





2018 Board of Directors & Staff



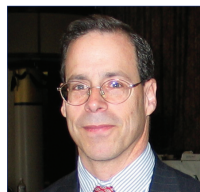
ROBERT FONTI
Co-CHAIR
SUFFOLK COUNTY
ALLIANCE OF CHAMBERS



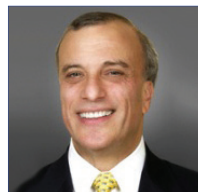
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LAIBLE FITZSIMMONS,
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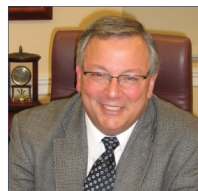
GLEN CHERVENY
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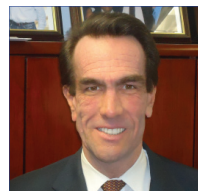
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HICKSVILLE CHAMBER
OF COMMERCE



SEAN CRONIN
CRONIN & CRONIN
LAW FIRM, PLLC



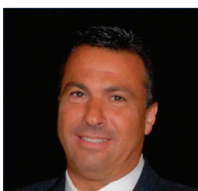
JOHN DURSO
LI FEDERATION
OF LABOR



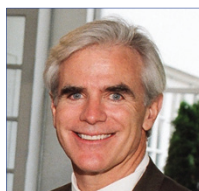
PETER FLOREY
D & F
DEVELOPMENT GROUP



MATTHEW FRANK
THE RICHMAN GROUP



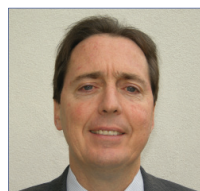
LARRY GARGANO
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PATRICK HALPIN
MERCURY PUBLIC
RELATIONS



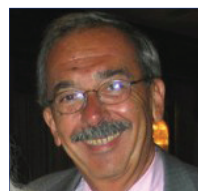
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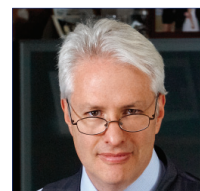
JOHN KEATING
PSEG



RICHARD KESSEL



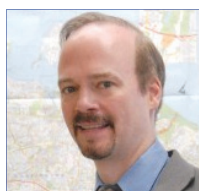
DR. RICHARD KOUBEK
JOBS WITH JUSTICE,
LONG ISLAND



STEVEN KRIEGER
ENGEL BURMAN



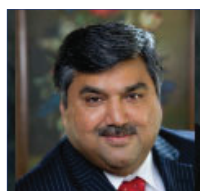
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NEAL LEWIS
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INSTITUTE AT
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JORGE MARTINEZ
LONG ISLAND
HISPANIC CHAMBER
OF COMMERCE



KAMLESH MEHTA
SOUTH ASIAN TIMES



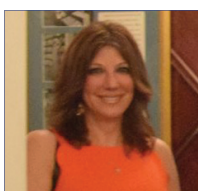
BRUCE MIGATZ
ALBANESE & ALBANESE



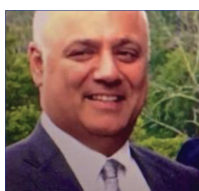
DONALD MONTI
RENAISSANCE DOWNTOWNS



SARAH ORAL
CAMERON ENGINEERING



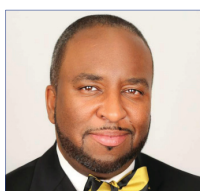
MARIBETH PIETROPAOLI
FIRST EQUITY TITLE



ROGER POST
LATHAM POST GROUP



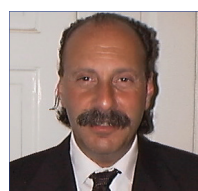
MICHAEL PUNTILLO
JOBCO ORGANIZATION



BRANDON RAY
AT&T LONG ISLAND



DR. NATHALIA ROGERS



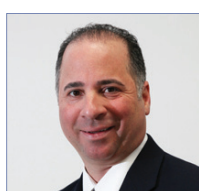
LARRY ROSENBLUM
ZYSCOVICH ARCHITECTS



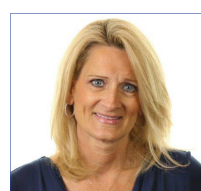
ROBERT SCHEINER
H2M ARCHITECTS
+ ENGINEERS



