

Middle Neck Road and East Shore Road  
Corridor Study  
March 2018

*Village of Great Neck  
Nassau County, New York*

PREPARED FOR

*Village of Great Neck  
61 Baker Hill Road  
Great Neck, NY 11023*

PREPARED BY



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# 1

## Introduction

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 could foster desired residential and commercial development at viable sites and create community benefits through an incentive zoning procedure, along Middle Neck Road and East Shore Road. This Corridor Study 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 of the Village, with most of the commercial activity concentrated along its length between Steamboat Road and Baker Hill Road. While commercial uses and local institutions (e.g., retail stores, restaurants, offices and synagogues) are active in most of the commercial core, there are notable clusters of vacant and underutilized properties.

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. With the recent opening of the Avalon Great Neck apartment project, there is considerable opportunity to create a more cohesive corridor along East Shore Road through zoning amendments and improvements to public amenities.

Figure 1 provides an overview of the Village. Figures 2 and 3 provide aerial views of the Middle Neck Road and East Shore Road corridors, respectively.

The Village has identified properties that are suitable for development/redevelopment, based on its knowledge of development proposals and projects that are currently under consideration, and the need to relocate its existing Village Hall and Department of Public Works (DPW) sites. These properties are depicted on Figures 4 and 5. This analysis focuses on existing conditions and opportunities for improvement at, and surrounding, these properties of interest, while considering the remaining portions of both corridors more generally.

The Village considers it in the best interest of the Great Neck community to 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. The Village is interested in ensuring that any amendments to zoning are an effective tool in permitting the types of development being brought before the Village while also ensuring lasting community benefits. 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). The Village will 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 (e.g., sidewalks, traffic calming measures, streetscapes and access to open space and parks) along the Middle Neck Road and East Shore Road corridors.

This Corridor Study consists of three 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 identifies potential land use and zoning changes and an analysis of the impact of these changes on the development potential of the corridors. It also includes general recommendations related to pedestrian accommodations and traffic calming measures that would require further analysis if the Village chooses to pursue them.



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**Middle Neck Road and East Shore Road Corridor Study**

Village of Great Neck, New York

**Legend**

- - - Corridor Study Area
- Village of Great Neck

**Overview of the Village of Great Neck**



\\NHFBEDATA\gis\lib\LongIsland\_Office\26349.000\Project\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



\\NHB\DATA\GIS\lib\LongIsland\_Office\26349.000\Project\Figure3\_EastShoreRoadAerial.mxd



**Legend**

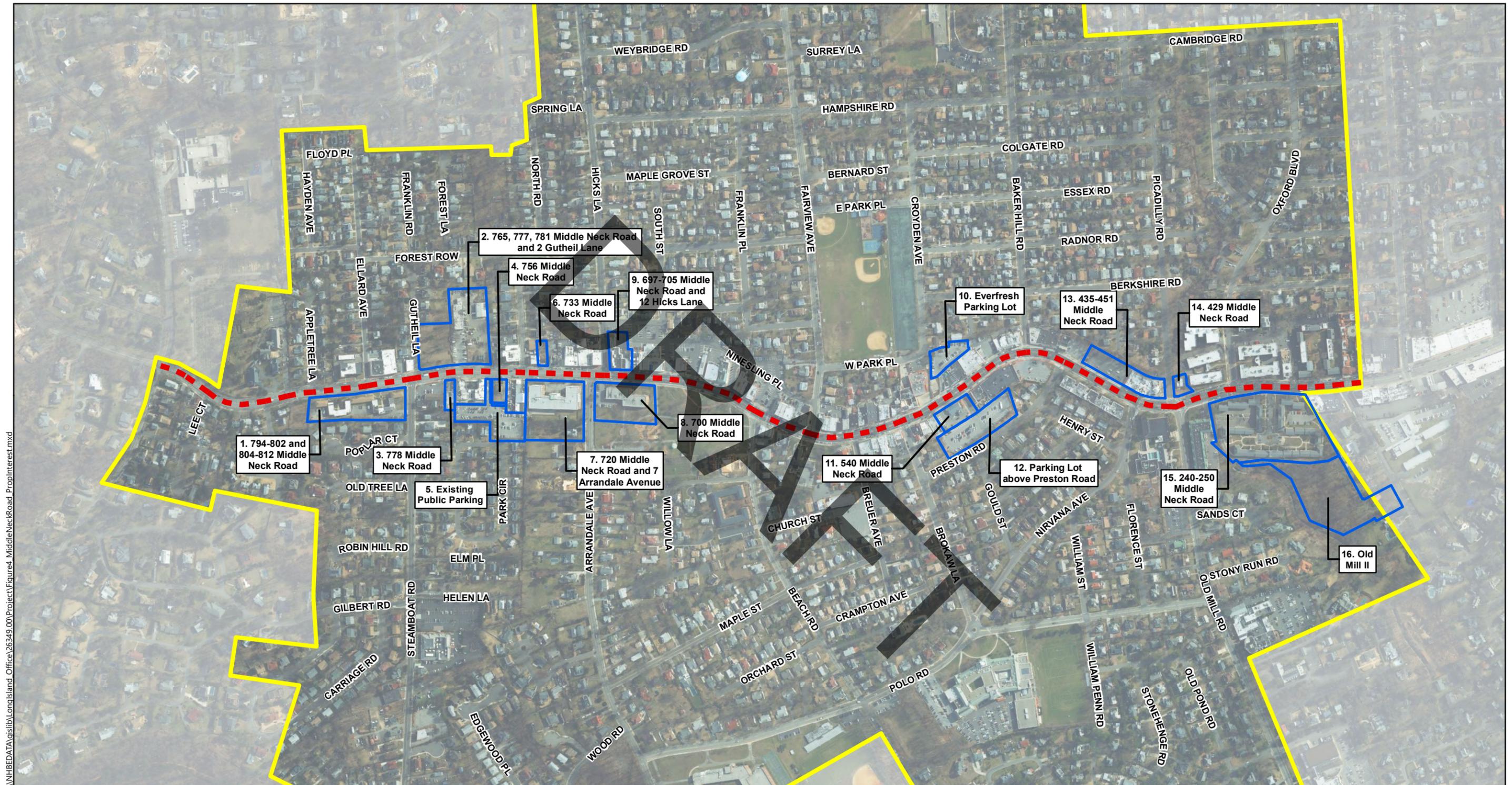
- - - East Shore Road
- Village of Great Neck

