit such as streetscape improvements, dedication of land for public use or other amenities that may be deemed to be beneficial to the community.

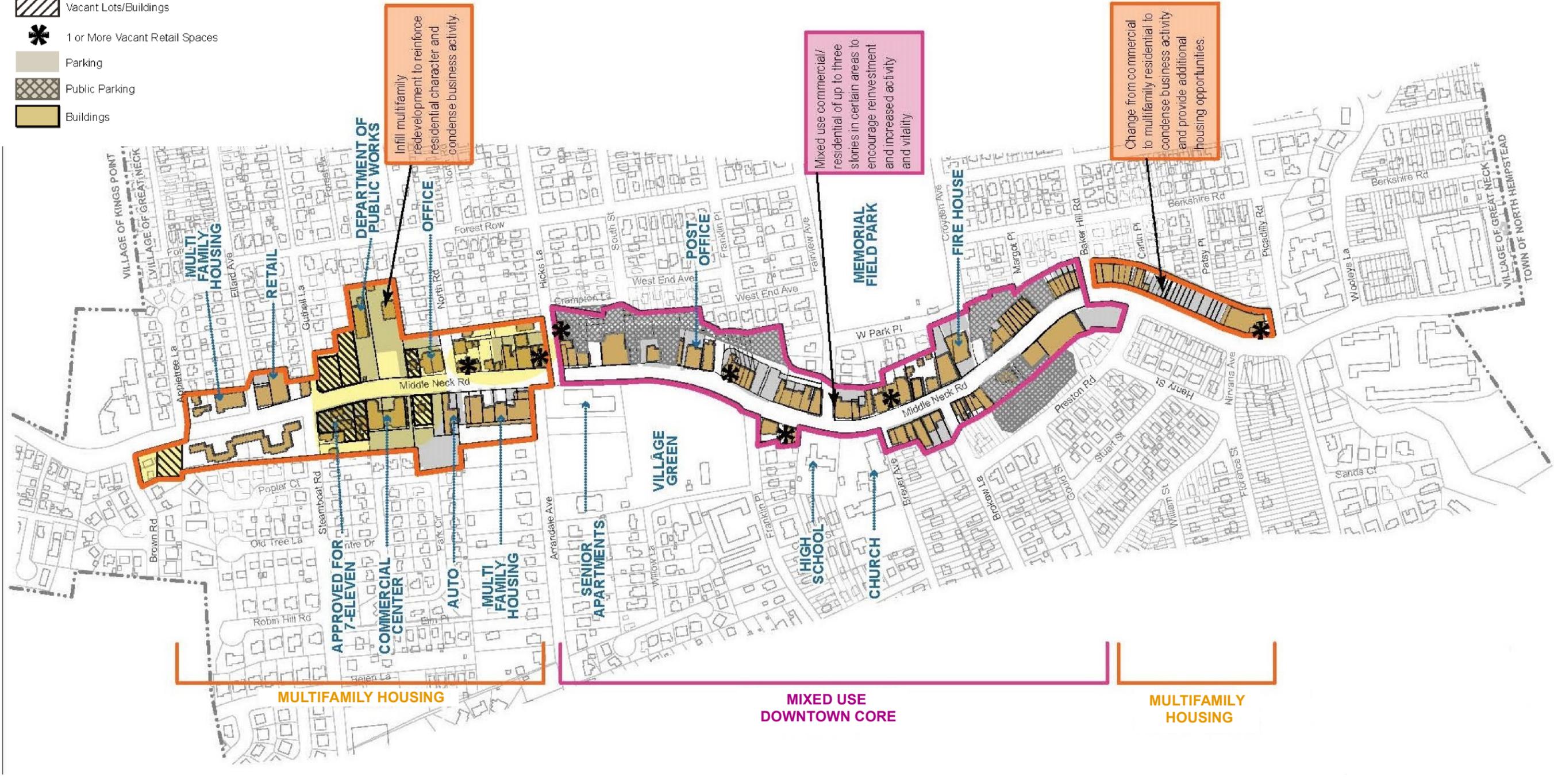
The 2013 Corridor Study resulted in the adoption of zoning amendments in 2014 and 2015, with a revised zoning map, dated January 20, 2015, including the Middle Neck Road Multifamily Incentive Overlay District (MNR-MIO) and the Steamboat Road Townhome Redevelopment Incentive (SR-TRIO) District (see Attachment A). The current Zoning Code includes the MNR-MIO District, SR-TRIO and the Residence G or Waterfront Residential District (along East Shore Road).¹ Incentive zoning procedures were also adopted that are applicable to all new commercial and multifamily dwelling projects, as well as all projects within the new MNR-MIO District, SR-TRIO and the Residence G or Waterfront Residential District.

Four years since the adoption of the zoning amendments, there has been little if any development of the type initially intended by the Village – namely multifamily residential growth at the ends, and commercial vitality at the core, of the Middle Neck Road

¹ The Residence G or Waterfront Residential District was not contemplated in the *Village of Great Neck Corridor Study*, but was adopted around the same time as the other zoning amendments, and is applicable to the East Shore Road corridor.

corridor. While the Village has seen substantial investment interest in the single-family residential sector, commercial and multifamily investment has been lagging. The Village is now examining the possibility of making further refinements to the zoning regulations along both corridors in order to encourage more mixed-use development and diversified housing options, allowing zoning bonuses such as increases in height limits and parking relaxations in exchange for community benefits such as assisted living facilities, affordable housing and first floor commercial uses, as appropriate. These zoning amendments should provide additional incentives to attract developments that contribute to the long-term vitality of the Middle Neck Road and East Shore Road corridors.

- LEGEND**
- Areas with Redevelopment Potential
 - Vacant Lots/Buildings
 - * 1 or More Vacant Retail Spaces
 - Parking
 - Public Parking
 - Buildings



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N ← Not to Scale

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

2013 Proposed Land Use Plan for the Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program,
Village of Great Neck, VHB

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Existing Conditions

Existing Zoning

Introduction

The Zoning Code and map (see Attachment A) divides the Village into 14 districts, including 10 residential districts, two commercial districts, one mixed-use district and one parking district. There are also two incentive overlay districts in the Village: the MNR-MIO District, which is coterminous with the Residence E or Apartment District, and the SR-TRIO District, which covers portions of the Residence C and D Districts along Steamboat Road. The pattern of zoning in the Village is such that the commercial districts (Business A and Waterfront Development) are limited to the central portion of the Middle Neck Road corridor between Hicks Lane and Road/Preston Road (Business A District) and the east side of East Shore Road along the Manhasset Bay waterfront (Waterfront Development District). The Mixed-Use District, which allows certain commercial uses and multifamily or townhome residential uses, covers the west side of East Shore Road. The remainder of the Village is zoned primarily for residential use.

The following sections detail the existing zoning within both the Middle Neck Road and East Shore Road corridors and identify the Properties of Interest in each corridor.

Middle Neck Road Corridor

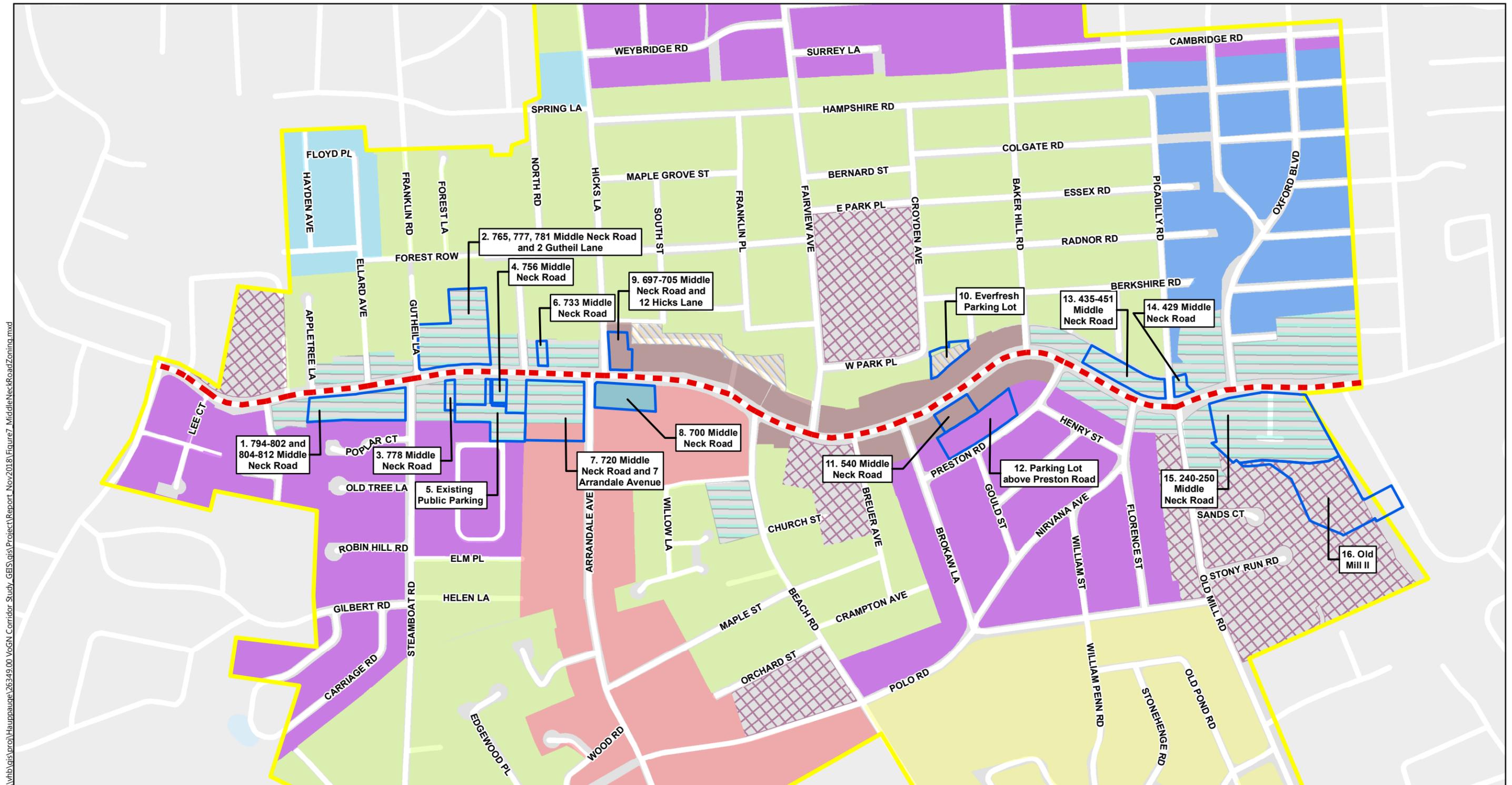
The Middle Neck Road corridor contains a commercial core in the Business A District, running from Hicks Lane to Baker Hill Road/Preston Road, as shown on Figure 7. The corridor to the north and south of this commercial core is primarily zoned Residence E or Apartment District and MNR-MIO District (the MNR-MIO District is an overlay that is coterminous with the Residence E or Apartment District). A portion of the corridor south of Arrandale Avenue is zoned Residence F or Senior Citizen District. The area containing the Village Green and Rose Garden, north of Beach Road, is in the Residence AA District. Areas north of Appletree Lane are within the Residence A, B and C Districts. The following uses are permitted in all the identified single-family residential districts (i.e., Residence A, AA, B and C) along the Middle Neck Road corridor:

- › Single-family detached dwelling
- › Public school
- › Church or other building used exclusively for religious purposes
- › Government or municipal building
- › Parochial and nonprofit private school
- › Municipal park, for recreational use
- › Accessory private garage
- › Other accessory uses customarily incidental to any of the above permitted uses.

Table 1 provides a summary of the permitted uses in each of the multifamily and business districts identified along the Middle Neck Road corridor. As noted above, this corridor also contains the Residence A, AA, B, C, (all single-family residence districts) and Parking zoning districts. The uses permitted within these single-family residence districts are summarized above. The Parking District only permits the development of open-air parking lots. Figure 7 – Zoning Map of Middle Neck Road Corridor



Commercial uses along East Shore Road



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Legend

- - - Middle Neck Road
- Properties of Interest
- Village of Great Neck
- Residence AA District
- Residence A District
- Residence A-1 District
- Residence B District
- Residence B-1 District
- Residence C District
- Residence D District
- Residence E or Apartment and Middle Neck Road Multifamily Incentive Overlay
- Residence F or Senior Citizen District
- Business A District
- Parking District

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

Zoning Map of the Middle Neck Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck Building Zone Map 1/20/15

Table 1 Use Regulations: Zoning Districts within the Middle Neck Road Corridor

Use	Residence E or Apartment District and MNR-MIO ^a	Residence F or Senior Citizen District	Business A District
Multifamily dwellings	X		PU
Multiple residence for elderly, handicapped and disabled families ^b		X	
Townhomes	X		
Single-family detached dwellings	X		
Religious use, parochial and nonprofit private school	X	X	
Religious use			SP
Regularly organized institution of learning, public library, public art gallery	X	X	
Government/municipal use	X	X	
Municipal park for recreational use	X	X	
Signs		X	
Retail stores			PGU
Personal services			PGU
Financial institutions			PGU
Museums and art galleries			PGU
Gymnasiums			PGU
Real estate offices and travel agencies			PGU
Offices, other than real estate and travel agencies			PU
Outdoor dining			SP
Restaurants			SP
Limited-service restaurants			SP
Open-front store and other open-front businesses			SP
Outdoor display, sale, and storage of food or other merchandise			SP

Source: Code of the Village of Great Neck, Chapter 575 – Zoning.

Notes: Accessory uses vary by district and are not included in this table.

a. The boundaries of the Residence E or Apartment District and the MNR-MIO District are coterminous.

b. Owned and operated by a municipal or public corporation organized for such purposes.

X Permitted uses.

PGU Principal uses permitted on the ground and upper floors.

PU Principal uses permitted only on the upper floors.

SP Uses permitted subject to a special permit issued by the Village Board of Trustees.

Properties of Interest – Middle Neck Road Corridor

The zoning districts of each of the Properties of Interest identified by the Village are presented on Figure 7 and in Table 2 below.

Table 2 Existing Zoning on Middle Neck Road Properties of Interest

Property of Interest	Zoning District
1. 794-802 and 804-812 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
2. 765, 777, 781 Middle Neck Road and 2 Gutheil Lane	Residence E District or Apartment District and MNR-MIO District
3. 778 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
4. 756 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
5. Existing Public Parking	Residence E District or Apartment District and MNR-MIO District
6. 733 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
7. 720 Middle Neck Road and 7 Arrandale Avenue	Residence E District or Apartment District and MNR-MIO District / Residence AA District
8. 700 Middle Neck Road	Residence F District or Senior Citizen District
9. 697-705 Middle Neck Road and 12 Hicks Lane	Business A District
10. Everfresh Parking Lot	Parking District
11. 540 Middle Neck Road	Business A District
12. Parking Lot above Preston Road	Residence B District
13. 435-451 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
14. 429 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
15. 240-250 Middle Neck Road	Residence E District or Apartment District and MNR-MIO District
16. Old Mill II	Residence A District

Source: Village of Great Neck Building Zone Map, Approved by the Board of Trustees and date January 20, 2015.

As shown in Table 2 above, most of the Properties of Interest for this analysis are located in the Residence E District or Apartment District and MNR-MIO District, which bookends the core Business A District. This MNR-MIO District was adopted subsequent to, and based on, the recommendations of the 2013 Corridor Study to meet the goals of the land use plan, which contemplated the development of more multifamily residences to support the business district (see Figure 6). Commercial uses are not currently permitted in the Residence E or Apartment District, and the MNR-MIO District does not allow uses beyond those allowed in the underlying district.