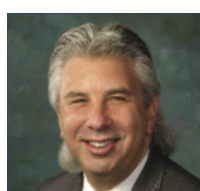
DAVID SCHIEREN
SUNPOWER BY
EMPOWER SOLAR



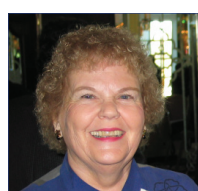
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GAN, SCHWARTZ, MINEO &
TERRANA



HOWARD STEIN
CERTILMAN BALIN ADLER
& HYMAN



JOY SQUIRES
NYS ASSOCIATION
OF CONSERVATION
COMMISSIONS



JOHN TROTTA
POSILLYCO



KATHLEEN WISNIEWSKI
NATIONAL GRID

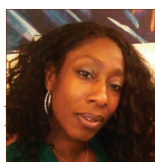


ANDREW ZUCARO
ZUCARO CONSTRUCTION

VISION LONG ISLAND STAFF



ERIC ALEXANDER
DIRECTOR



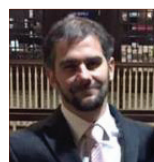
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CHRISTOPHER KYLE
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PROGRAM COORDINATOR



Past Board of Directors & Staff



ALI ADELMAN



ELIOT BLOOM



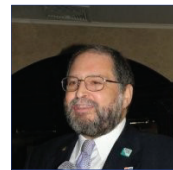
JOHN CAMERON



EDWARD CARR



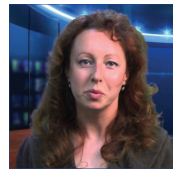
BERTRAM DONLEY



JOSEPH DEVINCENT



CAROL ECKERT



ELISABETH FITENI



BRYANT GOULDING



PATRICK HALPIN



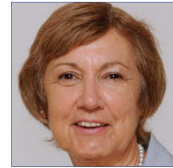
BISHOP HARRISON HALE



DR. RICHARD HAWKINS



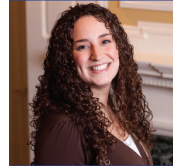
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CONNIE KEPERT



JOHN KOMINICKI



MELISSA KUEHNLE



DR. PAUL
KUTASOVIC



LARRY KUSHNIK



ALEX LATHAM



ERNE MATTACE



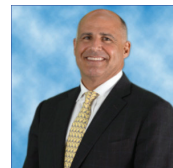
STEPHEN MEEHAN



RICHARD PANCHYK



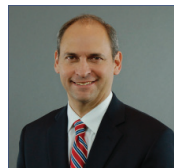
VINCENT PIZZULLI



MICHAEL POSILICO



BILL PURSCHKE



MICHAEL PUNTILLO



PAUL RABINOVITCH



MARIA RIGOPOLOUS



ERIC RUBENSTEIN



KEITH SAMAROO



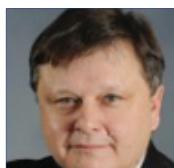
ALICE SNODGRASS



JOEL SNODGRASS



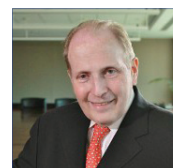
EDWARD THOMPSON



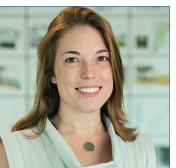
BILL TUYN



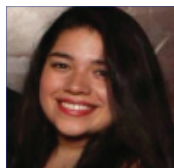
VERONICA
VANTERPOOL



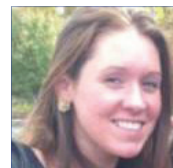
BENJAMIN WEINSTOCK



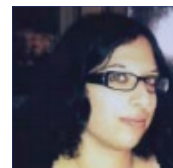
DANIELLE
ALEXANDER



LUCY AYALA



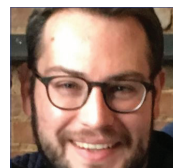
CHLOE CARPENTER



MICHELLE DUTCHEN



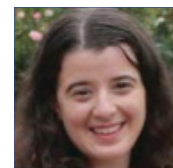
LISA FITZSIMMONS



DAN FOX



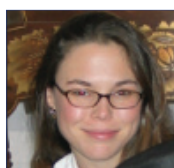
DAUNE IQBAL



TARA KLEIN



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KATHERYN LAIBLE



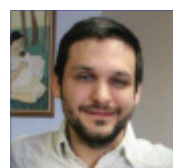
ELISABETH
MUEHLEMMANN



MAGGIE NOLAN



JULIANA ROBERTS



DEREK SMITH



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CONGRATULATIONS



ON 20 YEARS OF HELPING COMMUNITIES ACROSS LONG ISLAND!