**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



\\NHB\DATA\GIS\lib\LongIsland\_Office\26349.000\Project\Figure4\_MiddleNeckRoad\_PropInterest.mxd

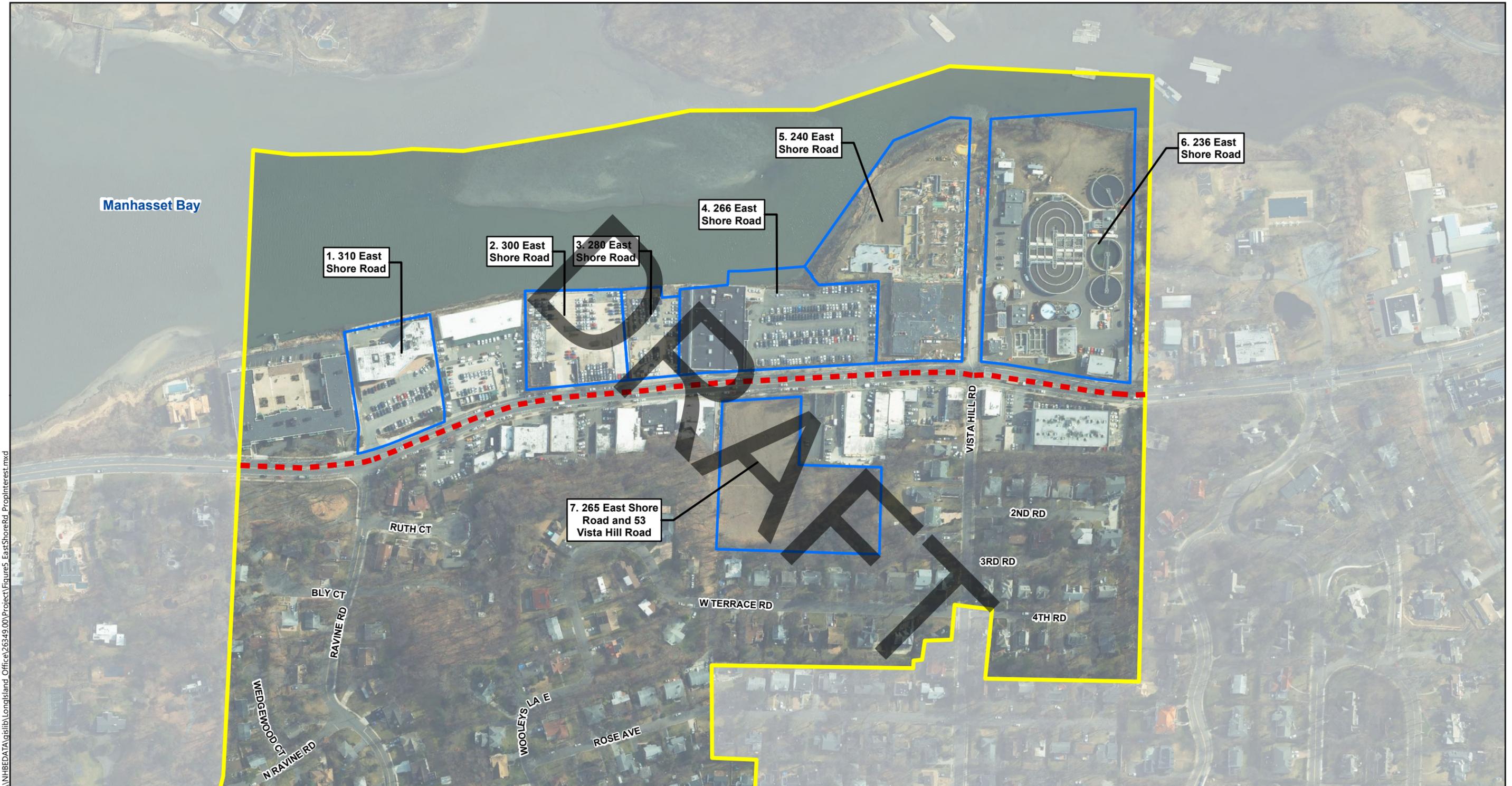


- Legend**
- - - Middle Neck Road
  - Properties of Interest
  - Village of Great Neck

**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 *Village of Great Neck Corridor Study* was prepared in 2013. It 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).<sup>1</sup> 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.

Nearly four years since the adoption of the zoning amendments, there has been a lack of the type of development initially intended by the Village – namely to