The Business A District, which two of the Properties of Interest are located within, currently permits a wide range of commercial uses but only permits multifamily dwellings on the upper floors of mixed-use buildings.

Property of Interest No. 8 (an existing Great Neck Housing Authority apartment building) is located in the Residence F or Senior Citizen District, consistent with the permitted use of a “multiple residence for elderly, handicapped and disabled families, to be owned and operated by a municipal or public corporation organized for such purposes.”

The built portion of Property of Interest No. 7 (an existing apartment building) is consistent with the use regulations of the Residence E District or Apartment District and MNR-MIO District. The rear portion of Property of Interest No. 7, which is a vacant lot, is in the Residence AA District.

The existing Everfresh Parking Lot and Parking Lot above Preston Road (Property of Interest Nos. 10 and 12) are within the Parking and Residence B Districts, respectively. Neither of these districts permits parking garages as a principal use. The Parking District permits open-air parking to support adjoining uses and the Residence B District permits accessory private garages for the parking of vehicles for residential use of the main building.

East Shore Road Corridor

The East Shore Road corridor is an automobile-oriented commercial corridor in the easternmost portion of the Village. The corridor runs parallel to the western shore of Manhasset Bay. As shown on Figure 8, the zoning along the east side of East Shore Road is almost entirely in the Waterfront Development District. The one exception is the recently constructed Avalon Great Neck development located on the north side of Vista Hill Road, which is in the Residence G or Waterfront Residential District. The zoning on the west side of East Shore Road is almost entirely in the Mixed-Use District except for Ravine Park north of Ravine Road, which is in the Residence B District. Table 3 below provides a summary of the permitted uses in each of the districts identified along the East Shore Road Corridor.²

² The permitted uses in the Residence B District are summarized in the Existing Conditions Section.

Table 3 Use Regulations: Zoning Districts within the East Shore Road Corridor

Use	Waterfront Development District	Mixed-Use District	Residence G or Waterfront Residential District
Multifamily dwellings		X	X
Townhomes		X	
Parochial and nonprofit private school			X
Regularly organized institution of learning, public library, public art gallery			X
Religious use	C	C	X
Government/municipal use	X	X	X
Municipal park for recreational use			X
Retail, wholesale and service businesses	X	X	
Banks and financial institutions	X	X	
Telephone exchange, public utility, or undertaking establishment	X		
Trade shops	X		
Dry-cleaning, newspaper or job printing and book binding, greenhouse and nursery, and motor vehicle repair shops	X		
Offices, including medical/professional offices and medical/professional buildings	X	X(a)	
Restaurants	X	C	
Theaters	X		
Schools	C		
Accessory private garage			X

Source: Code of the Village of Great Neck, Chapter 575 – Zoning.
 Notes: Accessory uses vary by district and are not included in this table.
 X Permitted uses.
 C Conditional uses.
 (a) Not exceeding 1,000 SF of floor area each.



\\NHBBEDATA\gis\lib\LongIsland_Office\26349.000\Project\Figure8_EastShoreRoadZoning.mxd



- Legend**
- - - East Shore Road
 - Properties of Interest
 - Village of Great Neck
 - Residence B District
 - Residence G or Waterfront Residential District
 - Mixed Use District
 - Waterfront Development District

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

Zoning Map of the East Shore Road Corridor

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& Village of Great Neck Building Zone Map 1/20/15

Properties of Interest – East Shore Road Corridor

The zoning districts of each of the Properties of Interest identified by the Village are presented on Figure 8 and in Table 4 below.

Table 4 Existing Zoning on East Shore Road Properties of Interest

Property of Interest	Zoning District
1. 310 East Shore Road	Waterfront Development District
2. 300 East Shore Road	Waterfront Development District
3. 280 East Shore Road	Waterfront Development District
4. 266 East Shore Road	Waterfront Development District
5. 240 East Shore Road	Residence G or Waterfront Residential District
6. 236 East Shore Road	Waterfront Development District
7. 265 East Shore Road and 53 Vista Hill Road	Mixed-Use District / Residence B District

Source: Village of Great Neck Building Zone Map, Approved by the Board of Trustees and date January 20, 2015.

As shown in Figure 8, the Waterfront Development District is the primary zoning district along the Manhasset Bay waterfront. This district generally permits commercial uses, but does not allow residential uses. The Mixed-Use District, along the west side of East Shore Road, allows multifamily dwellings and certain commercial uses. The Residence G or Waterfront Residential District only applies to Property of Interest No. 5 (the Avalon Great Neck property), and permits multifamily dwellings and community facilities, but not commercial uses. The portion of Property of Interest No. 7 fronting on East Shore Road (the vacant former Great Neck Sewer District site) is in the Mixed-Use District, while the wooded southwestern portion, which is set behind residential uses on Vista Hill Road, is in the Residence B District and the Residence B District.

Residential and Commercial Dimensional Controls

Following is a description of the most relevant dimensional zoning controls in each of the districts within which the Properties of Interest identified in Table 2 and Table 4 above, are located. The zoning controls for the Residence A District, within which Middle Neck Road Property of Interest No. 16 (Old Mill II) is located, are not listed here because this property is the subject of an application for a single-family subdivision. No zoning amendments are contemplated for this property or the Residence A District.

Residence E District or Apartment District and MNR-MIO District (Middle Neck Road Corridor Properties of Interest: 1-6 and 13-15)

- › Height:
 - **Townhomes: 30 feet (ft) or 22 ft at the eaves**
 - **Multifamily dwelling: 31 ft**
 - **Non-residential use: three stories or 31 ft, except for a spire, dome, or belfry on a house of worship**

- › Lot size:
 - **Townhomes and multifamily dwellings: 20,000 square feet (SF)**

- › Street frontage:
 - **Townhomes and multifamily dwellings: 150 ft on one street**

- › Floor area:
 - **Multifamily dwellings: 600 SF of habitable floor area per unit**
 - **Townhomes: 1,000 SF of habitable floor area per unit**

- › Density:
 - **Multifamily dwellings: 43 units per acre**
 - **Townhomes: 15 units per acre**

- › Building area:
 - **Multifamily dwellings and townhomes: 60% of lot area**
 - **Non-residential uses: 35% of lot area**
 - **Building area used primarily for parking may be excluded from building area calculation at discretion of the Board of Trustees**

- › Setbacks
 - **Front yard: 15 ft from the property line and 21 ft from the curb**
 - **Side yard: 10 ft for each side yard**
 - **Rear yard: 25 ft**

Business A District (Middle Neck Road Corridor Properties of Interest: 9 and 11)

- › Height:
 - **Two stories, 25 ft**
 - **Three stories, 36 ft with incentive bonus**

- › Floor area for multifamily dwellings:
 - **600 SF of habitable floor area per unit**

- › Maximum building area:
 - **80% of lot area**
- › Setbacks:
 - **Front yard: none required**
 - **Side yard: none required (four ft if provided by choice)**
 - **Rear yard: 10 ft**

Residence F or Senior Citizen District (Middle Neck Road Corridor Property of Interest: 8)

- › Height:
 - **Multiple residence: 38 ft**
 - **Non-residential building: 31 ft**
- › Lot area and street frontage:
 - **Multiple residence: 40,000 SF, 200 ft**
- › Lot area per dwelling unit:
 - **500 SF per efficiency or one-bedroom unit, 700 SF per two-bedroom unit**
- › Unit mix:
 - **Maximum of 2% two-bedroom units, no units with more than two bedrooms**
- › Building area:
 - **40% of lot area**
- › Floor area:
 - **400 SF of habitable floor area per efficiency unit, 590 SF of habitable floor area per one-bedroom unit, 600 SF of habitable floor area per two-bedroom unit**
- › Setbacks:
 - **Front yard (interior lot): 30 ft**
 - **Front yard (corner lot): 30 ft on the narrower street frontage; 15 ft on the wider street frontage**
 - **Side yard (interior lot): 15 ft on each side, or 20 ft on each side if the building is over 21 ft high**
 - **Side yard (corner lot): one 15 ft side yard on the side adjoining the interior lot opposite the front yard having the greater street frontage; 20 ft if the building is over 21 ft high**
 - **Rear yard: 30 ft**

Residence AA District (Middle Neck Road Property of Interest: 7)

- › Height:
 - **30 ft or 22 ft at the eaves**
- › Lot area and street frontage:
 - **Single-family dwelling (interior lot): 13,000SF, 70 ft**
 - **Single-family dwelling (corner lot): 14,300 SF, 80 ft on any street, 255 ft on all streets**
- › Building area:
 - **Single-family dwelling: 20% of lot area**
- › Floor area ratio:
 - **Single-family dwelling (interior lot): 0.33 of the first 10,500 SF of lot area; 0.20 of the lot area in excess of the first 10,500 SF which is less than 150 ft from the street on which the lot abuts; and 0.10 of the lot area in excess of the first 10,500 ft which is farther than 150 ft from said street. To the extent required, all of the area of the lot within 150 ft of the street on which the lot abuts must be included in the calculation of the first 10,500 SF of lot area.**
 - **Single-family dwelling (corner lot): 0.33 of the first 10,500sf of lot area; and 0.15 of the lot area in excess of the first 10,500 sf.**
- › Lot coverage:
 - **Front yard: 50%**
 - **Rear yard: 40%**
 - **Side yard: 10%**
- › Habitable floor area:
 - **1,200 SF**
- › Setbacks:
 - **Front yard: a front yard on each street frontage, equal to the greater of 30 ft or the average depth of the front yards of other lots which are on the same block and within 200 ft but not required to be greater than 50 ft.**
 - **Side yard (interior lot): a single-family dwelling shall have two side yards, one on each side of the main building. The aggregate width of the two side yards shall not be less than 30 ft, plus 2/5 of the width of the lot in excess of 70 ft. No side yard shall have a width of less than 2/5 of the minimum required aggregate width of both side yards.**
 - **Side yard (interior lot): a building other than a single-family dwelling shall have two side yards, each 20 ft.**
 - **Side yard (corner lot): a single-family dwelling shall have only one side yard abutting an interior lot adjacent thereto. Said side yard shall have a minimum**

width of 12 ft, plus $\frac{1}{2}$ of the width of the lot in excess of 80 ft measured in the same direction. The side yard shall be on the side adjoining the interior lot opposite the front yard having the greater street frontage.

- Side yard (corner lot): a building other than a single-family dwelling shall have one 20 ft side yard on the side adjoining the interior lot opposite the front yard having the greater street frontage.
- Rear yard: 25 ft plus $\frac{1}{4}$ of the depth of the lot in excess of 100 ft.

Waterfront Development District (East Shore Road Corridor Properties of Interest: 1-4 and 6)

› Height:

- Two stories, 30 ft not to exceed 48 ft above the Nassau County datum
- Minimum finished floor height of first story: 12 ft above the Nassau County datum
- Minimum finished floor height of a garage, storage or utility area or the finished grade of an outdoor parking area: 10.5 ft above the Nassau County datum

› Building area and floor area ratio:

- Building area: 50% of lot area
- Floor area ratio: 0.50

› Lot area and street frontage:

- 30,000 SF, 125 ft

› Setbacks:

- Front yard: 20 ft (plus three ft for each ft of height above 36 ft)
- Side yards (interior lots): 12 ft on each side
- Side yards (corner lots): 12 ft (opposite the front yard having the greater street frontage)
- Rear yards: 15 ft

Mixed-Use District (East Shore Road Corridor Property of Interest: 7)

› Population density:

- 21 units per gross acre, 41 units per net acre

› Floor Area Ratio:

- For all uses: 0.7

› Building coverage:

- For all uses: 35%

- › Building height:
 - **The less of three stories or 31 ft**
 - **Building heights are restricted from violating the sight lines from West Terrace Road looking due east to Manhasset Bay.**
- › Setbacks:
 - **Front yard: 15 ft**
 - **Side yard: 15 ft (30 ft when abutting a single-family residence district)**
 - **Rear yard: 25 ft (30 ft when abutting a single-family residence district)**

Residence G or Waterfront Residential District (East Shore Road Corridor Property of Interest: 5)

- › Height:
 - **Six stories / 62 ft, or an elevation of 68 ft**
- › Population density and street frontage:
 - **15,000 SF lot area, 100 ft**
 - **950 SF per family unit**
- › Building area:
 - **60% of lot area**
- › Floor area:
 - **600 SF of habitable floor area per family unit**
- › Setbacks:
 - **Front yards: 10 ft**
 - **Side yards (interior lot): 20 ft on each side**
 - **Side yards (corner lot): 20 ft (on the side opposite the front yard with the greater street frontage)**
 - **Rear yard: 75 ft**

Residence B District (East Shore Road Corridor Property of Interest: 7)

- › Height:
 - **30 ft or 22 ft at the eaves**
- › Lot area and street frontage:
 - **Single-family dwelling (interior lot): 6,000 SF, 60 ft**
 - **Single-family dwelling (corner lot): 6,600 SF, 65 ft on any street, 165 ft on all streets**

- › Building area:
 - **Single-family dwelling: 30% of lot area**
- › Floor area ratio:
 - **Single-family dwelling (interior lot): 0.50 of the first 6,000 SF of lot area; 0.20 of the lot area in excess of the first 6,000 SF which is less than 100 ft from the street on which the lot abuts; and 0.10 of the lot area in excess of the first 6,000 SF which is farther than 100 ft from said street. To the extent required, all of the area of the lot within 100 ft of the street on which the lot abuts must be included in the calculation of the first 6,000 SF of lot area.**
 - **Single-family dwelling (corner lot): 0.50 of the first 6,000 SF of lot area; and 0.15 of the lot area in excess of the first 6,000 SF.**
- › Lot coverage:
 - **Front yard: 50%**
 - **Rear yard: 40%**
 - **Side yard: 10%**
- › Floor area:
 - **1,000 SF of habitable floor area**
- › Setbacks:
 - **Front yard: one front yard on each street frontage, equal to the greater of 25 ft or the average depth of the front yards of other lots which are on the same block front and within 200 ft. Not required to be greater than 35 ft.**
 - **Side yard (interior lot): a single-family dwelling shall have two side yards, one on each side of the main building. The aggregate width of the two side yards shall not be less than 20 ft, plus $\frac{1}{2}$ of the width of the lot in excess of 60 ft. No side yard shall have a width of less than eight ft, plus $\frac{2}{5}$ of that portion of the minimum required aggregate width of both side yards in excess of 20 ft.**
 - **Side yard (interior lot): a building other than a single-family dwelling shall have two side yards, each 20 ft.**
 - **Side yard (corner lot): a single-family dwelling shall have only one side yard abutting an interior lot adjacent thereto. Said side yard shall have a minimum width of 10 ft, plus $\frac{2}{5}$ of the width of the lot in excess of 65 ft measured in the same direction. The side yard shall be on the side adjoining the interior lot opposite the front yard having the greater street frontage.**
 - **Side yard (corner lot): a building other than a single-family dwelling shall have only one side yard. Said side yard shall be on the side adjoining the interior lot opposite the front yard having the greater street frontage. Said side yard shall have a minimum width of 20 ft.**
 - **Rear yard: 25 ft plus $\frac{1}{4}$ of the depth of the lot in excess of 100 ft.**

Incentive Zoning

Article XXXI of the Village Zoning Code, adopted in 2014, sets forth the incentive zoning procedure for the Village. The incentive zoning procedure can be applied to all new commercial and multifamily residential projects in the Village (regardless of district), as well as all applications within the MNR-MIO District, SR-TRIO and the Residence G or Waterfront Residential District. Under the incentive zoning procedure, the Board of Trustees has the discretion to award incentives and bonuses, with limits, to applicants who provide or make provision for specific physical, social, and/or cultural amenities, or cash in lieu thereof, of benefit to the residents of the Village, provided that they are in accordance with the Comprehensive Plan (as established by the Zoning Code).