PinkTie.org[®]

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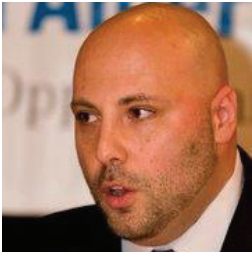
BUSINESS
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FOR A CAUSE

A 100% passthrough organization, PinkTie1000's goal is to compel 1,000 professionals to commit to contributing \$100/quarter. In turn we will collectively contribute a \$100,000 check to benefit local charities in our community. PinkTie.org and PinkTie1000's core mission is to benefit local organizations with zero-to-minimal overhead costs and administrative fees by bringing business professionals together.

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THE MONEY **RAISED** ON LONG ISLAND **STAYS** ON LONG ISLAND

MARKETING PARTNER **Tied**^{IN}
MEDIA



Can't believe it's been 20 years!

For a group that has spent a fair amount of its days planning - the process of Vision's evolution was not planned.

When we started as a local community organization we were routinely laughed at by a long list of smart, accomplished, elite Long Islanders who told us "no one will support apartments on LI", "no one wants to live over a store", "who

walks?", "who cares about buses?" and "why are you getting involved in that?". Over time many of these critics have faded into the background but challenges still remained.

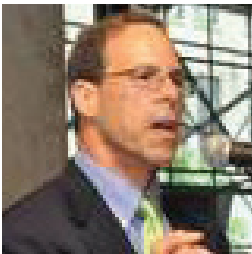
We have learned so much on this journey through 40 communities, over 100 projects and nearly 2500 presentations. Here are a few takeaways etched in my brain:

- 1) The power of real people in communities that are the local decision makers and care for their neighborhood.
- 2) The dedication of small businesses to our main streets
- 3) Local municipal officials who are working hard to get problems solved.
- 4) Larger governments that by their very structure are difficult to access but when engaged properly can assist with resources.
- 5) Trust is the ultimate currency that you have to work on each and every day.

Despite tremendous pressure to operate through a top down regional lens we have stayed hyper local in our approach.

We have avoided the extremes - old guard developers, extremists on left and right, the purists, the social media gadfly's etc. We have challenged prominent elected officials on key issues, questioned elitist planning efforts and tried to lift up the most emotionally healthy local leadership to help move issues forward.

We stayed independent and community driven and have pretty much worked with almost anyone who was engaged with the issue at hand regardless of their political persuasion, cultural, ethnic, racial, gender or economic background.



Finding Exceptionalism for Long Island Listen to Those Who Will Inherit It

Congratulations Vision Long Island! Twenty years, and what an incredible ride! It's impossible for anyone who has been connected to Vision Long Island in its earlier years not to feel tremendous pride in how the organization has grown and the impact it's having on life on Long Island. We honor the staff, board members and everyone who has been part of

the Vision family. From end to end, Long Island has embraced so many of the concepts of Smart Growth thanks to you and so many others fighting the good fight.

So yes, we've come incredibly far, and while I'm hopeful about the future, I'm also concerned. It's a tough world, and the competition is fierce.

Let's face it: young people, our future, are carefully evaluating where they want to settle down, work, and raise their families. They see the open space and beauty of the lower Hudson Valley, and the vibrant and burgeoning New Jersey coastal downtowns. Or the lower costs of living, exciting culture and youthful populations of Asheville, North Carolina and Atlanta, Georgia.

They look to Long Island, and despite its proximity to New York City and its other important assets they also see the high costs of living, limited housing options, crowded roads and difficult transportation.

And more often than not, they're not choosing Long Island. The bottom line -- we need to up our game.