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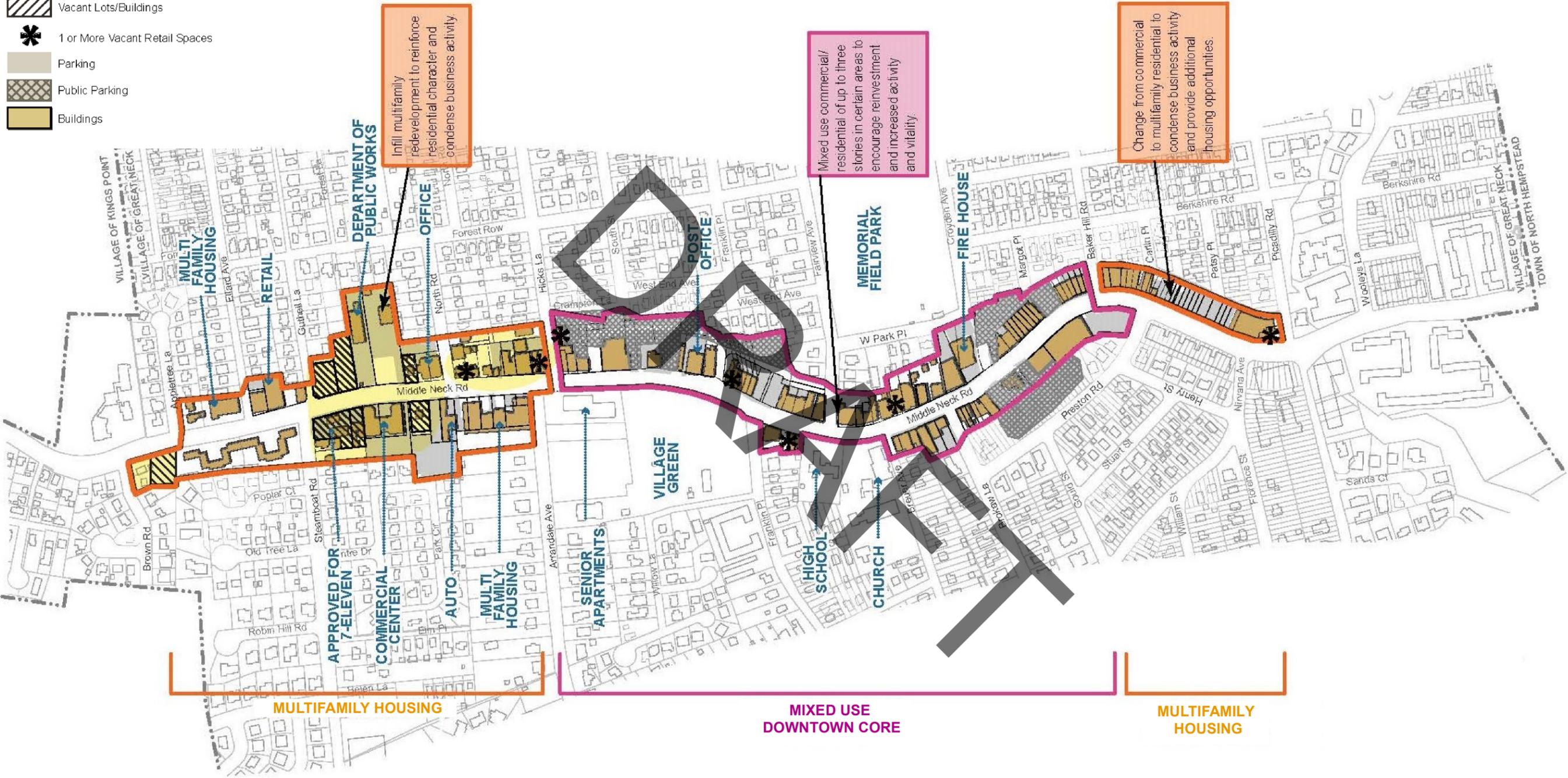
<sup>1</sup> The Residence G or Waterfront Residential District was not contemplated in the *Village of Great Neck Corridor Study*, but was adopted around the same time as the other zoning amendments, and is applicable to the East Shore Road corridor.

stimulate multifamily residential growth at the ends, and commercial vitality at the core, of the Middle Neck Road corridor. 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 in exchange for first floor commercial and increasing height limits in exchange for assisted living facilities and affordable housing. 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.

### **Summary of Proposed Zoning Changes**

As detailed more fully in Section 3 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 proposed 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. Assisted living facilities would be allowed at a higher density than typical multifamily developments. The development of these amenities would be encouraged by offering additional height and/or parking relaxations as incentives.

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



\\NHFB\DATA\GIS\lib\LongIsland\_Office\26349.00\Project\Figure6\_MiddleNeckRoadandEastShoreRoadCorridor.mxd

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

# 2

## Existing Conditions

### 2.1 Existing Zoning

#### 2.1.1 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 Baker Hill 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.

### 2.1.2 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.



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

| <b>Use</b>  | <b>Residence E or Apartment District and MNR-MIO<sup>a</sup></b> | <b>Residence F or Senior Citizen District</b> | <b>Business A District</b> |
|---|--|---|----------------------------|
| Multifamily dwellings   | X  |   | PU                         |
| Multiple residence for elderly, handicapped and disabled families <sup>b</sup>  |  | 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.

### 2.1.2.1 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 / Residence AA 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.

The built portion of 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 rear portion of Property of Interest No. 8, which is part of the Village Green and Rose Garden, is in the Residence AA District—a single-family residence zone.

Similarly, 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. 6, 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.

### **2.1.3 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.<sup>2</sup>

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<sup>2</sup> The permitted uses in the Residence B District are summarized in Section 2.1.2, above.

**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 <sup>a</sup>     |  |
| Restaurants  | X                               | C                  |  |
| Theaters   | X                               |                    |  |
| Schools  | C                               |                    |  |
| Accessory private garage   |                                 |                    | X  |