Adjustments to the Zoning Code through the incentive zoning procedure are not applicable to use regulations, but rather involve adjustments to bulk and dimensional regulations. The limits on adjustments in excess of the standard zoning requirements vary by district. In the MNR-MIO District, the following limits apply (§ 575-288):

No incentive shall be granted for an attached townhome or a multifamily dwelling in contravention of any of the following:

- A. *The maximum height for a townhome shall not exceed 30 ft or 22 ft at the eaves.*
- B. *No townhome building shall contain more than six townhomes.*
- C. *The maximum length of a townhome building shall not exceed 204 ft.*
- D. *No horizontal plane of any façade of a townhome building shall exceed 88 ft without a change or break in said plane of at least 10 ft.*
- E. *The maximum height for a multifamily dwelling shall not exceed four stories or 42 ft with an area on the roof for recreational use by the tenants of the dwelling (a roof deck). If a roof deck is permitted, it shall be limited to the following restrictions:*
 1. *The roof deck shall not exceed 50% of the roof area.*
 2. *The use of the roof deck shall be limited to the residents of the building and their guests.*
 3. *There shall be no barbecuing or other cooking on the roof deck.*
 4. *There shall be no lights, permanent or temporary, on the roof deck other than as approved on the site plan.*
 5. *The roof deck shall be for communal use, with no private areas for individual residents.*
 6. *The roof deck shall have only one lobby, whether for an elevator, a staircase, or both, which shall not exceed an area of 100 SF. The area of the elevator and/or staircase shall not be considered as part of the lobby for the purpose of calculating the one-hundred-SF limitation.*

- F. *The maximum density for a multifamily dwelling shall not exceed 48 dwellings per acre.*
- G. *The minimum front yard shall be 10 ft from the property line and 15 ft from the curb. No incentive shall be given that reduces the ten-ft setback from the property line unless there is a sufficient area of not less than 10 ft between the building and the sidewalk for a landscape buffer (which may be in whole or in part on Village property and which will be landscaped and maintained by the property owner).*

The development incentives in the Residence G or Waterfront Residential District are set forth in § 575-336. In § 575-336.A(1), the Zoning Code sets forth the objectives of the incentive zoning procedure. While these objectives are found under the Residence G or Waterfront Residential District regulations, they are overall goals which are generally applicable to the Village as a whole, and they express a clearer planning vision than is found elsewhere in the Zoning Code (bold added for emphasis):

In recognition of the opportunities to a) provide for physical amenities that benefit the Village, such as a new Village Hall, to accommodate and serve the needs of the influx of new residents who will be residing in the new development; b) revitalize and energize the Middle Neck Road corridor to better provide the residents with local businesses for their daily needs and to provide a more stable tax base; c) revitalize and energize the East Shore Road corridor; and/or d) provide such other community benefits or amenities as the Board of Trustees may, from time to time by resolution, find appropriate, where an applicant proposes significant improvements to the physical amenities of the Village, to revitalize and energize the Middle Neck Road and/or East Shore Road Corridors, and/or other community benefits as the Board of Trustees may, from time to time by resolution, find appropriate that meet the criteria herein, the Board of Trustees may approve:

- (a) *A reduction in the minimum lot area per unit to as few as 850 SF of lot area;*
- (b) *An occupied roof terrace;*
- (c) *Stairwells and elevator bulkheads serving an occupied roof terrace exceeding 12 ft, but not exceeding 22 ft in vertical distance from base to highest point;*
- (d) *A height exceeding 62 ft, but not exceeding 70 ft;*
- (e) *An elevation exceeding 68 ft, but not exceeding 80 ft; and/or*
- (f) *One or more other adjustments of the other dimensional standards of the district.*

Section 3 of this study provides an analysis to determine whether the existing incentive zoning procedures described above should be modified to better foster the desired build-out at the Properties of Interest.

Parking

Parking Districts (Article XII of the Village Zoning Code) permit parking to support the permitted uses in the Mixed-Use, Business A, Business B or Waterfront Development District and must adjoin one of those districts. The Village has parking districts at two locations along the east side of Middle Neck Road: between Hicks Lane and Fairview Avenue, and north of Baker Hill Road behind the Everfresh Supermarket. Both of these Parking Districts adjoin the Business A District that fronts on Middle Neck Road. The points of entry are located on Crampton Lane off Hicks Lane and on Fairview Avenue, and on the north and south sides of the Everfresh Supermarket retail strip center.

According to the provisions set forth at § 575-127, Parking Districts are limited to open-air parking of automobiles or other vehicles or the loading and unloading thereof. Overnight parking is not permitted in these districts.

Parking requirements differ among residential, business and mixed-use districts, as explained below.

Parking in Residential Districts

For all multiple dwellings or apartments except those in the Residence F District, two parking spaces are required for each one- and two- bedroom unit and three spaces are required for each unit with three or more bedrooms. For townhomes, one space per one-bedroom unit, two spaces per two- and three- bedroom unit, and three spaces per unit with four or more bedrooms are required. Townhome developments also require one guest space for each two units.

For the senior units in the Residence F District, one parking space is required for each three dwellings and an additional two parking spaces are required for resident superintendents.

In the Residence G or Waterfront Residential District, a minimum of 1.8 spaces per family unit are required.

Parking in the Business A District

Commercial uses in the Business A District require the following off-street parking:

- › For places of public assembly and restaurants: one parking space for each four persons who can legally be accommodated, plus one parking space for each employee. In addition, there is a supplemental standard in the conditional use and special permit considerations for places of public assembly, including restaurants and houses of worship, that the parking facilities can handle the maximum projected attendance.
- › For medical/professional offices: four parking spaces per practitioner, or one parking space for each 150 SF of gross floor area, whichever is greater.
- › For all other offices: one parking space for each 200 SF of gross floor area or three parking spaces, whichever is greater.

- › For all other uses: for each 250 SF of gross floor area in excess of an area equal to 70% of the lot area there shall be provided one parking space.
- › Any of the above permitted uses that has a floor area of 1,500 SF or less shall not be required to provide any accessory parking. The floor area of any of such uses must include any adjoining uses that are leased to the same party or to parties that have similar ownership interest in such parties and/or can be accessed without going outside the building or through a public area within the building.

Parking in the Mixed-Use District

The Mixed-Use District requires 2.5 parking spaces per dwelling unit for residential uses. Places of public assembly and restaurants require one parking space for each four persons who can legally be accommodated, plus one space for each employee. All other permitted nonresidential uses require one parking space for each 200 SF of gross commercial area or three parking spaces, whichever is greater. Eighty percent of the required parking is also required to be provided underground, if determined feasible by the Village Board of Trustees.

Parking in the Waterfront Development District

Minimum parking requirements are not provided for the Waterfront Development District.

Affordable Workforce Housing

The Zoning Code does not mandate or incentivize affordable workforce housing in any of the Village's zoning districts. Affordable workforce housing on Long Island is incentivized through the Long Island Workforce Housing Act (LIWHA). Section 699-A of LIWHA defines "affordable workforce housing" as:

housing for individuals and families at or below one hundred thirty percent of the median income for the Nassau-Suffolk primary metropolitan statistical area as defined by the federal Department of Housing and Urban Development. (§ 699-A.1)

LIWHA provides a mechanism to encourage the development of affordable workforce housing by giving a density bonus...

of at least ten percent over the otherwise maximum allowable residential density or floor area ratio if part of a mixed-use development under the applicable zoning ordinance and comprehensive plan as of the date of the application by the applicant to the local government. All density calculations resulting in fractional units shall be rounded up to the nearest whole number. The granting of a density bonus shall not require, in and of itself, a comprehensive plan amendment, zoning change or other discretionary local approval. The density bonus shall not be included as part of the calculation which determines the number of affordable units that constitute ten percent of the total. (§ 699-A.2)

As set forth at § 699-B, developments including at least five residential units are subject to the provisions of LIWHA, which include “a density bonus or other incentive pursuant to a written agreement between the applicant.” The density bonus or other incentive is provided in exchange for:

- a) *the set aside of at least ten percent of such units for affordable workforce housing on site; or*
- b) *the provision of other land and the construction of the required affordable workforce housing units that are not part of the applicant’s current subdivision plat or site plan but are to be provided on another site within the same local government; or*
- c) *the payment of a fee equal to two times the median income for a family of four for the Nassau-Suffolk primary metropolitan statistical area as defined by the federal Department of Housing and Urban Development, for each additional unit which results, or would have resulted, from the density bonus or, when such fee exceeds the appraised value of each lot resulting from such density bonus, then such fee shall be equal to the appraised value of the lot or lots, or the equivalent thereof, for each additional unit created by the density bonus.*

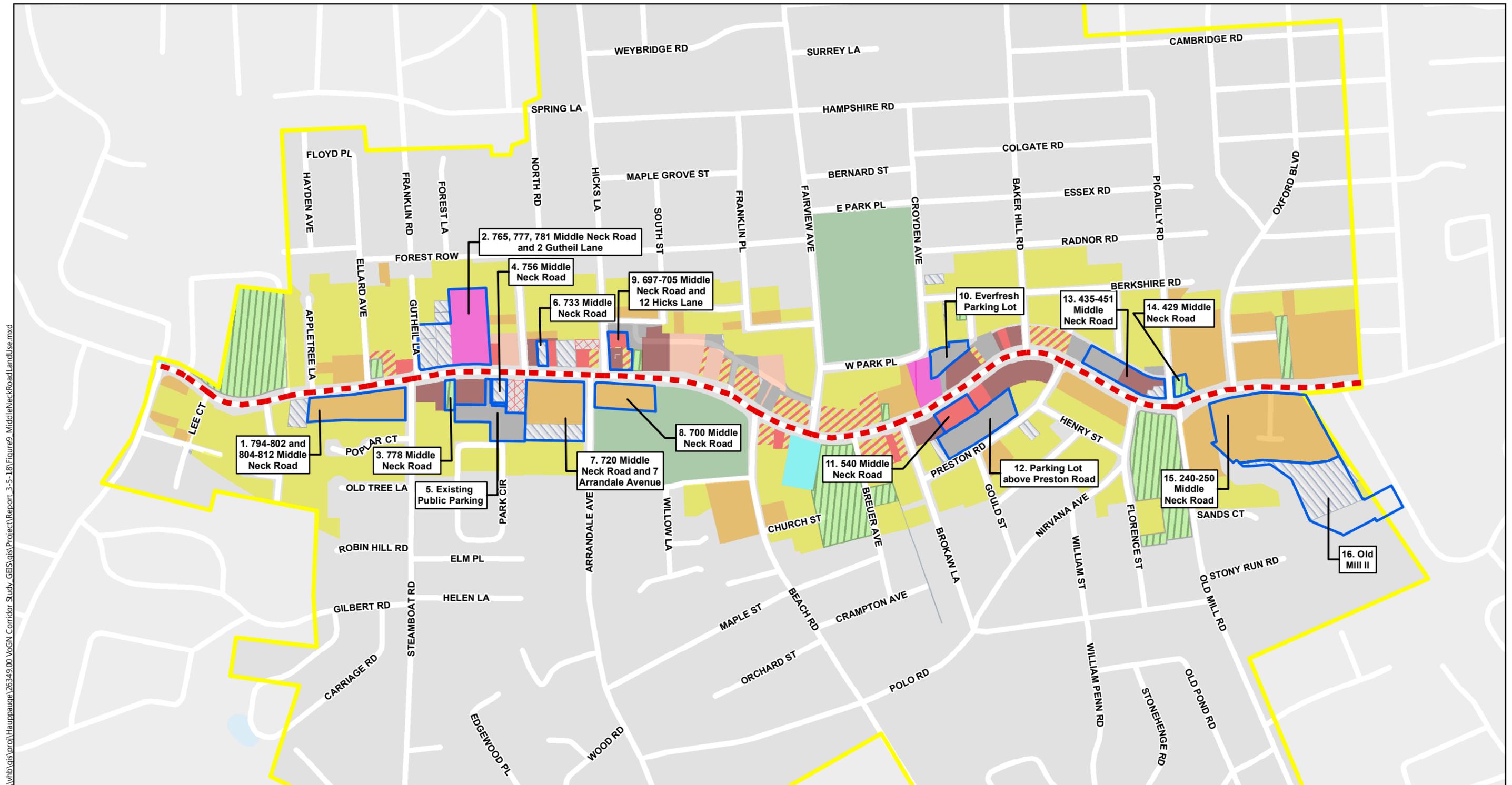
The density bonuses which LIWHA provides for are not applicable “when an applicant elects a lesser percentage than the maximum allowable residential density, or floor area ratio if part of a mixed-use development, under the applicable zoning ordinance...” (§ 699-B.2).

As applied to the existing Zoning Code in the Residence E or Apartment District and MNR-MIO District, a multifamily dwelling development would be allowed to increase its density from 43 units per acre to 48 units per acre, provided that at least 4 of the units are affordable workforce units. The height of such a building would be limited to four stories or 42 ft. If an applicant were to receive a bonus through provision of some other community benefit, the LIWHA bonus would be applied above the maximum density granted under the Village’s incentive zoning procedure. Existing Land Use

Introduction

Middle Neck Road and East Shore Road both contain a variety of commercial, residential, parking, automobile service, municipal and institutional uses. Middle Neck Road is generally characterized as the Village’s core commercial district. It also contains the majority of the multifamily residential buildings in the Village. East Shore Road is a secondary commercial corridor containing a concentration of automobile related and home improvement retail uses, as well as multifamily residential buildings and the Village’s Water Pollution Control Plant.

Following is a description of the general land use within the two study area corridors. Figure 9 and Figure 10 present land uses on the two corridors as determined by a field survey and data provided by Nassau County. These figures are supplemented by photo documentation of the uses along the corridors in Attachment B and Attachment C.