Ask a simple question - what will it take for the well-educated, community-minded smart couple currently living in Brooklyn to look to a Long Island community as a place to settle down? Here's what you're likely to hear: more housing opportunities, more vibrant downtowns with lively

Probably what's most rewarding is that on the community level, where we spend the most of our time, the divisions and polarization that exists on the national and regional level breaks down. In our downtown communities folks who may be divided otherwise are neighbors, shoppers, workers or maybe investors all with a common set of problems to solve.

To be honest we feel like it's been one long tour with stops at civic meetings, business breakfasts, kitchen table conversations, clandestine meetings in main streets restaurants, coffee shops and yes some smoke filled rooms. There were press conferences, lobby trips, public hearings, design team meetings and more paperwork than we ever cared to imagine.

The accomplishments have been substantial and lasting. A record number of downtowns have been revitalizing with lower vacancy rates and future projects on the way. Billions of dollars of public investment for rail transportation and sewer and renewable energy infrastructure have been secured as well. A lot has been done these last twenty years but we are sober to the fact that there are massive challenges facing real people, real businesses in real communities over the next few years. Tonight we celebrate but also start to prepare for the next part of our tour.

Thanks to the founding Board for their vision and dedication and thanks to our now 45 member board that provides tremendous support, guidance and resources. Thanks to our incredibly talented, passionate and professional team of five staff. Some who have been with us over a decade and our work couldn't progress the way it needs to without their execution. Thanks to a still growing base of supporters who continue to provide fuel for our work.

What's next - that conversation is for another day - but the next leg of this tour will surely follow the principles of what got us here and the lessons we have learned along the way. We welcome your feedback and thoughts on how to best tackle the issues that lie ahead.

Lastly a genuine and heartfelt thank you for being part of this now much larger and effective Smart Growth movement.

Eric Alexander
Vision Long Island

music and arts scenes, better transportation options, more attractive built environments, more preservation of open space, good jobs, and overall a more affordable, healthier quality of life, to name a few.

That's what they're shopping for, plain as day. The good news is that we know what it takes to create that future. But what might be preventing us and how do we get past it?

Some say the challenge is fear of change. I say its bad marketing. Despite all the studies and articles, we just haven't done a good job of educating residents about the urgent need for the kinds of changes the young and talented are looking for to make Long Island home. Change remains a messy affair, old attitudes die hard, and people have seldom seen change they like. Good marketing requires our real attention: from the bottom up, elected leaders, media, businesses, and organizations must do a better job of seeing Long Island's successes and bringing residents around to embrace the qualities needed to make Long Island more competitive.

Who best to communicate this message of what's needed than those who we hope to inherit Long Island: the Millennials and those who follow. Let them speak on their own behalf and have the greatest standing among those most fearful and entrenched. If they're telling us they need more affordable and flexible housing options, additional transportation choices, more music and art in downtowns, residents will listen. Our challenge is make sure that their voices and opinions are heard and resonate - in town halls, in civic meetings and business clubs.

While we celebrate these past twenty years, let's shoot for a future that's exceptional. Let's listen hard to the next generations -- to those living here now and those we'd like to attract. Let's set a clear space for them at the table. They're available to help design the future -- our job is to help them build it.

Ron Stein,
Founder



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

ANDREW M. CUOMO
GOVERNOR

February 15, 2018

Vision Long Island
24 Woodbine Avenue
Suite 2
Northport, NY 11768

Dear Friends:

It is a pleasure to send greetings to everyone gathered for Vision Long Island's 20th Anniversary Celebration.

Since its inception, Vision Long Island has been effective in securing redevelopment and infrastructure investments for Long Island's downtowns. I commend everyone affiliated with VLI for their commitment to and impressive efforts in making smart land use decisions that protect our environment while also promoting economic development.

This evening, you come together to look back at two decades of achievements and ahead to continued success. I join in recognizing the visionary leadership of the Board of Directors and the Vision Long Island staff for their masterful implementing of smart growth education, training, advocacy, and policy development for the benefit of all the residents of Long Island.

With warmest regards and best wishes for an enjoyable evening.

Sincerely,

A handwritten signature in blue ink, reading "Andrew M. Cuomo".