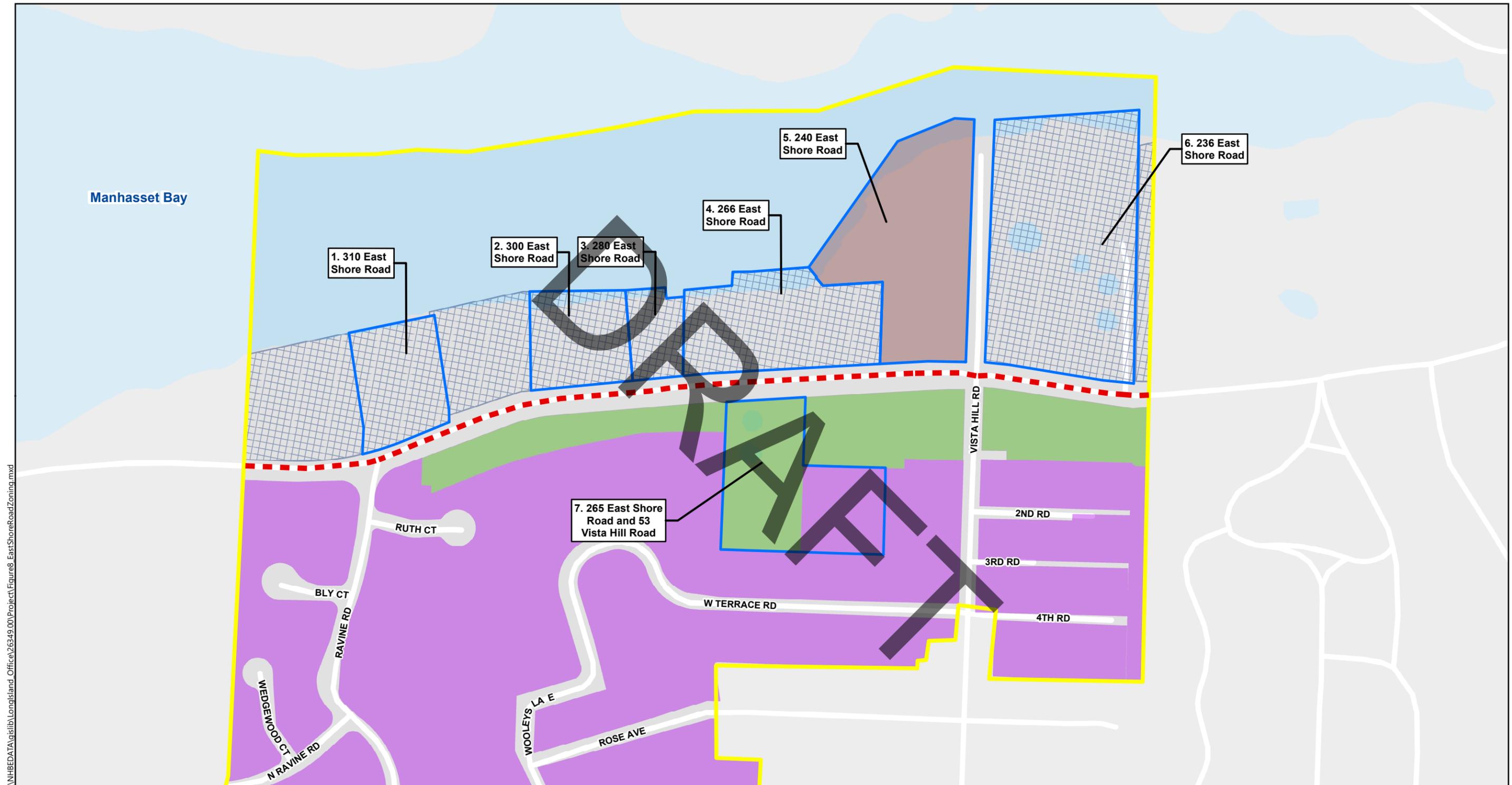
Source: Code of the Village of Great Neck, Chapter 575 – Zoning.

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



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- 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

### 2.1.3.1 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.

### 2.1.4 Residential and Commercial Use and Bulk 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.

#### 2.1.4.1 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 or 22 feet at the eaves
- Multifamily dwelling: 31 feet

- Non-residential use: three stories or 31 feet, except for a spire, dome, or belfry on a house of worship
- › **Lot size:**
  - Townhomes and multifamily dwellings: 20,000 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 feet from the property line and 21 feet from the curb
  - Side yard: 10 feet for each side yard
  - Rear yard: 25 feet

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

- › **Height:**
  - Two stories, 25 feet
  - Three stories, 36 feet 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 feet if provided by choice)
  - Rear yard: 10 feet

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

- › **Height:**
  - Multiple residence: 38 feet
  - Non-residential building: 31 feet
- › **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 feet 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.

**2.1.4.4 Residence AA District (Middle Neck Road Properties of Interest: 7 and 8)**

- › **Height:**
  - 30 feet or 22 feet at the eaves
- › **Lot area and street frontage:**
  - Single-family dwelling (interior lot): 13,000 sf, 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 10,500 sf 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  $\frac{2}{5}$  of the width of the lot in excess of 70 ft. No side yard shall have a width of less than  $\frac{2}{5}$  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.

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

**2.1.4.6 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 feet
  - Side yard: 15 feet (30 feet when abutting a single-family residence district)
  - Rear yard: 25 feet (30 feet when abutting a single-family residence district)

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

- › **Height:**
  - Six stories / 62 ft., or an elevation of 68 feet
- › **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 feet
  - Side yards (interior lot): 20 feet on each side
  - Side yards (corner lot): 20 feet (on the side opposite the front yard with the greater street frontage)
  - Rear yard: 75 feet

#### **2.1.4.8 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.

### 2.1.5 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 feet or 22 feet 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 feet.*

- D. *No horizontal plane of any façade of a townhome building shall exceed 88 feet without a change or break in said plane of at least 10 feet.*
- E. *The maximum height for a multifamily dwelling shall not exceed four stories or 42 feet 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 barbequing 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 square feet. 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-square foot limitation.*
- F. *The maximum density for a multifamily dwelling shall not exceed 48 dwellings per acre.*
- G. *The minimum front yard shall be 10 feet from the property line and 15 feet from the curb. No incentive shall be given that reduces the ten-foot setback from the property line unless there is a sufficient area of not less than 10 feet 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 square feet of lot area;
- (b) An occupied roof terrace;
- (c) Stairwells and elevator bulkheads serving an occupied roof terrace exceeding 12 feet, but not exceeding 22 feet in vertical distance from base to highest point;
- (d) A height exceeding 62 feet, but not exceeding 70 feet;
- (e) An elevation exceeding 68 feet, but not exceeding 80 feet; 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.

## **2.1.6 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.

### **2.1.6.1 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.

### **2.1.6.2 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 square feet of gross floor area, whichever is greater.
- › For all other offices: one parking space for each 200 square feet of gross floor area or three parking spaces, whichever is greater.
- › For all other uses: for each 250 square feet 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 square feet 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.

### **2.1.6.3 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 square feet 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.

#### **2.1.6.4 Parking in the Waterfront Development District**

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

#### **2.1.7 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 feet. 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.