\\vhb\gis\proj\Hauppauge\26349.00 VoGN Corridor Study_GIS\gis\Project\Report_3-5-18\Figure9 MiddleNeckRoadLandUse.mxd



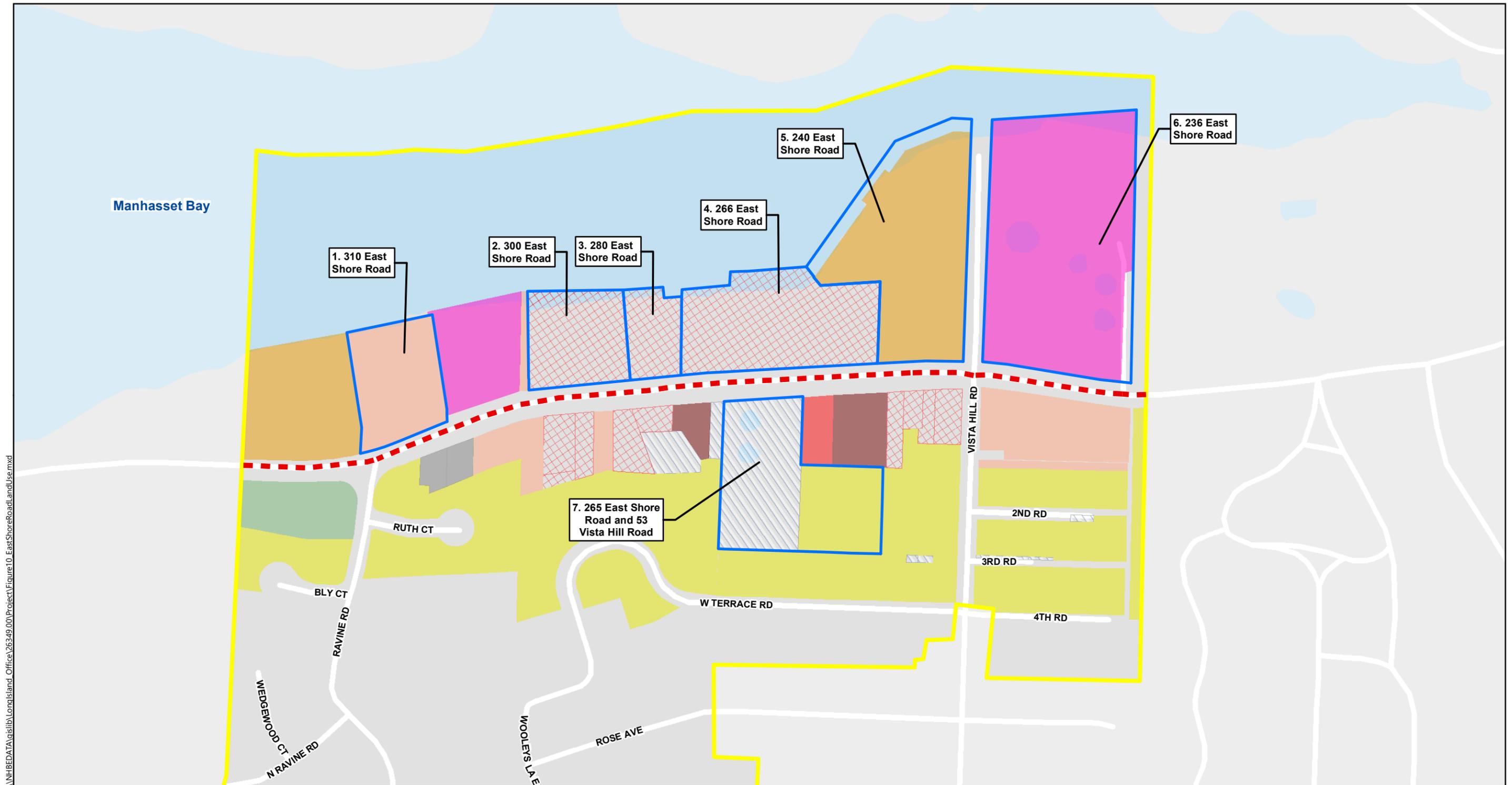
Legend			
Middle Neck Road	Automobile-Related	Industrial	Parking
Properties of Interest	Commercial-Office	Mixed-Use	Religious Institutional
Village of Great Neck	Commercial-Other	Multifamily Residential	Single-Family Residential
	Commercial-Retail	Municipal	Vacant
	Educational	Open Space	

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Existing Land Use Within the Middle Neck Road Corridor

Note: Land use for properties of interest and adjacent properties determined by VHB field survey. Surrounding land use data provided by Nassau County.

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & VHB Field Survey 11/30/2017 and Nassau County Department of Information Technology



\\NHB\DATA\GIS\GIS\LongIsland_Office\26349.00\Project\Figure10_EastShoreRoadLandUse.mxd



East Shore Road	Automobile-Related	Mixed-Use	Parking
Properties of Interest	Commercial-Office	Multifamily Residential	Single-Family Residential
Village of Great Neck	Commercial-Other	Municipal	Vacant
	Commercial-Retail	Open Space	

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Existing Land Use Within the East Shore Road Corridor

Note: Land use for properties of interest and adjacent properties determined by VHB field survey. Surrounding land use data provided by Nassau County.

Source Info: NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program & VHB Field Survey 11/30/2017 and Nassau County Department of Information Technology

Middle Neck Road Corridor

Residential

Single-family residential uses are not located along the commercial core of Middle Neck Road, but exist on adjacent blocks east and west of the downtown corridor and at the northern end of the corridor. Some two-level buildings in the commercial core have apartments located above retail. There are several multifamily residential buildings/complexes along the Middle Neck Road Corridor. These multifamily complexes are found throughout the corridor on both the east and west sides of Middle Neck Road.

Commercial and Office

The Middle Neck Road corridor contains the commercial core of the Village and supports a range of businesses including retail, restaurant, office and service uses.

A substantial share of the building stock is mixed-use, with commercial uses on the ground floor and one floor of residences above. Also scattered throughout the corridor are mixed-use buildings with two floors of residences above commercial establishments. Existing businesses include, among others, ethnic delis and restaurants, beauty salons and pharmacies. Although most of these businesses are independent retailers, such as the Everfresh Supermarket, there are also chain-type businesses, including Dunkin' Donuts and CVS. These commercial uses are community-oriented, providing food-related establishments, goods and services for the Village, in contrast to the destination-oriented uses available in downtown Great Neck Plaza such as theaters, a supermarket, boutiques, and specialty stores, which are closer to the LIRR station. There are a number of vacant commercial buildings and vacant spaces within buildings. The vacancies are primarily along the east side of Middle Neck Road.

Middle Neck Road also contains an office building at the northern end of the commercial core at the intersection of North Road and Middle Neck Road. There is also a stand-alone commercial center near the intersection of Steamboat Road and Middle Neck Road.

Institutional and Public

There are a number of schools, religious institutions and public/municipal uses (excluding parks) that are located along the Middle Neck Road corridor. They include the following:

- › All Saints Episcopal Church at 855 Middle Neck Road towards the northern end of the corridor.
- › Multiple synagogues throughout the corridor.
- › Municipal parking lots throughout the corridor behind and adjacent to commercial buildings. These parking lots are identified on Figure 9.
- › The Village DPW occupies two deep lots on the east side of Middle Neck Road, south of Gutheil Lane. One of the lots is currently used as a storage yard, while the other contains the department's office building and parking lot.

- › The U.S. Post Office – Great Neck at 661 Middle Neck Road.
- › The Great Neck Village School at 614 Middle Neck Road.
- › St. Aloysius Roman Catholic Church at 592 Middle Neck Road is a multi-building complex that includes both religious and educational uses
- › Alert Fire Company fire station at 555 Middle Neck Road

Open Space and Recreation

The Village Green and Rose Garden is located on the west side of Middle Neck Road between Beach Road and Arrandale Avenue. This park contains walking paths, a playground for children, a landscaped fountain and sitting area, and picnic tables. Memorial Field Park is located one block from the commercial corridor on Fairview Avenue and provides tennis courts, ballfields, basketball and handball courts, and a playground.

Industrial Uses

There are no industrial uses on Middle Neck Road. However, the Great Neck DPW and its associated parking and work area occupy a property between Gutheil Road and North Road. The site includes an outdoor equipment and material storage area that is closed off from the street.

Parking

There is ample parking along the Middle Neck Road corridor, including both on-street spaces and off-street municipal and private lots. Off-street parking is typically set behind or to the sides of buildings, such that it does not occupy a substantial area along the street frontage.

Properties of Interest on Middle Neck Road

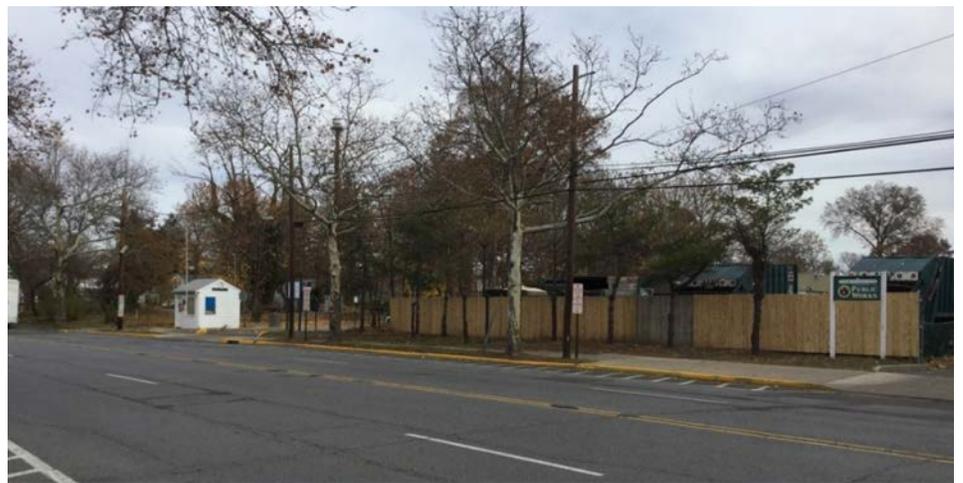
The Village has identified 16 Properties of Interest on Middle Neck Road (shown on Figure 4). These properties have been identified by the Village as being subject to change – either under development, or as having development potential that is of interest to the Village in its effort to improve the Middle Neck Road corridor. Following is a description of these properties and their surrounding land uses. Each description is followed by a photograph depicting the Property of Interest.

- 1. 794-802 and 804-812 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This site is an existing, approximate 1.46 acres, two-story brick 40-unit multifamily rental complex. There is a vacant lot adjacent to the north and single-family residences to the west. Across Middle Neck Road, there are single- and multifamily residences, a synagogue, a mixed commercial/residential building, and a standalone commercial building with a tailor.



Property of Interest No. 1 along the west side of Middle Neck Road, north of Steamboat Road.

- 2. 765, 777, 781 Middle Neck Road and 2 Guthell Lane (Residence E District or Apartment District and MNR-MIO District):** The existing Village DPW site is an out-of-place industrial-type use located along a predominantly commercial/residential corridor. The site is approximately 2.62 acres. There is a small Nassau County Police Department (NCPD) post building situated near the property frontage, but the other buildings are located towards the rear of the property. The front of the DPW property contains municipal vehicles and DPW activities. There are vacant properties to the north of the DPW yard, which are included in the Property of Interest as part of a potential revitalization of the site. Single-family residences are located north, east and south of the Village DPW while commercial and religious institutional uses are located to the west and a commercial office building is also located to the south.



Property of Interest No. 2 (Village DPW) along the east side of Middle Neck Road, south of Guthell Lane.



Property of Interest No. 2 (vacant properties north of Village DPW) at the corner of Middle Neck Road and Gutheil Lane.

3. **778 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** A synagogue is currently under construction at 778 Middle Neck Road. The 0.18-acre (approximately) site is surrounded by a 7-Eleven to the north, a shopping center to the south, single family residences to the west and the Village DPW to the east.



Property of Interest No. 3 along the west side of Middle Neck Road, south of Steamboat Road.

- 4. 756 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This approximately 0.24-acre site is currently vacant and vegetated with a parking lot to the west, a shopping center to the north, an automobile repair shop to the south and a commercial office building to the west.



Property of Interest No. 4 along the west side of Middle Neck Road, between Steamboat Road and Arrandale Avenue.

- 5. Existing Public Parking (Residence E District or Apartment District and MNR-MIO District):** This public parking lot is one of several along the Middle Neck Road corridor. Located at the rear of 756 Middle Neck Road (Property of Interest No. 4, above), the approximately 1.14-acre site, is set back behind the vacant parcel and the adjacent commercial center and automobile repair shop. Other surrounding uses include single family residences to the north west and south, the synagogue under construction to the north, and a vacant lot and multifamily residential to the south.



Property of Interest No. 5, on the west side of Middle Neck Road, between Steamboat Road and Arrandale Avenue.

6. **733 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This approximately 0.15-acre site is a partially vacant two-story commercially converted residence with two residential structures in the rear of the property. The surrounding uses include a partially vacant mixed-use retail building with apartments above to the north, single- and two-family residences to the east, a commercial office/personal service use to the south, and an apartment building to the west (Property of Interest No. 7).



Property of Interest No. 6 along the west side of Middle Neck Road, south of North Road.

7. **720 Middle Neck Road and 7 Arrandale Avenue (Residence E District or Apartment District and MNR-MIO District / Residence AA District):** This approximately 2.18-acre site consists of two parcels, including a three-story, 62-unit rental apartment building on the west side of Middle Neck Road and a vacant adjacent parcel on Arrandale Avenue. There are an automobile repair shop and a public parking lot (Property of Interest No. 5) immediately north of the site, commercial uses to the east across Middle Neck Road, a multifamily residential development (Property of Interest No. 8) and the Village Green and Rose Garden to the south, and a single-family residential neighborhood to the west.



Property of Interest No. 7 (apartment building) at the northwest corner of Middle Neck Road and Arrandale Avenue.



Property of Interest No. 7 (vacant parcel) at 7 Arrandale Avenue, at the rear of the apartment building.

8. **700 Middle Neck Road (Residence F or Senior Citizen District):** This approximately 0.94-acre site includes a four-story, 74-unit Village of Great Neck Housing Authority affordable senior citizen apartment building. Immediately to the north across Arrandale Avenue is an apartment building (Property of Interest No. 7). Across Middle Neck Road, to the east, are a mixture of commercial and mixed commercial/residential properties (including several vacancies) and a synagogue. The Village Green and Rose Garden, which is the main public amenity along Middle Neck Road, is immediately south and west of this site.



Property of Interest No. 8 (affordable senior citizen apartment building) located at the southwest corner of Middle Neck Road and Arrandale Avenue.



Property of Interest No. 8, along the south side of Arrandale Avenue.

9. **697-705 Middle Neck Road and 12 Hicks Lane (Business A District):** This approximately 0.46-acre site is located at the southeast corner of Middle Neck Road and Hicks Lane. The site is currently developed with a one-to-three-story commercial retail and office building with several vacancies. This building wraps around the street corner, extending to the east and south with a restaurant at the eastern end. The interior, eastern portion of the site contains a parking lot. A separate two-story retail/office building is on the southern part of the site. Surrounding uses include a synagogue to the south, a parking lot to the east, a mixed-use commercial/residential building and an automobile repair shop to the north, and multifamily residential to the west.



Property of Interest No. 9 at the southeast corner of Middle Neck Road and Hicks Lane.

- 10. Everfresh Parking Lot (Parking District):** This site is an approximately 0.48 acre existing surface parking lot located behind the Everfresh Supermarket at 533 Middle Neck Road. Surrounding uses include a fire station to the north, single-family residences to the east and south, and retail uses, including the supermarket to the west. The existing parking lot extends to the south beyond the identified boundaries of the Property of Interest.



Property of Interest No. 10 at the rear of the Everfresh Supermarket on the east side of Middle Neck Road, north of Baker Hill Road.

- 11. 540 Middle Neck Road (Business A District):** This site is an existing Capital One Bank and parking lot and adjacent entrance to the parking lot comprising Property of Interest No. 12. The surrounding uses include a strip of mixed commercial/residential uses to the north including an under-construction bakery, the Great Neck Alerts Fire Company and Everfresh Supermarket strip commercial center to the east across Middle Neck Road, a People's United Bank and associated strip commercial center to the south, and a municipal parking lot (Property of Interest No. 12) to the west. This site is approximately 0.52-acres.



Property of Interest No. 11 along the west side of Middle Neck Road, between Brokaw Lane and Preston Road.

12. **Parking Lot above Preston Road (Residence B District):** This approximately 1.31-acre site is an existing municipal parking lot located behind commercial uses along Middle Neck Road, including Property of Interest No. 11 (see above). The back of this parking lot runs along Preston Road, and is separated from the road by a small vegetated hill and wood fencing. There are single-family residences to the north, south and west of this parking lot along Preston Road, and commercial uses to the east along Middle Neck Road.



Property of Interest No. 12 at the rear of commercial uses along the west side of Middle Neck Road, between Brokaw Lane and Preston Road.