ANDREW M. CUOMO



STATE OF
NEW YORK
OFFICE OF THE STATE COMPTROLLER
110 STATE STREET
ALBANY, NY 12236

February 15, 2018

Eric Alexander, Director
Vision Long Island
24 Woodbine Avenue, Suite 2
Northport, NY 11768



Dear Friends:

Greetings to all those gathered this evening for the 20th Anniversary Gala hosted by Vision Long Island. Since 1998, Vision has worked to encourage Smart Growth on Long Island, collaborating with local governments and community stakeholders to advance economically sustainable and environmentally responsible development.

Recognizing that lively public participation, thoughtful dialogue and creative imagination are essential to building and maintaining robust, healthy communities, Vision Long Island engages the ideas and experiences of local residents, businesses and nonprofit organizations at a fundamental level. Smart Growth goals regularly include vibrant downtowns, attractive and walkable communities, affordable housing, efficient public transportation, open space preservation and more, but the specific mix of policies and initiatives, priorities and tactics in a given plan depends upon the aspirations and capabilities of a particular community. Vision LI facilitates community visionings, makes presentations, provides technical assistance, and offers information on best practices and effective strategies to help Long Islanders realize their dreams for their hometowns. The dedicated officers, board, staff and supporters of Vision Long Island are bringing people together and creating a brighter future for all.

Best wishes for a joyful celebration and continued success.

Sincerely,

A handwritten signature in blue ink, which appears to read "Tom DiNapoli".

Thomas P. DiNapoli
State Comptroller

20 YEARS OF SMART GROWTH

From a small, local vision of what should be done to a regional voice for community...



Dan Burden, Ray Gindroz and others. These sessions brought in some different concepts to Long Island that were widely covered beyond Huntington's borders.



Creating Smart Growth Communities

In 1997 a group of Huntington area residents formed, seeking simply to improve their local downtown area through Smart Growth principles and involve citizens. Ron Stein and Robert Hughes were the original co-chairs and both had travelled to see retrofits of suburban areas from around the country, many tied to the emerging New Urbanist movement at the time.

Then Huntington Councilman Steve Israel and Supervisor Frank Petrone embraced the movement with the Town setting up a Smart Growth Steering Committee in order to guide their planning efforts. These early days included presentations to every civic, chamber, historical society, rotary, and any group that would entertain these ideas. There was an early alignment with the newly formed Huntington Housing Coalition to try and bring affordable housing opportunities to the Town.



The group formed a board and brought in a range of speakers aimed at connecting the best practices of placemaking from around the country with the decision making process in the Town of Huntington. Work sessions included the US EPA Smart Growth Network, James Kuntsler,

Recognizing a need to demonstrate the concept of walkability and downtown revitalization, the Town endorsed what would become Long Island's first public charrette, or visioning, on Gerard Street. The meeting was led by Dan Burden and local designers with over 600 residents and stakeholders participating in this weeklong session. From that, plans would emerge for plaza space, mixed use, a parking garage, and traffic calming improvements, and other amenities.



Recognizing the interest of new approaches, planning presentations were made across the Island. Around this time revitalization efforts in Bay Shore, Westbury, Oyster Bay, Babylon and parts of Brookhaven were generating interest. Vision led a walking tour in Wyandanch and Huntington Station not long after with then-Councilman Steve Bellone and Councilman Israel to spread smart growth planning concepts. It was around this time that Vision Huntington had to change their name to Vision Long Island in order to be relevant in areas where they were asked to present and assist.



Brookhaven Councilman Ed Hennessey and a number of civic leaders led by then-Middle Island Civic leader and future Councilwoman Connie Kepert helped bring Vision into Brookhaven for a series of visionings in Mastic Shirley, Middle Island/Coram and Lake Ronkonkoma that led to formal land use plans and re-planned roadway projects.

In Nassau County plans were underway for the Nassau HUB with Neal Lewis organizing a Citizens Advisory Committee that Vision worked closely. Glen Cove was working on a waterfront project and a handful of communities started showing interest in bringing economic activity back to their downtown areas as well.

To try to bring the message to a broader audience, Vision held their first Smart Growth Awards in 2002. This annual event began with a handful of honorees who were working to bring



a sense of place to their communities. Soon a formal nomination process and friendly competition would emerge with a broad range of honorees.

Later that same year Vision held Long Island's first Smart Growth Summit with over 500 in attendance. Newly elected Mayor Paul Pontieri's team was there along with the community organization Patchogue First, who were looking to take these planning concepts forward in their community.