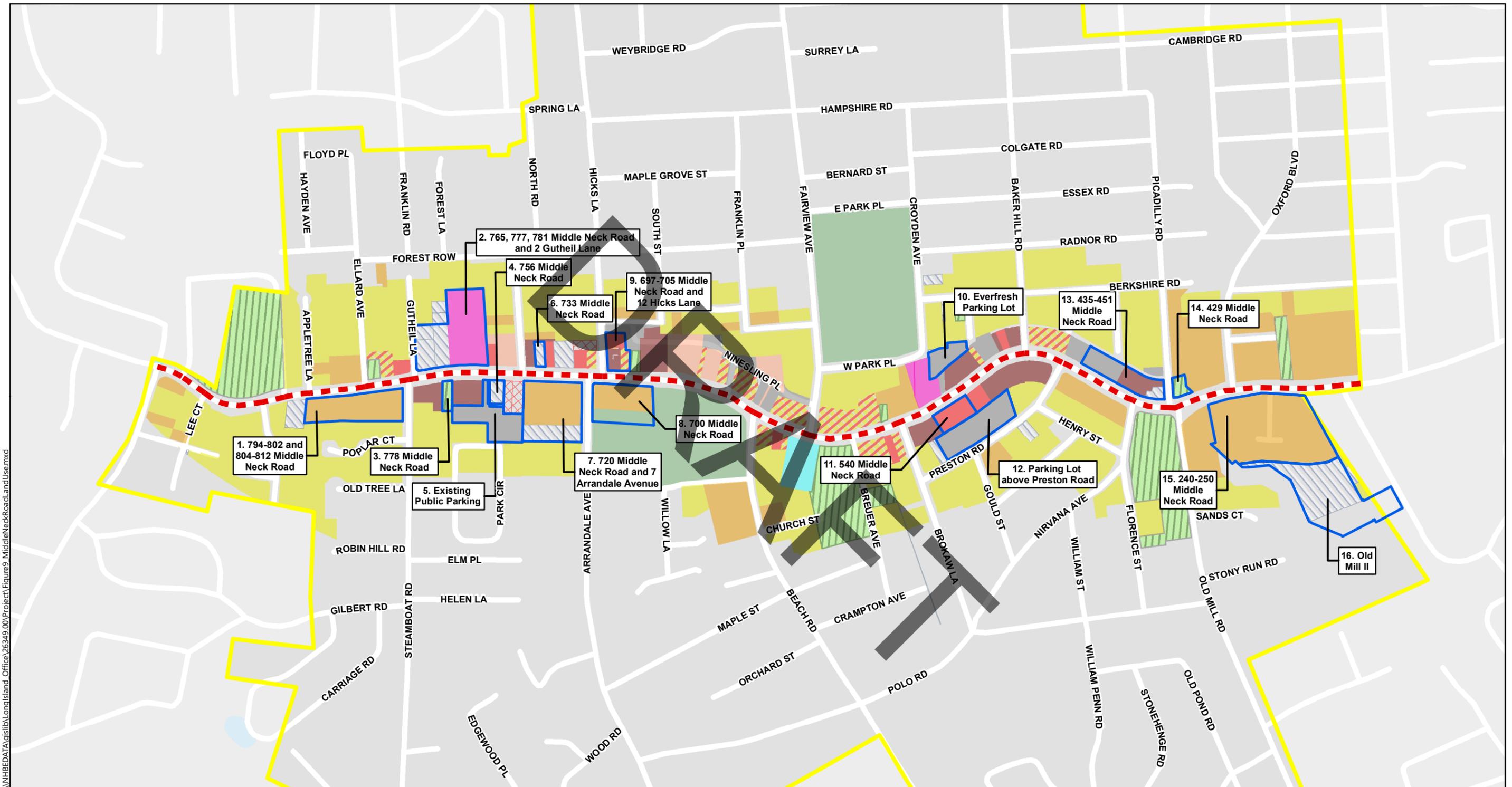
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## **2.2 Existing Land Use**

### **2.2.1 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. Figures 9 and 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.



\\NHB\DATA\GIS\GIS\LongIsland\_Office\26349.000\Project\Figure9\_MiddleNeckRoadLandUse.mxd



|                        |                    |                         |                           |
|------------------------|--------------------|-------------------------|---------------------------|
| 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              |                           |

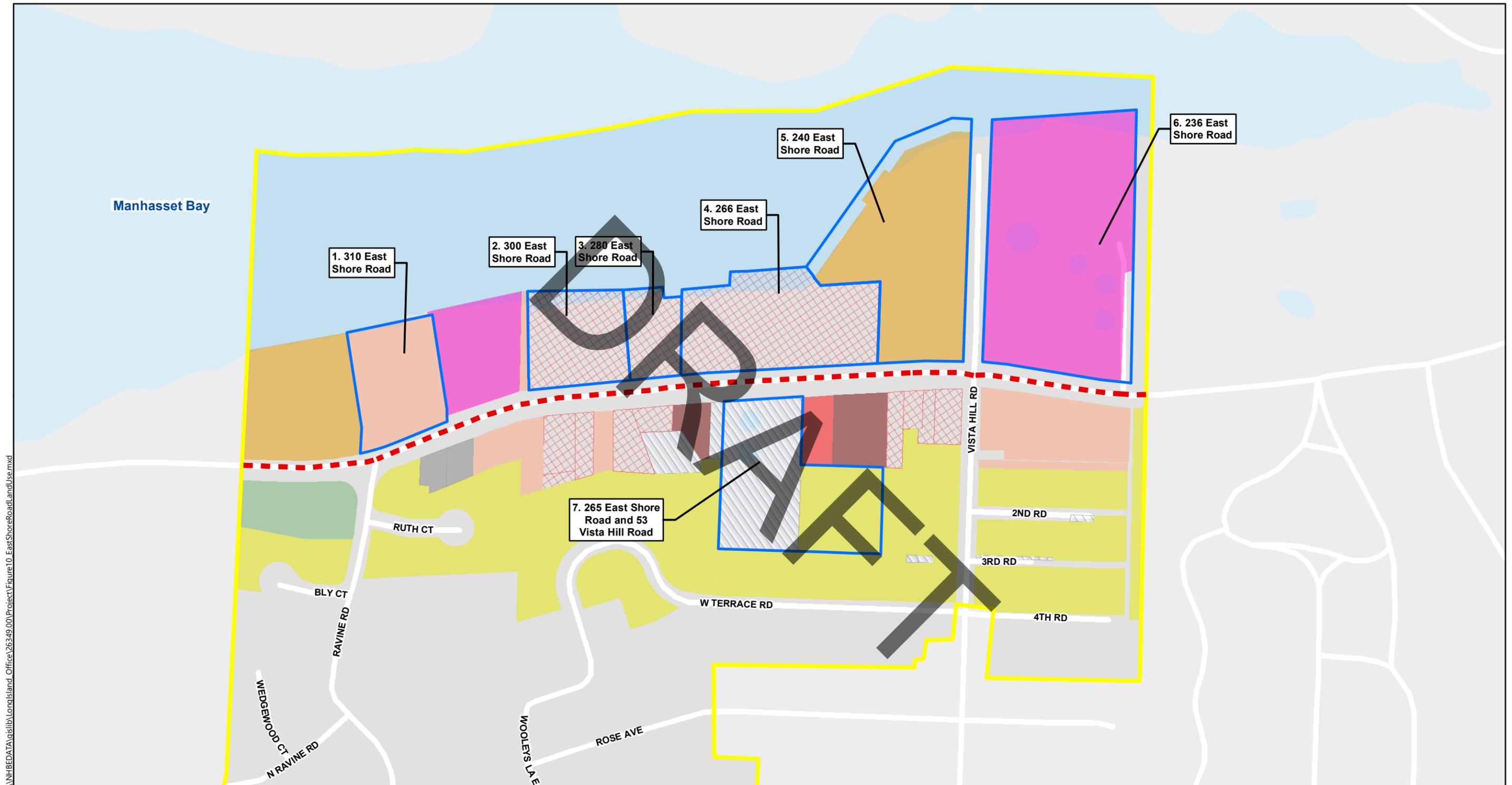
**Middle Neck Road and East Shore Road Corridor Study**