13. **435-451 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This approximately 1.04-acre site is a mostly vacant commercial building and parking lot with a spa and an HVAC company as existing occupants. The building has a unique design (resembling a wedding cake at the corner). A separate municipal parking lot is present north of the site with single-family residences to the east, a synagogue (Property of Interest No. 14) to the south, a synagogue to the west, and multifamily residences to the west and southwest.



Property of Interest No. 13, at the northeast corner of Middle Neck Road and Piccadilly Road.



Parking lot on the northern portion of Property of Interest No. 13.

- 14. 429 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This property is an existing one-story synagogue. Property of Interest No. 13 (a partially vacant commercial use) and single-family residences are present to the north, across Piccadilly Road, with multifamily residences to the south and west, and another synagogue to the northwest and is approximately 0.19-acres.



Property of Interest No. 14 at the southeast corner of Middle Neck Road and Piccadilly Road.

- 15. 240-250 Middle Neck Road (Residence E District or Apartment District and MNR-MIO District):** This property is an existing multifamily residential rental development consisting of a complex of two-story buildings totaling 120 units. Surrounding uses include another multifamily residential development to the north, vacant land, a drainage conduit and single-family residences to the west, a synagogue and single-family residences to the south, and multifamily residences and a synagogue to the east. This site is approximately 4.34-acres.



Property of Interest No. 15 along the west side of Middle Neck Road, between Old Mill Road and Clover Drive.

- 16. Old Mill II (Residence A District):** This property is situated at the rear of Property of Interest No. 15, and consists of several parcels in both the Village of Great Neck and the Village of Great Neck Estates, containing vacant land and a single-family residence. This approximately 3.2-acre property is a proposed single-family subdivision, and is not directly accessed by Middle Neck Road. It is surrounded by a drainage conduit to the north, apartments to the east (Property of Interest No. 15), single-family residences to the south, and single-family residential and religious uses to the west. Since no zoning amendments or land use changes are contemplated, and due to its isolated location relative to the rest of the corridor, no photograph of this property is provided.

East Shore Road Corridor

General Land Use on East Shore Road

Residential

Single-family residences are not located along the commercial core of East Shore Road, but exist in the adjacent blocks to the west. There are two multifamily residential buildings/complexes situated along the East Shore Road corridor. One is located at 320 East Shore Road towards the northern end of the corridor, and the second multifamily development, Avalon Great Neck, is located at 240 East Shore Road on the northeast corner of East Shore Road and Vista Hill Road at the southern end of the corridor.

Commercial and Office

The East Shore Road corridor supports a range of businesses including automobile repair and storage facilities, offices, and retail uses. Many of the retail uses are related to home improvement, including a paint shop, a lumber yard, and a cabinet shop. A laundry service is also present.

The majority of uses on East Shore Road are automobile-related including a BMW Service Center, located at 266 East Shore Road. To the north of that facility is an automobile storage lot, followed by a Honda Prep Center located 300 East Shore Road (see discussion of Properties of Interest, below). Auto repair shops are located on the west side of East Shore Road.

Several office buildings are also interspersed throughout the East Shore Road corridor, on both the east and west sides.

Institutional and Public

The following institutional and public facilities are located along the East Shore Road corridor:

- › United States Postal Service (USPS) Great Neck Carrier Annex is a warehouse facility located at 308 East Shore Road towards the northern portion of the corridor. This facility includes a parking garage along the property frontage with another warehouse set back on the property towards the water. Street trees help screen the parking garage from view.
- › The former Great Neck Sewer Department parcel is located across the street from the BMW Service Center, on the west side of East Shore Road. This parcel is now vacant, vegetated land.
- › The Great Neck Water Pollution Control District STP is located at the southern end of the corridor at the southeast corner of Vista Hill Road and East Shore Road

Open Space and Recreation

Ravine Park is located at the northwest corner of Ravine Road and East Shore Road at the northern end of the corridor. This park is the only open space/recreational area located within the East Shore Road corridor; however, Manhasset Bay is located to the east of East Shore Road.

Industrial Uses

There are no strictly industrial uses on East Shore Road. However, many of the automobile related-uses have an industrial character as does the USPS Great Neck Character Annex and the Great Neck Water Pollution Control District.

Properties of Interest on East Shore Road

The Village has identified seven Properties of Interest on East Shore Road, shown on Figure 5, which are the focus of this section. These properties have been identified by the Village as being under development, or as having development potential that is of interest to the Village in its effort to improve the East Shore Road corridor. Following is a description of these properties. Each description is followed by a photograph depicting the Property of Interest.

- 1. 310 East Shore Road (Waterfront Development District):** This approximately 1.19-acre property is a three-story office building with on-site parking. The site is surrounded by a multifamily residential building to the north, Manhasset Bay to the east, a U.S. Post Office Carrier Annex to the south, single-family residential and office uses to the west and Ravine Park to the northwest.



Property of Interest No. 1 along the east side of East Shore Road, south of Ravine Road.

2. **300 East Shore Road (Waterfront Development District):** This approximately 1.31-acre property is used for vehicle storage for a car dealer. A one-story brick building abuts the property's northern street frontage while the remainder contains parking for the vehicles. A screening wall conceals the southern portion of the vehicle storage area. Surrounding properties include a U.S. Post Office Carrier Annex to the north, another vehicle storage area to the south, Manhasset Bay to the east and commercial offices and automobile repair shops to the west.



Property of Interest No. 2 along the east side of East Shore Road.

3. **280 East Shore Road (Waterfront Development District):** This 0.7-acre (approximately) property contains an automobile storage area with no buildings on the lot. It is bounded by another automobile storage area (Property of Interest No. 2) to the north, a BMW service center (Property of Interest No. 4) to the south, Manhasset Bay to the east, and retail, office and automobile repair shops to the west.



Property of Interest No. 3 along the east side of East Shore Road.

- 4. 266 East Shore Road (Waterfront Development District):** This approximately 2.03-acre property is a BMW service center—an automobile repair use containing a two-story service building on the northern portion and a surface parking lot on the southern portion of the property. This property is bounded by an automobile storage area (Property of Interest No. 3) to the north, Manhasset Bay to the east, an apartment building (Property of Interest No. 5) to the south, and vacant (Property of Interest No. 7), retail and automobile repair uses to the west.



Property of Interest No. 4 along the east side of the East Shore Road corridor.

- 5. 240 East Shore Road (Residence G or Waterfront Residential District):** This property contains Avalon Great Neck—a recently opened five-story apartment building containing up-to-date architecture, sidewalks and landscaping. The surrounding properties include the BMW service center (Property of Interest No. 4) to the north, Manhasset Bay to the east, the Great Neck Water Pollution Control District (Property of Interest No. 6) to the south, and automobile repair shops to the west.



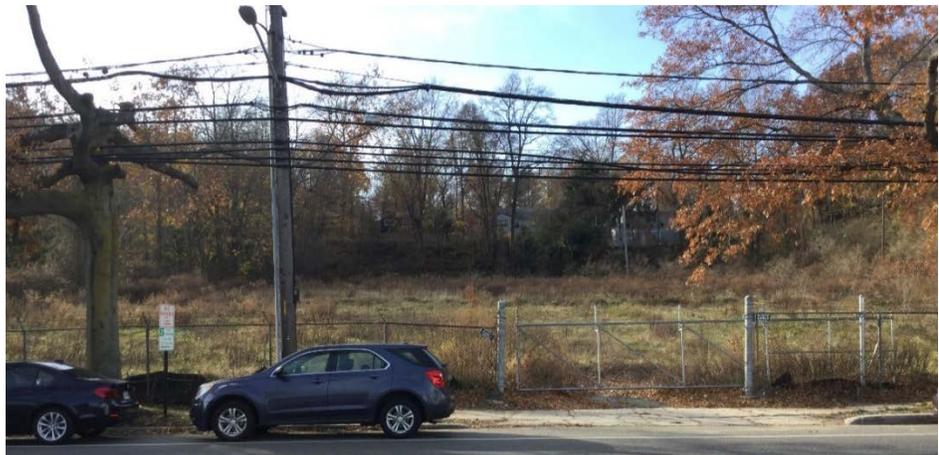
Property of Interest No. 5 at the northeast corner of East Shore Road and Vista Hill Road.

6. **236 East Shore Road (Waterfront Development District):** This property is the site of the Great Neck Water Pollution Control District—the site of the Village’s wastewater treatment plant. The main office is a one-story brick building situated along the central property frontage. A screening fence runs along the rest of the East Shore Road and Vista Hill Road frontages of the property to help conceal the main wastewater treatment operations, although other structures are visible above the fence. The property is surrounded by Avalon Great Neck (Property of Interest No. 5) to the north, Manhasset Bay to the east, a nursery (in the Village of Kensington) to the south, and offices to the west.



Property of Interest No. 6 at the southeast corner of East Shore Road and Vista Hill Road.

7. **265 East Shore Road and 53 Vista Hill Road (Mixed-Use District and Residence B District):** This approximately 1.74-acre site consists of a vacant parcel on the west side of East Shore Road, which formerly contained the facilities of the Great Neck Sewer District, and the northern, undeveloped portion of a residential property located at 53 Vista Hill Road. The surrounding properties include single-family residences and home improvement-retail to the north, the BMW service center (Property of Interest No. 4) to the east, a laundry service, home improvement-retail and single-family residences to the south, and single-family residences to the west.



Property of Interest No. 7 (vacant former Great Neck Sewer Department property) along the west side of East Shore Road.



The single-family residence at 53 Vista Hill Road. The undeveloped rear portion of this property is within Property of Interest No. 7.

Community Character

Middle Neck Road Corridor

The Middle Neck Road corridor is the primary business district in the Village. It features a range of building ages and styles reflecting the various time periods when development occurred, from the early twentieth century to present day. The Middle Neck Road corridor transitions from primarily residential, north of the All Saints Episcopal Church, to primarily commercial and mixed-use until Piccadilly Road. The corridor is generally walkable with sidewalks running along both sides of the road and crosswalks at key intersections. The business district is served both by multifamily residences located primarily along the Middle Neck Road corridor as well as single-family residences in the surrounding area. There are several free municipal parking lots along the Middle Neck Road corridor with time restrictions (generally 90 minutes or two hours). Street parking is generally permitted with certain exceptions. Parking permits are required in some Village lots. Several religious institutions situated throughout the Middle Neck Road corridor ensure that the Middle Neck Road corridor remains a community focal point. A significant community amenity is the Village Green and Rose Garden, located between Arrandale Avenue and Beach Road. While there is a good mix of commercial uses along the Middle Neck Road corridor, there are also several vacant storefronts and vacant parcels.

Location and Size of Buildings

Commercial buildings along the Middle Neck Road corridor are generally small-scale (either one or two stories) and do not have front yards; they are oriented to the sidewalks on Middle Neck Road to create a walkable downtown. However, there are some exceptions where buildings reach three or four stories, typically for multifamily residential uses (see Attachment B). These multifamily residences generally have shallow front yards, and entrances to these facilities are via connections to the sidewalk and/or driveways.

Architectural Form and Details

Architectural forms throughout the corridor vary from older, traditional building styles to newer, modern forms. Aside from limited height (generally one-to-four stories), there is no consistent architectural form along the corridor (see Attachment B).

Public Open Space

The Great Neck Park District administers public open space in the Village. The Village Green and Rose Garden, located on the west side of Middle Neck Road between Arrandale Avenue and Beach Road, is the primary open space amenity located along the Middle Neck Road corridor. The Village Green and Rose Garden contains walking paths, a playground for children, a gazebo, a fountain, benches, picnic tables, gardens, and a veterans' memorial. There are no other public open spaces with direct access from Middle Neck Road; however, the Memorial Athletic Fields, Parkwood Sports Complex, and Wooleys Lane Park are all within walking distance.

Pedestrian Accommodations

Continuous sidewalks with ADA-accessible ramps are present along both sides of Middle Neck Road throughout the corridor. The width and physical condition of the sidewalks varies along the Middle Neck Road corridor. Striped crosswalks are present at major intersections connecting the east and west sides of the Middle Neck Road corridor and north-south through cross streets. Many crosswalks at busy pedestrian crossings are signalized and have crossing signal buttons for additional pedestrian safety. Benches are not typically located along the sidewalks, although there are a few located at bus stops and near municipal parking lots.

Vehicular Circulation and Traffic Safety

Middle Neck Road is a four lane, two-way, well-traveled thoroughfare. Traffic is regulated by signals at major intersections. The closest LIRR station is located in the Village of Great Neck Plaza, approximately 0.8 mile south of the southernmost point of the Village's Middle Neck Road corridor. The Middle Neck Road corridor is served by the Nassau Inter-County Express (NICE) bus system on routes n57 (Great Neck Loop) and n58 (Great Neck LIRR-Kings Pt.). There are no dedicated bus or bike lanes or bike racks.

Public Parking

Unmetered (free) on-street parking is available throughout most of the Middle Neck Road corridor, subject to short-term time limits. Additionally, there are several free municipal parking lots accessible via Middle Neck Road, which also enforce either 90-minute or two-hour time limits. While most municipal parking lots do not permit overnight or employee parking, certain lots allow these uses with issuance of a parking permit by the Village.

Street Trees and Vegetated Buffers

The presence of street trees and vegetated buffers along the sidewalks in the Middle Neck Road corridor varies. In some stretches, the sidewalk comes directly up to the curb without a vegetated buffer and few street trees. In other stretches, both street trees and a vegetated buffer are present. A median consisting of planters with trees and shrubs is present beginning at Hicks Lane and running south along the corridor until Brokaw Lane, then beginning again near the Everfresh supermarket and running south to the terminus of the Village's Middle Neck Road corridor. There is no median north of Hicks Lane.

Visual Quality

Buildings are generally in good condition, though signage is uncoordinated and some of the frontages have a dated appearance. There are several vacant storefronts and vacant lots that are visually unappealing and detract from the character of the corridor (see Attachment B). Overhead utility wires are present throughout the corridor. Sidewalks are mostly concrete, though in some areas they are made of brick pavers.

Environmental Resources

No wetlands, waterways, or other natural areas are located along or in the immediate vicinity of the Middle Neck Road corridor.

Community Facilities

There are several community facilities along the Middle Neck Road corridor including multiple synagogues, All Saints' Episcopal Church, St. Aloysius Roman Catholic Church, Great Neck Village School, the Village DPW, the Village Green and Rose Garden, a US Post Office, and the Great Neck Alert Fire Company.

East Shore Road Corridor

The East Shore Road corridor is a secondary commercial corridor in the Village. It is bookended by two multifamily residential uses, including the newly opened Avalon apartments at the southern end of the corridor. In contrast to the Middle Neck Road corridor, the East Shore Road corridor has a more industrial character, reflecting the influence of numerous automobile service and storage uses as well as the Great Neck Water Pollution Control Plant. Other uses along the corridor include offices, home improvement-retail, a USPS carrier annex, and a small park (Ravine Park). While there are sidewalks along both sides of the East Shore Road corridor, the corridor lacks the amenities and uses (such as complementary retail, restaurants, benches and public open space) to make it a walkable district. While the corridor is located along the waterfront of Manhasset Bay; this is an underutilized resource as the businesses located along the corridor (especially along the east side of the roadway) have no relationship to the water. Visual quality is lacking as there is no continuity in building form, and street landscaping is limited. An exception is the Avalon Great Neck development which features modern architecture, enhanced access to the water and an improved streetscape.

Location and Size of Buildings

Buildings along the East Shore Road corridor are either set back with a parking lot abutting the roadway frontage or situated along the road with parking to the side or rear. The multifamily residential building at the northern end of the corridor is three stories in height, while the Avalon development at the southern end is five stories. The office buildings along the corridor range from one-to-three stories. The automobile-related and home improvement retail facilities are typically one story in height. Several parcels do not include any buildings and function as parking storage areas (see Attachment C).