In 2003 some developers started to see the potential for walkable places and Heartland Town Square was first proposed in Brentwood and the Lighthouse project was first presented around this time as well. Vision also helped shape Suffolk County's first Smart Growth Policy Plan, which focused on redirecting policies and regulations to support downtown growth while also curbing sprawl development.

In 2004 Vision led a massive visioning for the Kings Park Psychiatric Center, which had fantastic participation of over 3,000 in attendance, but only minimal community support. Developer led efforts with oversized projects in Yaphank and Oyster Bay failed as well during this time. Vision would continue forward with charrettes in Brookhaven in Mt. Sinai, Rocky Point, Mastic Beach, and Gordon Heights. Each had modest degrees of success with public investment in parks and roadways, but the centerpiece of all the projects was the potential of long neglected areas. As a bookend to the 14 land use plans driven by community input in the Town of Brookhaven, many of which Vision spearheaded, Vision led the planning process for the Brookhaven 2030 Comprehensive Plan as well.





During this time transit oriented development and downtown projects were starting to take shape in local municipalities. The Village of Mineola completed its Master Plan to allow new development by their train station and their intermodal facility was completed. The Village of Patchogue had built its first multifamily downtown project as part of their comprehensive revitalization as well. The Riverhead Master Plan was approved allowing up to 500 units of multifamily housing in its downtown business district with the goal of filling up many empty storefronts. Vision was a part of Suffolk County Executive Steve Levy's Workforce Housing Committee that was funding many of these emerging downtown projects as well.

In 2005 Vision started the Master Plan process in downtown Farmingdale while also working on the plan for the Bay Shore Marina. Both projects were built out as envisioned over time and were widely supported in their respective communities. Simultaneously, The Smart Growth Awards continued to grow with more and more recipients and RXR CEO Scott Rechler keynoted that years festivities which showed that larger developers can assist the Smart Growth movement.



In 2006 Vision ran the public outreach in Shoreham for a larger scale village center that was approved and then later overturned. The compromise plan had its supporters, but the community remained divided on the use of the property. This served as an example of why its important to have consensus on a project that will benefit local residents.

In 2007 the first issue of the online newsletter Smart

Talk emerged. The publication is a weekly feature of downtown projects, policies and people from around Long Island, our region, and the Country. Over time this news service would reach 25,000 emails each Friday. Vision also partnered with the Third Track Coalition, seeking to move this project forward despite its many design flaws at the time. This project would eventually advance once the public was finally engaged in the process and there were clear benefits to local communities.



The LI Smart Growth Working Group formed to bring local chambers, civics, and other smart growth advocates closer to the oftentimes absent bureaucracies on the State and Federal level. The first wins were getting NYS Department of Transportation to reprioritize their funding away from numerous road widenings and towards pedestrian safety and bicycle amenities. The Route 347 Greenway was the biggest victory in this area and a true compromise.



Vision worked on the outreach on what would become the LI 2035 master plan under a grant from NYMTC. Over 500 local leaders where involved in the planning from all over Long Island through multiple sessions. This plan

folded into the LI Regional Planning Council's plan for Long Island and was adopted five years later with additional input.

Transit Oriented Development projects were starting to be proposed more frequently during these years, and Vision was working both behind the scenes and in public to garner support and influence for these designs. Vision hosted Long Island's first TOD conference working with the Permanent Citizens Advisory Committee to the MTA and their ongoing partnership with the Tri-

State Transportation Campaign. Partnering with Tri-State Vision pushed back on Nassau cuts to the bus system, which led to many years of press conferences, rallies, hearings, and public attention for the issue for the first time.



After years of collaboration with the Nassau Council of Chambers, Vision assisted in the formation of the LI Business Council to bring a regional voice for downtown small businesses. Quarterly meetings featured elected officials, business leaders and lobbying for legislation and infrastructure projects for Main Streets.



In 2009 the LI Lobby Coalition emerged. Co-chaired by Vision and the Citizens Campaign for the Environment, the LI Federation of Labor, Nassau Council of Chambers, AARP and numerous local community organizations. This collaboration would in future years yield numerous bills passed, regulations changed and budget items approved for a range of projects and programs.

The LI Smart Growth Summit would also top 1000 attendees for the first time that year and Governor David Paterson attended as the keynote speaker.