Village of Great Neck, New York

**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



| Legend  |  |   |   |
|---|--|---|---|
| <span style="color: red;">- - -</span> East Shore Road  | <span style="background-color: #f0f0f0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Automobile-Related | <span style="background-color: #f0e68c; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Mixed-Use               | <span style="background-color: #cccccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Parking                   |
| <span style="border: 2px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Properties of Interest  | <span style="background-color: #ffcc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Commercial-Office  | <span style="background-color: #e6b89c; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Multifamily Residential | <span style="background-color: #e6ff99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Single-Family Residential |
| <span style="border: 2px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Village of Great Neck | <span style="background-color: #ff9999; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Commercial-Other   | <span style="background-color: #ff99cc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Municipal               | <span style="background-color: #e6e6ff; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Vacant                    |
|   | <span style="background-color: #996666; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Commercial-Retail  | <span style="background-color: #99cc99; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Open Space              |   |

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

**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

## **2.2.2 Middle Neck Road Corridor**

### **2.2.2.1 General Land Use on Middle Neck Road**

#### **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 8.

- › 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.

#### **2.2.2.2 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 property is an existing 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 Gutheil 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. 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 redevelopment 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 Gutheil 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 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 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), it 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, situated west of Property of Interest No. 4 (above) 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 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 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 / Residence AA District):** This site includes a four-story, 74-unit Village of Great Neck Housing Authority affordable senior citizen apartment building, and an adjacent rear parcel on Arrandale Avenue that is a small piece of the Village Green and Rose Garden. 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 including rear parcel within the Village Green and Rose Garden along the south side of Arrandale Avenue.*

9. **697-705 Middle Neck Road and 12 Hicks Lane (Business A District):** This 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 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.



*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 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 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.



*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.



*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 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.

## **2.2.3 East Shore Road Corridor**

### **2.2.3.1 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.

#### **2.2.3.2 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 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 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 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 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 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.*

## 2.2.4 Community Character

### 2.2.4.1 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 LIRRT-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.

#### **2.2.4.2 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 Tress 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

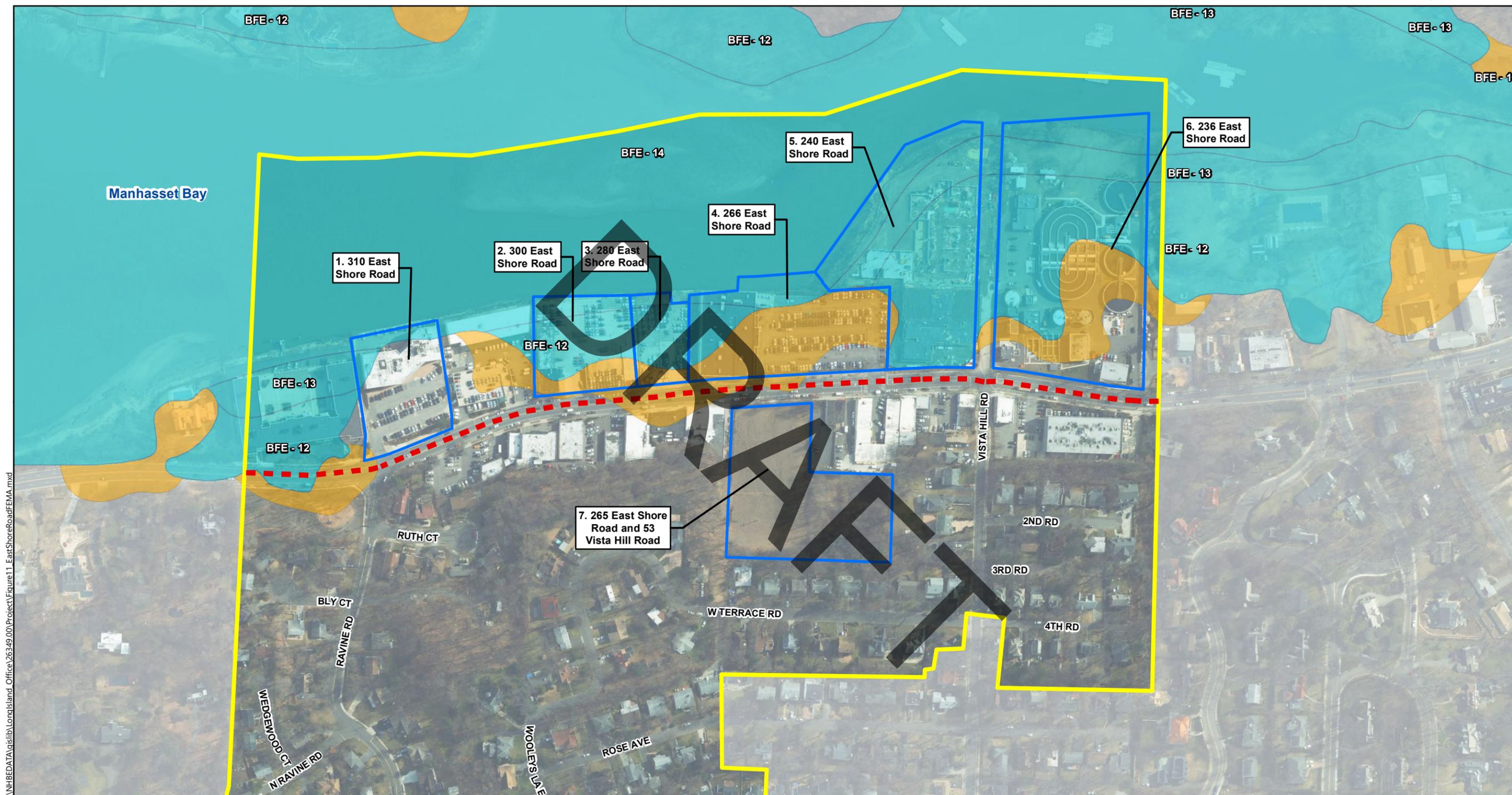
Sewer Department parcel is overgrown. The multifamily residential uses along the corridor have good visual quality due to their orderly building and landscape design. The sidewalks are generally concrete, in various states of repair, although brick pavers have been installed along the newest portion 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 feet (Nassau County datum) and a minimum finished floor elevation for garages, storage or utility areas or outdoor parking areas of 10.5 feet (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