Architectural Form and Details

There is no consistency of architectural form along the corridor. Buildings range from simple brick or stucco and glass one-story storefronts and garages to a modern five-story apartment building to office buildings and warehouses with built-in parking garages (see Attachment C).

Public Open Space

Ravine Park, which is located at the north end of the East Shore Road corridor, is the only public open space in this area. The East Shore Road corridor runs along the waterfront of Manhasset Bay, although this resource is not utilized except for a small dock at the multifamily residential building at the northern end and a private waterfront walkway at the Avalon development at the southern end.

Pedestrian Accommodations

Sidewalks are present on both sides of the East Shore Road corridor; however, the sidewalks are damaged in some areas and there is a segment south of the USPS carrier annex where the sidewalk is not continuous. A new sidewalk is present in front of Avalon Great Neck along East Shore Road and Vista Hill Road that connects to crosswalks at the northern and southern extents of the Avalon Great Neck Development. There is no sidewalk in front of the Great Neck Water Pollution Control Plant, south of Vista Hill Road. Crosswalks are present along the southern portion of the East Shore Road corridor at the intersection of Vista Hill Road and East Shore Road and at the entrance to the BMW Service Center. No benches were identified along the corridor. These crosswalks are ADA-accessible. Despite the presence of sidewalks, the nature of the commercial uses along the corridor (i.e., automobile repair, office, home improvement retail), does not lend to a pedestrian-friendly commercial district (see Attachment C).

Vehicular Circulation and Traffic Safety

The East Shore Road corridor is a frequently travelled, two-lane, two-way road with center turning lanes. There are no bicycle lanes or rail connections throughout the corridor. The East Shore Road corridor is located roughly halfway between the Manhasset and Great Neck LIRR stations. There are no bus stops along the Village's East Shore Road corridor.

Public Parking

Unmetered (free) short-term on-street parking is permitted throughout the majority of the East Shore Road corridor. On-street parking is prohibited along the northbound side of the southern half of the East Shore Road corridor. There are no municipal lots located along the corridor. Many businesses provide surface or garage parking on-site. The multifamily residential uses are served by garages.

Street Trees and Vegetated Buffers

Most sidewalks throughout the East Shore Road corridor have a vegetated buffer with street trees, although some sidewalks run directly to the curb with little or no landscaping.

Visual Quality

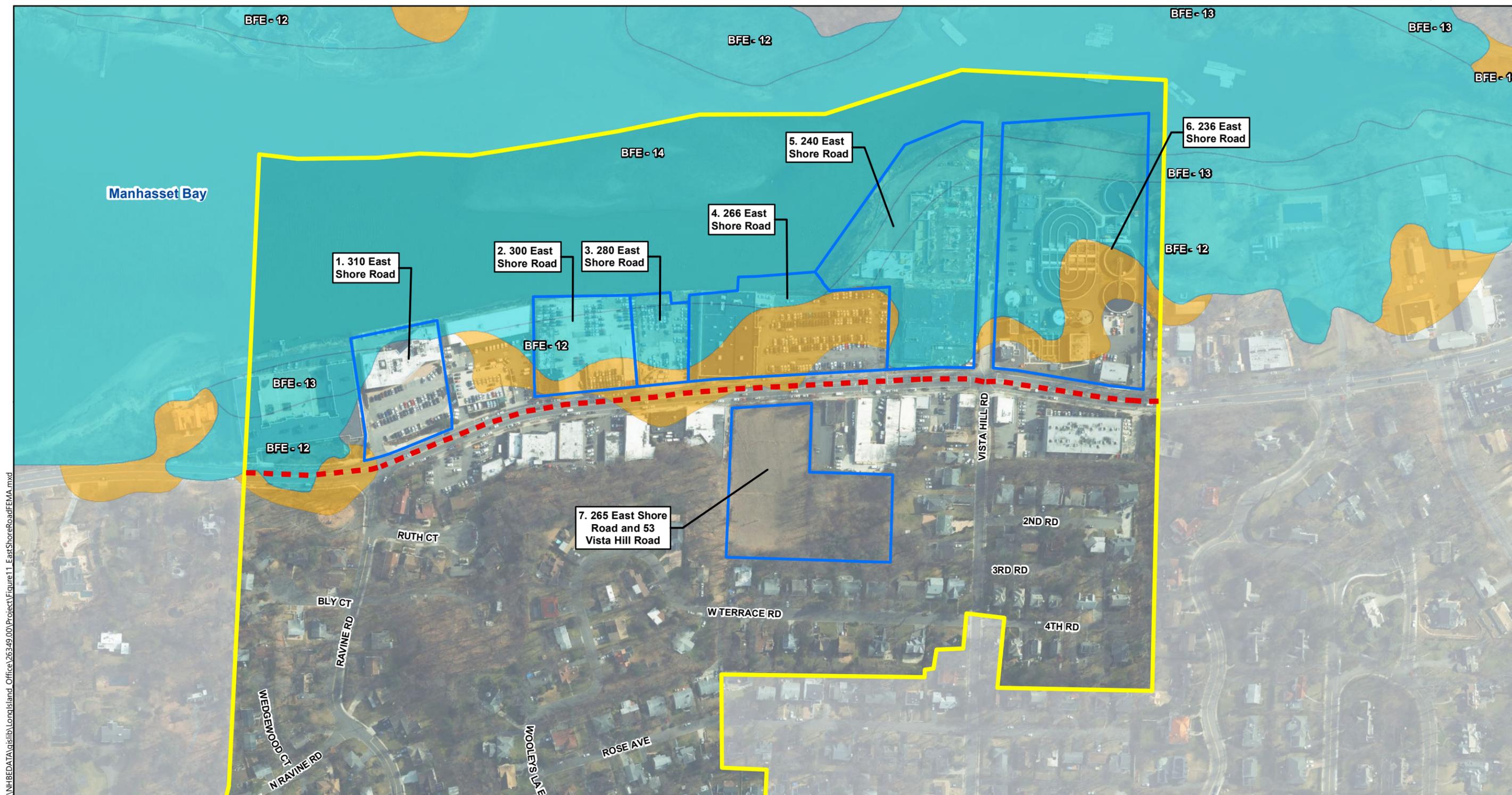
The East Shore Road corridor has an industrial quality due to the many automobile-related uses and the Great Neck Water Pollution Control District. Overhead wires and street lights are present throughout the corridor. The vacant former Great Neck Sewer Department parcel is overgrown. The multifamily residential uses along the corridor have good visual quality due to their orderly building and landscape design. The sidewalks are generally concrete, in various states of repair, although brick pavers have been installed along the newest portion in front of the Avalon Great Neck Development (see Attachment C).

Environmental Resources

The primary environmental resource in the vicinity of the East Shore Road corridor is Manhasset Bay, which is adjacent to the east side of the corridor. While slopes are generally not very steep immediately adjacent to the waterfront, the topography rises more quickly on the west side of the East Shore Road corridor. Much of the East Shore Road corridor is located in a Federal Emergency Management Agency (FEMA) floodplain (both 100-year and 500-year), as shown on Figure 11. The Waterfront Development District accounts for flood elevations by requiring a minimum finished first floor elevation of 12 ft (Nassau County datum) and a minimum finished floor elevation for garages, storage or utility areas or outdoor parking areas of 10.5 ft (Nassau County datum). There are no provisions in the Zoning Code for the Residence G or Waterfront Residential District that account for flood elevations.

Community Facilities

Ravine Park, the USPS carrier annex and the Great Neck Water Pollution Control Plant are the only community facilities along the East Shore Road corridor. There are no schools or religious institutions along the Village's East Shore Road corridor.



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- Legend**
- - - East Shore Road
 - Properties of Interest
 - Village of Great Neck
 - 100-year Floodplain (FEMA)
 - 500-year Floodplain (FEMA)
- Note: BFE = Base Flood Elevation (Feet)

Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

FEMA Floodplains

Source Info: NYS Office of Information Technology Services
GIS Program Office, NY Statewide Digital Orthoimagery Program
& FEMA Flood Insurance Rate Map Panel 36059C0112G

3

Public Input and Recommendations

In March 2018, the Board of Trustees formed the Great Neck Citizens Advisory Committee (GNCAC).³ The GNCAC was established to ensure that the residents of the Village are properly represented in formulating a plan for future development of the Middle Neck Road and East Shore Road corridors. Accordingly, the Board of Trustees established the GNCAC to serve as a liaison to the Board of Trustees and to enhance the degree of public input available for this effort.

The GNCAC board members convened on a weekly basis to brainstorm ideas, provide direction to consultants, review new development opportunities, and prioritize actions. As members of the GNCAC represented a variety of interests within the Great Neck community, their participation provided a valuable perspective in helping to establish goals and strategies for future development along both corridors. Non-committee members such as local businesses, retail specialists, academic experts and neighborhood activists were also encouraged to contribute their knowledge and expertise to the GNCAC. Through the GNCAC, the community was able to engage in creative discourse, build stronger community bonds, receive buy-in of the plan, and formulate an aligned Vision for the Village.

Through the collective efforts of the GNCAC and participating members of the Great Neck community, a comprehensive Vision was established to inform the efforts to revitalize the two corridors. The community's desires and vision for downtown revitalization seeks the following:

³ https://theislandnow.com/great_neck/members-of-advisory-committee-for-revitalizing-middle-neck-road-announced/

- › Re-build and re-establish the Village as the key destination for local residents and visitors;
- › provide a wide variety of housing options to appeal to empty nesters and new families;
- › offer a high quality-of-life and critical mass of diverse public and private amenities; and
- › provide activities that can serve as catalysts for increased and sustainable development now, and for future generations.

This Vision is founded in the belief that investments to re-energize the core of the Village will attract a diverse population of new residents and visitors of varying ages, incomes and interests to strengthen the customer base for local businesses and provide the reliable workforce needed to attract and retain employers, as well as to grow the regional economy.

By focusing investment in the core of the Village, the GNCAC seeks a fiscally responsible development pattern, as compact development may lower the cost of delivering essential government services, including police, fire, emergency medical services, and reduce demand for costly new infrastructure. Ultimately, this may make the municipal budget more efficient and reduce the burden on taxpayers.

To achieve the Vision for the future of the Middle Neck Road and East Shore Road corridors, the GNCAC has identified several goals and implementation strategies, as well as specific recommendations for several Properties of Interest identified in this study. The goals, implementation strategies, and project-specific recommendations are outlined in Table 5 and Table 6 below. Strategies considered feasible in the short term (0-3 years) are highlighted in green; strategies that are considered feasible in the medium term (3-10 years) are highlighted in yellow; strategies that are considered feasible in the long term (10 plus years) are highlighted in red.

Table 5 GNCAC Goals and Implementation Strategies

Goals	Implementation Strategies						
Help facilitate investment in the Village that meets the Vision of the GNCAC	Strategy 1: Considerably reduce and simplify the site plan approval process for new developments.	Strategy 2: Provide zoning updates for the Village.	Strategy 3: Incentivize retailers to open in the Village.	Strategy 4: Incentivize development of projects that meet the Vision.	Strategy 5: Enable investors to receive an approval or denial in short order, without them risking losing considerable time and money trying to invest in the Village.		
Increase the streetscape and walkability of the Village, and reduce car dependency	Strategy 1: Create a better walking environment, improve streetscapes to make downtown more pleasant, accessible and safe for people of all ages.	Strategy 2: Create a more vibrant street life by encouraging outdoor dining and use of open spaces, especially for an outdoor pedestrian promenade.	Strategy 3: Reduce the parking requirements on new developments to only 1 car per apartment.				
Increase downtown residential housing options	Strategy 1: Develop new residential infill on vacant and underutilized lots.	Strategy 2: Redevelop vacant buildings' upper stories, including residential units, to provide less dependence on ground floor retail rents.	Strategy 3: Increase evening and weekend programming to create a vibrant village setting.	Strategy 4: Provide diverse housing options, like assisted living units, affordable units, moderately priced units, and mixed-use developments.			
Job creation and job growth	Strategy 1: Incentivize the development of commercial office buildings within the Village.	Strategy 2: Have office buildings within a walkable distance of residential and retail offerings. This will help create a ripple effect through retail and residential corridors and support sustained economic investment for the Village, and will thereby create a local economic environment that encourages and retains local talent to live and work within the Village.	Strategy 3: Incentive zoning to be applied as necessary, and within keeping to the Vision, to help support development (e.g., increased height or floor area with a requirement of decreased parking and introduction of electric shuttle or zip cars by developers).				
Development of community amenities	Strategy 1: Provide a waterfront esplanade for use by the public.	Strategy 2: Build new and improved parks, gardens and street trees.	Strategy 3: Build recreation centers to help retain and grow communities.	Strategy 4: Incentivize development of shared office space to support small start-up companies and entrepreneurs.	Strategy 5: Support venues and events for the arts, cultural and educational activities and institutions.	Strategy 6: Connect East Shore Road and Steamboat Road to the commercial downtown core on Middle Neck Road.	Strategy 7: Apply incentive zoning as necessary, and within keeping with the Vision, to help support development.

Legend:

- █ = Strategies considered feasible in the short term (0-3 years)
- █ = Strategies that require more analysis, but are considered feasible in the medium term (3-10 years)
- █ = Strategies that are only considered feasible in the long term or require more thorough analysis (10 plus years)

Table 6 GN CAC Project-Specific Recommendations

Projects	Recommendations			
Existing DPW Site (Middle Neck Road Property of Interest No. 2)	Require developer to provide outdoor, uncovered area with a minimum dimension of 40'x200' for pedestrian use only with year-round outdoor seating and dining options surrounded with retail shops on ground floor	Mixed-use development with retail, office and residential components	Provide a portion of the proposed residential units as “moderately priced” units	Retail must be occupied within six months of closing, or the landlord to reduce rents to percentage rates only for the retail shops
Assisted Living Facility (Middle Neck Road Property of Interest No. 9)	Provide at least 12-20 ft of property frontage to Village for expansion of the sidewalk and/or road at this corner	Deliveries only at rear of building. No deliveries at street frontage	Set back upper floor from building footprint	
New DPW on East Shore Road (East Shore Road Property of Interest No. 7)	DPW parking/infrastructure below grade	Mixed-use development for upper levels		
New Village Hall on Middle Neck Road (Middle Neck Road Property of Interest No. 4)	Moving to center of downtown will show presence as an epicenter of planned growth on Middle Neck Road			

It is the hope of the GN CAC that its established goals aid in making the Village a vibrant destination for residents and visitors to live, work and thrive. The GN CAC’s vision, goals and recommendations have been incorporated into this Study and, where feasible, incorporated into the recommended land use and zoning amendments in Section 4.

Recommendations such as sub-grade parking for the new DPW site, reduced parking requirements as an incentive to invest in car-sharing or electric shuttle bus service, and requirements for the assisted living facility to provide 12-20 ft of its property to the Village will require further study and analysis prior to implementation. Overall, the meetings held by the GN CAC yielded a wealth of insight and guidance into the future that the Great Neck community envisions.

4

Recommended Land Use and Zoning Amendments

The recommended land use changes and zoning amendments for the Middle Neck Road and East Shore Road corridors are intended to enhance and revitalize the Village as an economically vibrant and livable community. The plan lays the groundwork for addressing current commercial vacancies by encouraging multifamily residential development and mixed-use development near the primary business district. It would revitalize the traditional business district using a comprehensive strategy that enhances and builds upon the existing successful entities while encouraging the development of housing within a short walk of downtown amenities. The plan would also enhance the mix of housing by encouraging the development of assisted living facilities and affordable housing. The recommended amendments would also encourage more pedestrian amenities, traffic calming and safety measures, and access to open space.