## Proposed Land Use and Zoning Amendments

The proposed land use and zoning amendments for the Middle Neck Road Corridor and East Shore Road Corridors are intended to enhance the Village as an economically vibrant and livable community. The proposed 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 proposed plan would also enhance the mix of housing by encouraging the development of assisted living facilities and affordable housing. The proposed 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 proposed plan provides incentives to revitalize and diversify these corridors with a mix and density of 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) and/or parking relaxations as incentives.

### **3.1 Middle Neck Road Corridor**

The intent of the proposed zoning amendments on Middle Neck Road is to ensure that the incentive zoning in the Village is an effective tool in permitting the types of development proposals being brought before the Village while also bringing about lasting community benefits and reducing vacancies in existing buildings. A review of the existing conditions along the Middle Neck Road corridor reveals the following issues would be addressed and opportunities would be created by the proposed zoning amendments:

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.

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
- › Attract new residential development
- › Use excess parking as an incentive for new development

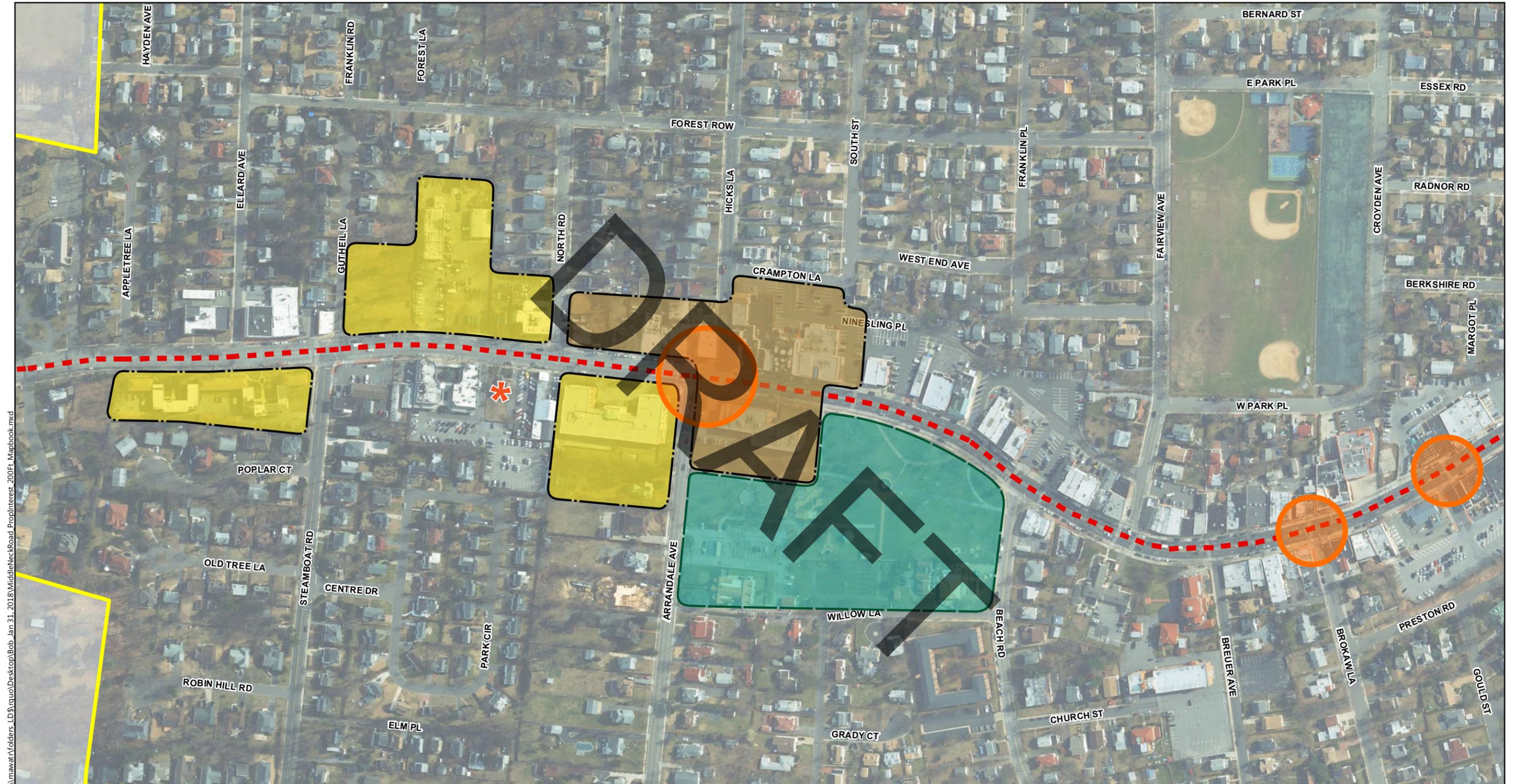
#### **3.1.1 Middle Neck Road: Recommended Zoning Amendments and Framework for Future Development**

The proposed zoning amendments would 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 Section 2.1.5 above, 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 would 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 would be permitted at a higher density than typical multifamily dwelling units. The Village would 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) or payments in lieu thereof. Carrying these revised incentive zoning procedures, the MNR-MIO District would 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.