The vision for the Middle Neck Road and East Shore Road corridors is that they would become more active and mixed-use corridors, lined with a diverse mix of local shops, restaurants, personal services and groceries at the grade level and with expanded residential living opportunities above. The plan provides incentives to revitalize and diversify these corridors with a mix of density and uses that would make for a more lively and attractive destination for patrons, visitors and residents alike. The zoning amendments would encourage sustainable infill development in and adjacent to the primary business district. In addition to modifying the density and use mix, signage, streetscape improvements, and pedestrian amenities would improve the attractiveness of the commercial district, while providing community benefits. The development of these amenities would be encouraged by offering up to five stories of height

(for assisted living facilities and affordable housing), designation of mixed-use (to allow for ground floor commercial use) and/or parking relaxations as incentives.

Middle Neck Road: Recommended Zoning Amendments and Framework for Future Development

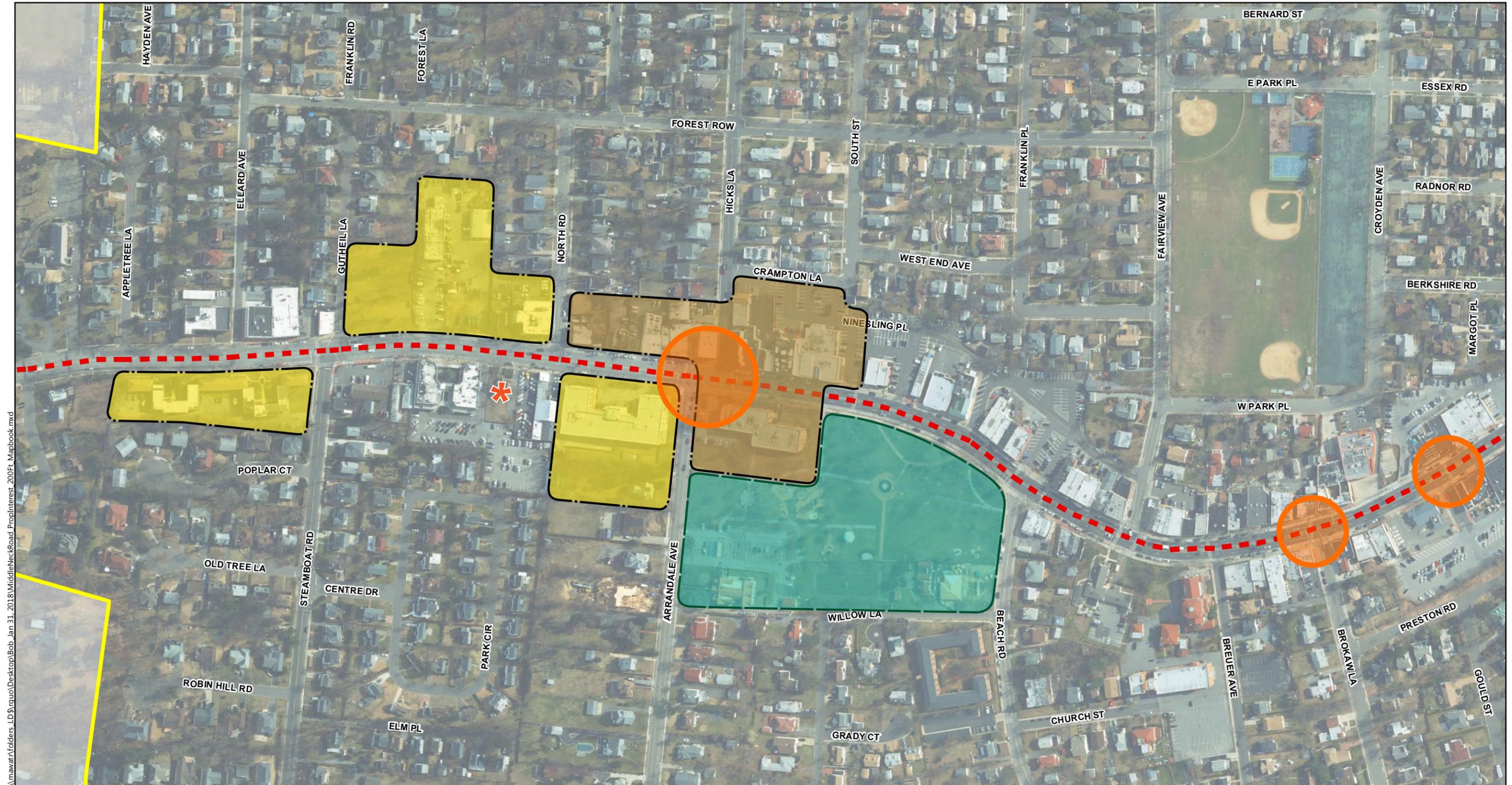
The zoning amendments should modify the existing MNR-MIO District to include ground floor commercial uses, privately-owned assisted living facilities, and affordable housing as community benefits that can be provided in exchange for additional building height (up to four stories for ground floor commercial and up to five stories for assisted living facilities and affordable housing) and a relaxation of parking requirements. The existing incentive zoning procedure described in the Existing Conditions section, does not allow the Board of Trustees to adjust zoning use restrictions as a development incentive for the provision of community benefits. The Village considers downtown commercial uses, assisted living facilities and affordable housing to be community benefits that will enhance the Village in the long-term by increasing economic vitality and providing more housing options for aging and moderate-income residents.

The Village can encourage the development of more mixed commercial/residential, assisted living and affordable housing by including affordable housing, assisted living facilities and ground floor commercial development as community benefits under the incentive zoning procedure. In exchange for the provision of affordable housing or assisted living facilities, the Village should allow for an additional story of building height, up to five stories, from the existing incentive zoning limit of four stories in the MNR-MIO District. Due to the nature of assisted living dwelling units, which do not have full kitchens and require less parking, privately-owned assisted living facilities should be permitted at a higher density than typical multifamily dwelling units. The Village should also allow for a relaxation of parking requirements, to be determined on a case-by-case basis, when developments containing assisted living or ground floor commercial below residential are proposed. Parking requirements could also be relaxed in exchange for other public-oriented improvements (e.g., sidewalks, benches, park improvements, traffic calming measures, Village Hall relocation, investment in electric shuttle bus or car-sharing services) or payments in lieu thereof. Carrying these revised incentive zoning procedures, the MNR-MIO District should be expanded to the south in the northern-central portion of the Middle Neck Road corridor to include Property of Interest Nos. 7, 8 and 9, as well as some properties immediately south of Property of Interest No. 9 (see Figure 7 and Figure 12), reaching an extent roughly parallel to South Street.

As shown in Figure 12, the Properties of Interest to which revised zoning regulations should be extended are considered future development opportunities. Together with potential traffic calming, safety and pedestrian improvements, these future development opportunities form a Framework for Future Development that aligns with the vision for Great Neck expressed through public input (see Section 3).

By implementing these zoning amendments to attract development, the Village hopes to revitalize its community by increasing residential density and creating a commercial destination that will encourage infill development throughout the corridor and ultimately

eliminate vacancies and create a more vibrant Middle Neck Road corridor. This vision is similar to that envisioned in the *2013 Corridor Study* (see Figure 6); however, by expanding the incentive zoning procedures originally conceived by that study, and making it more economically desirable to developers, these recommended amendments should help achieve the Village's continued planning vision.



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Middle Neck Road and East Shore Road Corridor Study | Village of Great Neck, New York

Legend

- - - Middle Neck Road
- Village of Great Neck
- Proposed Traffic Calming, Safety, Pedestrian Improvements
- ✱ Potential New Village Hall
- Future Development Opportunity
- Senior Living Node
- Village Green and Rose Garden

Middle Neck Road Framework for Future Development

Source Info: VHB, NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program

The vision for Great Neck's future is similar to the types of development increasingly seen in core areas throughout Long Island. Communities are realizing the potential of shifting development density toward mixed-use, downtown areas similar to the Middle Neck Road corridor. As the population on Long Island is aging, there is an increasing need both to accommodate older residents looking to downsize without leaving the region and to attract and retain young professionals who prefer urban-style living. Local examples of the types of development and revitalization efforts envisioned for the Middle Neck Road corridor are presented below.

Assisted Living

Sunrise of Glen Cove – Glen Cove, Nassau County

Located on the North Shore, this facility offers assisted living in an upscale setting. It is conveniently situated on the Forest Avenue commercial corridor, which provides access to supermarkets, retail and restaurants.



Source: <https://www.sunriseseniorliving.com/communities/sunrise-of-glen-cove/overview.aspx>

The Bristol Assisted Living - Westbury, Nassau County

Well-appointed assisted living facility located in close proximity to the Long Island Rail Road and to the restaurants and shopping of the Post Avenue downtown corridor.



Source: <https://thebristol.com/westbury/>

Mixed Use Developments

Village of Farmingdale, Nassau County

Following the implementation of a Downtown Mixed-Use zoning district in 2011 (and amended in 2014) in order to revitalize the downtown and foster a pedestrian-friendly Main Street, the Village of Farmingdale has seen substantial mixed-use development consisting of retail, restaurants and higher density residences, some of which include affordable housing components. Parking is often accommodated within the ground floor of buildings. The Lofts at Farmingdale Village, below, features multiple levels of upscale apartments over a ground level of retail and parking.



Source: <http://www.grcharchitecture.com/projects.asp>

Five-Story Development

Modera Mineola - Mineola, Nassau County

An apartment complex with five residential levels above a two-and-a-half level parking garage (including one-and-a-half level below grade) that is situated across the street from the Nassau County government offices and the northern end of Garden City.



Source: <https://millcreekplaces.com/community/modera-mineola/>

Streetscape and Pedestrian Amenities

Franklin Avenue, Garden City, Nassau County

Street trees and traditional, aesthetically pleasing lighting fixtures.



Source: <https://www.propertyshark.com/mason/Property/1436337/976-990-Franklin-Ave-Garden-City-NY-11530/>

Tulip Avenue, Floral Park, Nassau County

Well-maintained, traditional lamppost decorated with flags.



Source: <https://www.danielgale.com/floral-park-ny-homes-for-sale.php>

Cold Spring Harbor, Suffolk County

Pedestrian-oriented signage.



Source: <http://www.loving-long-island.com/cold-spring-harbor.html>

Garden City, Nassau County

Customized parking sign and street sign on a lamppost.



Source: Google Earth

Patchogue, Suffolk County

Trash receptacle with design consistent with proximate street décor.



Source: Google Earth

Traffic Calming and Safety Measures

Huntington, Suffolk County

Installed brick pavers at street crossings. Utilizes pedestrian-crossing signs to ease traffic.



Source: <http://suffolkcountydems.com/content/joe-dujmic-promotes-job-creation-and-small-business-development-five-point-growth-plan>

Open Space Access

Heckscher Park – Huntington, Suffolk County

Planted entryway with signage at the main pedestrian access point of the park.



Source: <http://markcuthbertson.org/entertainment-schedule-for-the-sixteenth-annual-huntington-tulip-festival/>

Village Hall Relocation

Southampton Village Hall – Southampton, Suffolk County

Village Hall situated on Main Street in Southampton.



Source: <https://www.southamptonvillagerealestate.com/about-southampton/government/>

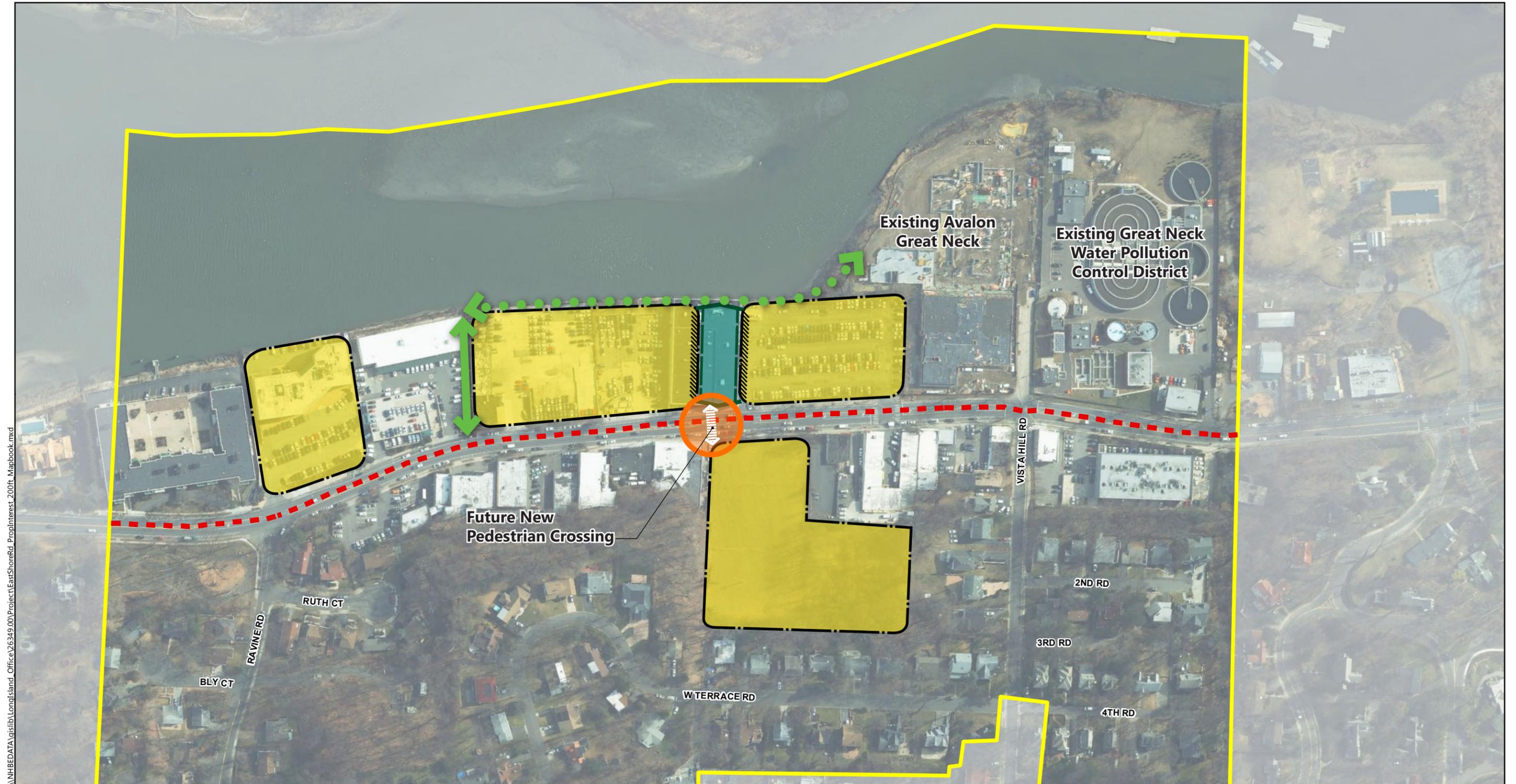
East Shore Road: Recommended Zoning Amendments and Framework for Future Development

The recommended amendments to the MNR-MIO District would be applied to the East Shore Road corridor, covering all properties north of the Avalon Great Neck development (Property of Interest No. 5) along the east side of the corridor and all properties within the Mixed-Use District along the west side of the corridor. However, since the underutilization of parking that occurs along Middle Neck Road does not occur along East Shore Road, the Village would be unlikely to grant parking relaxations to the same extent. Uses that provide public access to, and improve the waterfront, as well as provide assisted living facilities, affordable housing, mixed commercial/residential development, and general community benefits (e.g., public access to the Manhasset Bay waterfront, sidewalks, benches, park improvements, traffic calming measures, Village facilities) would also be eligible for incentive bonuses.

Figure 13 provides an illustration of the East Shore Road Framework for Future Development. This figure lays out the general framework for transforming the East Shore Road corridor. It includes a concept for providing pedestrian access along the Manhasset Bay waterfront connecting to the existing Avalon Great Neck waterfront area. Access to the waterfront would be enhanced via a direct connection to East Shore Road through a Town of North Hempstead-owned strip of land. Walkability would be enhanced by providing a crosswalk between future development at the currently vacant Great Neck Sewer Department property (Property of Interest No. 7) on the west side of East Shore Road and public space on the east side.



Potential area for new pedestrian crossing on East Shore Road



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Middle Neck Road and East Shore Road Corridor Study

Village of Great Neck, New York

Legend

- - - East Shore Road
- Future Development Opportunity
- Public Space
- Enhanced Pedestrian Crossing
- ↔ Public Pedestrian Connection
- ◊ Pedestrian Access

East Shore Road Framework for Future Development

Source Info: VHB, NYS Office of Information Technology Services GIS Program Office, NY Statewide Digital Orthoimagery Program

The East Shore Road waterfront presents a unique opportunity within Great Neck to connect the community to this natural resource. This can be achieved both through residential development along the waterfront as well as by providing public access to the waterfront. Local examples of the types of development and revitalization efforts envisioned for the East Shore Road corridor are presented below.

Waterfront Development

Garvies Point - Glen Cove, Nassau County

A five-story, 167-unit condo complex that will offer a wide variety of on-site amenities in addition to nearby, pedestrian-accessible public amenities such as marinas, parks, playgrounds and retail.



Source: <https://patch.com/new-york/glencove/beacon-condo-sales-garvies-point-begin-month-renderings>

Peconic Crossing – Riverhead, Suffolk County

A five-story building part of ongoing revitalization efforts in Riverhead. The development will provide affordable housing, with preference given to artists and those displaced by Superstorm Sandy. The development is pedestrian-friendly as it fronts West Main Street while simultaneously offering views of the Peconic River.



Source: <https://www.bhc-architects.com/peconic-crossing-all-projects/>

Public Access to Manhasset Bay

Cow Harbor Park/Northport Village Park – Northport, Suffolk County

Easily accessible from Main Street in Northport, this park provides walking paths, various seating accommodations and ample space to host community events all while taking full advantage of harbor views.



Source: <http://modern-nest.com/northport-ny/>

Conclusion

The Middle Neck Road and East Shore Road corridors are the two commercial corridors in the Village. Middle Neck Road serves as the primary, “Main Street” business district with a high concentration of retail, office and multifamily residential buildings; while East Shore Road is a secondary, automobile-focused commercial area that is bookended by multifamily residences.

The Zoning Code currently includes the MNR-MIO District, which allows for relaxations of the dimensional regulations in the Residence E District or Apartment District along the northern and southern portions of Middle Neck Road in exchange for the provision of community benefits to the Village. Among other things, these relaxations include a height increase from 31 ft to four stories / 42 ft for multifamily residences, and a density increase from 43 dwellings per acre to 48 dwellings per acre. Incentive bonuses are also available to all new commercial and multifamily dwelling projects throughout the Village and on East Shore Road within the Residence G or Waterfront Residential District (which is only present at the Avalon Great Neck site).

The Village considers it in the best interest of the Great Neck community to provide more affordable housing and assisted living options, increase economic activity, enhance the aesthetic character of the Middle Neck Road and East Shore Road corridors, connect the East Shore Road corridor to the Manhasset Bay waterfront, and improve traffic circulation and pedestrian safety. It is recommended that the Village amend the Zoning Code to strengthen and expand its MNR-MIO District along Middle Neck Road and to introduce an incentive overlay along East Shore Road in the existing Mixed-Use and Waterfront Development Districts.

The incentive zoning should be amended to include assisted living; affordable housing; ground floor commercial uses; traffic calming measures; pedestrian enhancements and enhanced public access to the Manhasset Bay waterfront as community benefits. These community benefits should be provided by developers in exchange for further relaxation of the height limitations to include a fifth story, as well as relaxation of parking requirements to be determined on a case-by-case basis. With the amended zoning in place, the Village would be able to achieve its plan to create a more vibrant, active, and accommodating community.

Attachment A

VILLAGE OF GREAT NECK

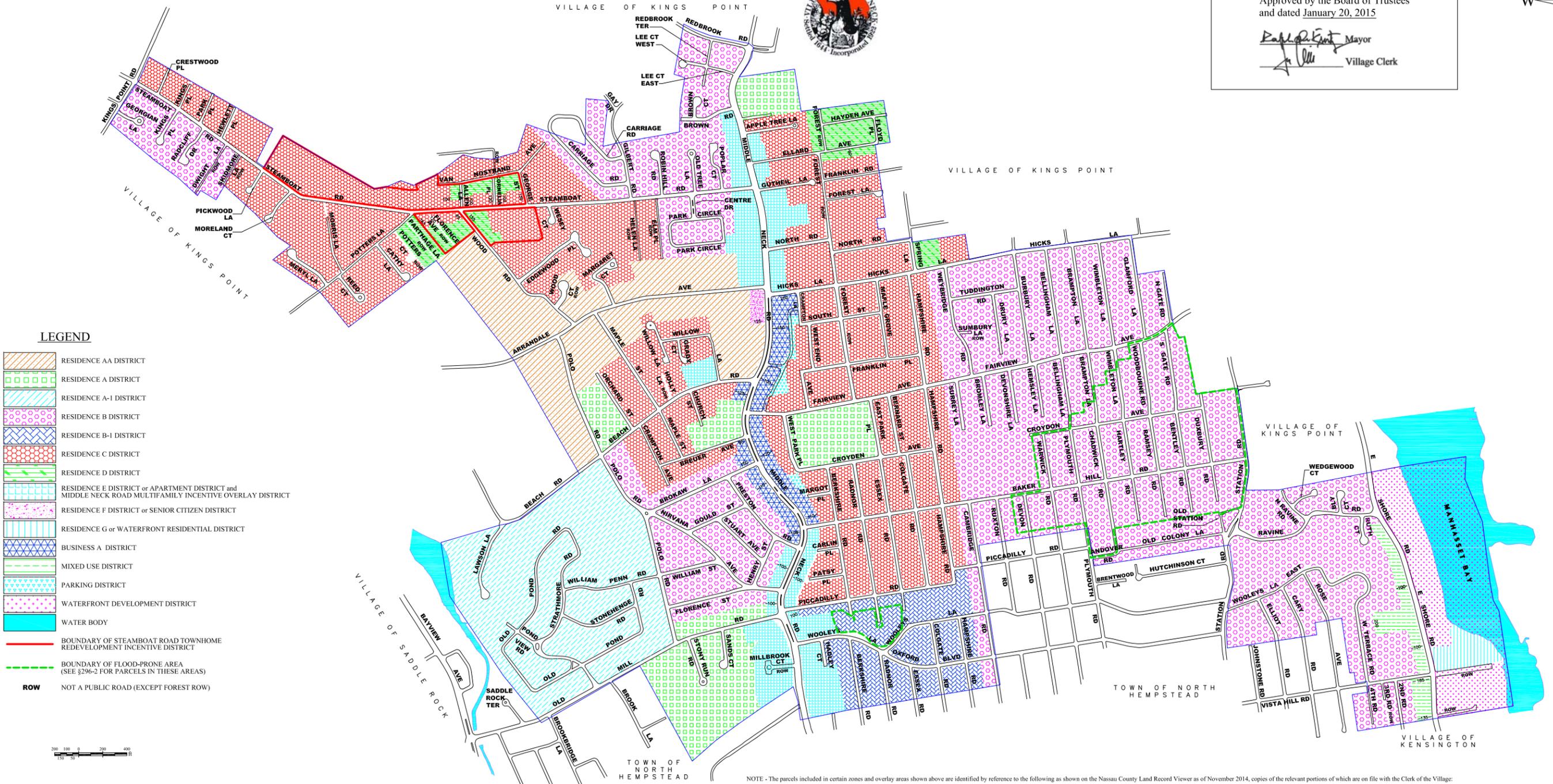
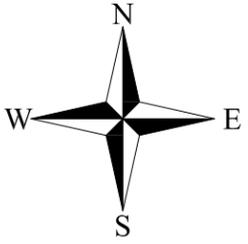
BUILDING ZONE MAP

NASSAU COUNTY, NEW YORK



Approved by the Board of Trustees
and dated January 20, 2015

Rafael E. Est Mayor
[Signature] Village Clerk



LEGEND

- RESIDENCE AA DISTRICT
- RESIDENCE A DISTRICT
- RESIDENCE A-1 DISTRICT
- RESIDENCE B DISTRICT
- RESIDENCE B-1 DISTRICT
- RESIDENCE C DISTRICT
- RESIDENCE D DISTRICT
- RESIDENCE E DISTRICT or APARTMENT DISTRICT and MIDDLE NECK ROAD MULTIFAMILY INCENTIVE OVERLAY DISTRICT
- RESIDENCE F DISTRICT or SENIOR CITIZEN DISTRICT
- RESIDENCE G or WATERFRONT RESIDENTIAL DISTRICT
- BUSINESS A DISTRICT
- MIXED USE DISTRICT
- PARKING DISTRICT
- WATERFRONT DEVELOPMENT DISTRICT
- WATER BODY
- BOUNDARY OF STEAMBOAT ROAD TOWNHOME REDEVELOPMENT INCENTIVE DISTRICT
- BOUNDARY OF FLOOD-PRONE AREA (SEE §296-2 FOR PARCELS IN THESE AREAS)
- ROW NOT A PUBLIC ROAD (EXCEPT FOREST ROW)



NOTE - The parcels included in certain zones and overlay areas shown above are identified by reference to the following as shown on the Nassau County Land Record Viewer as of November 2014, copies of the relevant portions of which are on file with the Clerk of the Village:

Steamboat Road Townhome Redevelopment Incentive District is comprised of the following lots and blocks in Section 1 -- Lots 1-4, 6, 8, 207-211 in Block 64, Lots 1-7, 9, 108, 208-210 in Block 124, Lots 1, 4-7, 9, 10, 94, 95, 97-99, 108, 196, 295, 302, 308, 402, 502, 547, 548 in Block 128, Lots 7-8, 11-18, 21, 41, 344, 345 in Block 129, Lots 1-18, 22-30 in Block 198, and Lots 1-9, 57, 58 in Block 199.

The Residence E parcels on the east side of Middle Neck Road between Apple Tree Lane and Hicks Lane are the following lots and blocks in Section 1 -- Lots 17, 18 in Block 182, Lots 1, 116, 117 in Block 106-2, Lots 7, 8, 9, 13, 216, 317, 318, 322, 323, 334 in Block 106-3, and Lots 2, 3, 4, 5, 10, 101, 106, 325, 326 in Block 1.

The Residence E parcels at the corner of Middle Neck Road and Brown Road are the following lots in Section 1 -- Lots 70-72 in Block 142.

The Residence E parcels on the west side of Middle Neck Road between Steamboat Road and Arrandale Avenue are the following lots in Section 1 -- Lots 34, 146, 244, 292, 525-527, 529, 531-538, 602-607 in Block 128.

Residence G is comprised of Section 2 -- Lots 9 and 10 in Block 349.

Attachment B



Residential Uses along the Middle Neck Road Corridor



Photograph No. 1: View of a single-family residence on the northern portion of the Middle Neck Road corridor at Appletree Lane.



Photograph No. 2: View of a multifamily residential development (Academy Gardens, Property of Interest No. 1) along the northern portion of the Middle Neck Road corridor, north of Steamboat Road.



Photograph No. 3: View of a multifamily residential development along the southern portion of the Middle Neck Road corridor, south of Old Mill Road.



Photograph No. 4: View of mixed uses, including apartments above commercial, along the central portion of the Middle Neck Road corridor, north of Hicks Lane.



Photograph No. 5: View of mixed uses, including apartments above commercial, along the central portion of the Middle Neck Road corridor, north of Fairview Avenue.



Commercial Uses along the Middle Neck Road Corridor



Photograph No. 6: View of a commercial center along the northern portion of the Middle Neck Road corridor, south of Steamboat Road.



Photograph No. 7: View of an office building along the northern portion of the Middle Neck Road corridor, north of North Road.



Photograph No. 8: View of underutilized and vacant commercial and mixed-use buildings along the northern portion of the Middle Neck Road corridor, between North Road and Hicks Lane.



Photograph No. 9: View of commercial uses along the central portion of the Middle Neck Road corridor, south of Fairview Avenue.



Photograph No. 10: View of the Everfresh Supermarket along the central portion of the Middle Neck Road corridor, north of Baker Hill Road.



Photograph No. 11: View of commercial uses along the central portion of the Middle Neck Road corridor, north of Baker Hill Road.



Institutional and Public Uses along the Middle Neck Road Corridor



Photograph No. 12: View of the Village DPW yard (Property of Interest No. 2) along the northern portion of the Middle Neck Road corridor, between Gutheil Lane and North Road.



Photograph No. 13: View of the Great Neck Village School along the central portion of the Middle Neck Road corridor, between Beach Road and Breuer Avenue.



Photograph No. 14: View of St. Aloysius Roman Catholic Church along the central portion of the Middle Neck Road corridor, north of Breuer Avenue.



Photograph No. 15: View of the Great Neck Alert Fire Company fire station along the central portion of the Middle Neck Road corridor, across from Brokaw Lane.



Photograph No. 16: View of Temple Beth-El of Great Neck along the southern portion of the Middle Neck Road corridor, north of Old Mill Road.



Open Space and Recreation Uses Along the Middle Neck Road Corridor



Photograph No. 17: View of the Village Green and Rose Garden along the central portion of the Middle Neck Road corridor, south of Arrandale Avenue.



Photograph No. 18: View of the Village Green and Rose Garden along the central portion of the Middle Neck Road corridor, south of Arrandale Avenue.



Parking along the Middle Neck Road Corridor



Photograph No. 19: View of a municipal parking lot (Property of Interest No. 5) along the northern portion of the Middle Neck Road corridor, south of Steamboat Road.



Photograph No. 20: View of a municipal parking lot along the central portion of the Middle Neck Road corridor, south of Hicks Lane.



Photograph No. 21: View of a municipal parking lot along the southern portion of the Middle Neck Road corridor, south of Baker Hill Road.

Attachment C



Residential Uses along the East Shore Road Corridor



Photograph No. 1: View of a three-story multifamily residence on the east side of the East Shore Road corridor, north of Ravine Road.



Photograph No. 2: View of a multifamily residential development (Avalon Great Neck, Property of Interest No. 5) along the east side of the East Shore Road corridor, north of Vista Hill Road.



Commercial Uses along the East Shore Road Corridor



Photograph No. 3: View of an office building (Property of Interest No. 1) along the east side of the East Shore Road corridor, south of Ravine Road.



Photograph No. 4: View of various commercial uses along the East Shore Road corridor, including home improvement-retail, automobile repair and office.



Photograph No. 5: View of various automobile repair, home improvement-retail and personal service uses along the East Shore Road corridor.



Institutional and Public Uses along the East Shore Road Corridor



Photograph No. 6: View of the office of the Great Neck Water Pollution Control District (Property of Interest No. 6) along the east side of the East Shore Road corridor, south of Vista Hill Road.



Middle Neck Road and East Shore Road
Corridor Study