By implementing these zoning amendments to attract development, the Village hopes to increase residential density and create 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). By expanding the incentive zoning procedures originally conceived by that study, to make it more economically desirable to developers, these proposed amendments would 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

## 3.2 East Shore Road Corridor

The intent of extending the proposed zoning amendments to 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 would be addressed and opportunities would be created by the proposed 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 existing buildings 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 in order to create a more pedestrian corridor.
- › Ravine Park can serve as a focal point to connect with developments 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 public access to the waterfront.

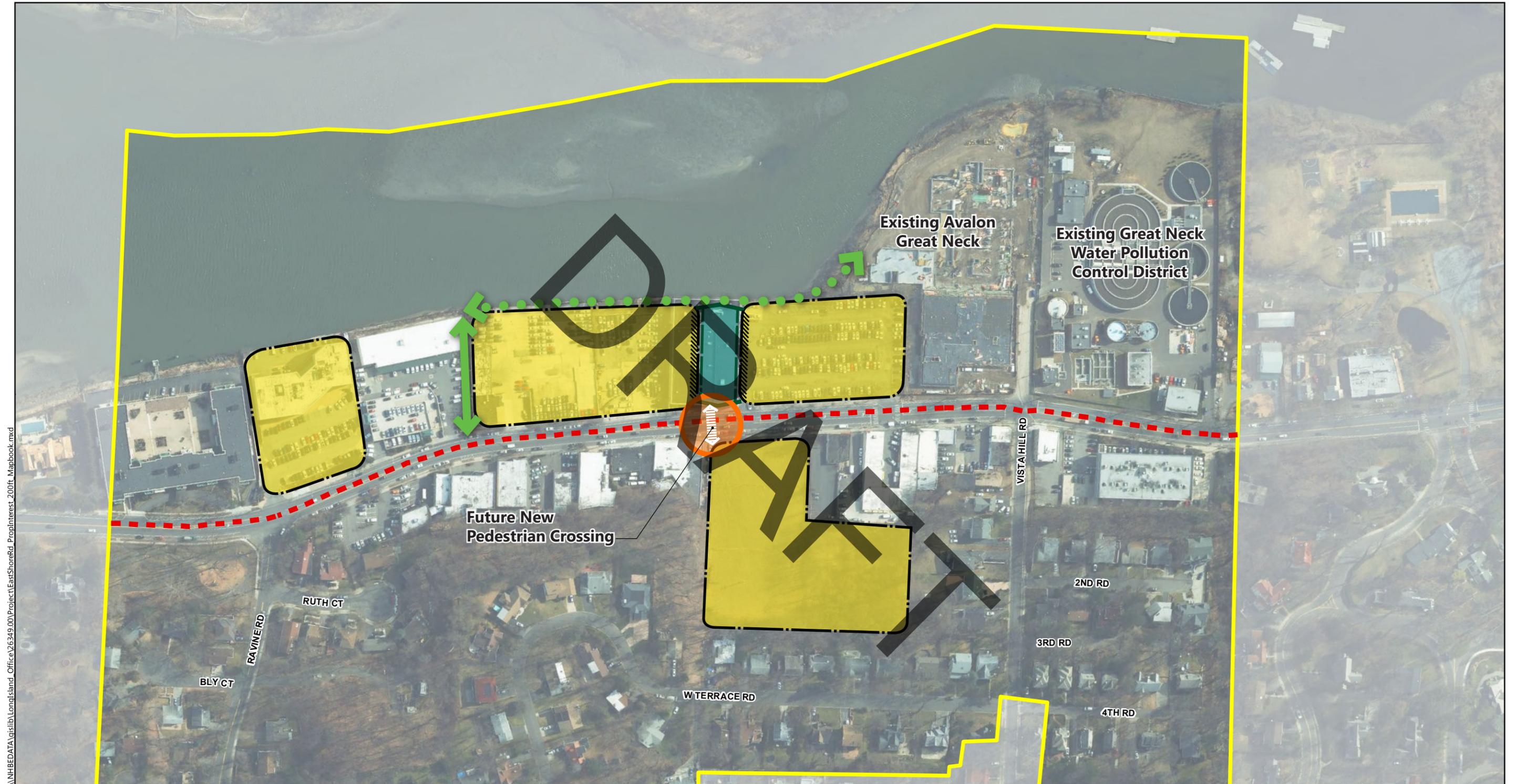
### 3.2.1 East Shore Road: Recommended Zoning Amendments and Framework for Future Development

The proposed 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.

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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
  - Village of Great Neck
  - ↔ 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

### 3.3 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 feet to four stories / 42 feet 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. To achieve this vision, the Village intends to amend the Zoning Code to strengthen and expand its MNR-MIO District along Middle Neck Road and to introduce this incentive overlay along East Shore Road in the existing Mixed-Use and Waterfront Development Districts. The incentive zoning will be amended to include assisted living, affordable housing, ground floor commercial uses, traffic calming measures, and public access to the Manhasset Bay waterfront as community benefits that could be provided by developers in exchange for further relaxation of the height limitations to include a fifth story (only where assisted living or affordable housing is provided), as well as relaxation of parking requirements to be determined on a case-by-case basis. With the amended zoning in place, the Village will be able to achieve its plan to create a more vibrant, active, and accommodating community.

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