That year also saw the Lighthouse project fail despite strong public support at multiple hearings. Sadly, Nassau County never secured infrastructure funds for the project despite multiple rounds of federal and state funding opportunities that were never applied for. However, other major projects were moving forward during these years as an ear-

lier version of the Glen Cove waterfront was approved and the planning for the Ronkonkoma HUB and Heartland were having public hearings. Smaller projects in an assortment of downtowns like Riverhead, Valley Stream, Westbury, Mineola and Bay Shore were being approved and built with increased frequency during this period.



In major legislative priorities for Vision, NYS approved both the Complete Streets Legislation guiding DOT road designs, and the Smart Growth Public Infrastructure Act that would prioritize funding for downtown areas.

In 2010, former US Senator Alfonse D'Amato keyed the Smart Growth Summit. Vision also hosted a Green Infrastructure Summit with the Sustainability Institute to begin to address energy issues and the emerging green building industry. During this time, Vision worked with Hofstra University and Briarcliffe College to welcome the newly formed Federal Sustainability Team from USDOT, USEPA, USHUD and the FTA along with US Senator Chuck Schumer. Over 500 people attended the event and 20 local municipalities presented their downtown projects to the federal officials.

Vision also worked on the follow up plan to the Sustainability Partnership which included transit oriented development analysis in Nassau County. We then moved even more firmly towards a hyper-local approach to community planning due to the failures of top down planning efforts like a widely publicized TOD in Huntington Station. Monthly meetings from community leaders on both sides of that project were held in Vision's office to heal the divide and lead to a real consensus on future initiatives like Source the Station.



The first LI Youth Summit was held at Dowling College around this time with hundreds of students from 25 area high schools tackling key issues facing our region. The Summit has been held annually with larger numbers of students now in multiple venues.



Vision began planning the Hicksville downtown revitalization process with the Chamber of Commerce and the Hicksville Community Council, with hundreds of residents at the preliminary public meetings. This effort would continue for many years with a slew of accomplishments and setbacks due to the political environment in the Town of Oyster Bay.



Vision would also support Suffolk County Executive Steve Bellone's Connect LI plan, which sought to bring transportation resources to a number of downtown economic development efforts already underway. During this

time Vision would also partner with Dowling College on a Federal Small Business Association study of Long Island's small business needs. A slew of recommendations resulting from this analysis became a template for future advocacy and the Federal and State legislation for Small Business Savings Accounts.

After numerous years of pushing local DPW's and Highway Departments to embrace traffic calming and pedestrian safety measures, Vision put together the LI Complete Streets Coalition and the now annual Com-

plete Streets Summit. This coincided with one of the earliest projects in Coram, part of the Middle Country Road Land Use Plan, having a groundbreaking after many years in development.



In the fall of 2012 Sandy hit the region hard, and Vision used their annual Smart Growth Summit with 1100 attendees to mobilize 500 volunteers and municipal resources. This would be a weekly endeavor for over two years, working with local groups to rip out and rebuild homes. As part of this, Vision connected over 20 local Sandy rebuilding organizations into the Friends of Long Island network, which worked to advocate for storm recovery and infrastructure dollars for rebuilding. The group still continues many years later.



In 2014 Vision provided outreach to NY Rising to complete the local recovery plans in Suffolk County that are tied to federal infrastructure dollars. These meetings had the highest turnouts on Long Island for these types of plans.

After unfortunate delays a new administration in the Village of Farmingdale approved a number of the downtown projects envisioned years earlier. These multifamily projects resulted in new retail investment as well with roughly 25 vacancies dropping to 3. Vision would also work on a community plan for Central Islip's Central Park. The project was jump started with over 200 volunteers building the first phase of the park, a playground for local children.



Smart Growth Saturday walking tours would also kick off that year, visiting over 15 local downtowns to show firsthand the tremendous progress that has been made. In 2014 Senator Schumer keynoted the Smart Growth Summit, demonstrating increased Federal support for a



number of needed infrastructure projects. Former Nassau County Executive Ed Mangano outlined IDA support for TOD projects, which were not secured in prior administrations despite ongoing requests.



After years of lobbying, the Bay Park Sewage treatment plant would finally receive a \$1 billion upgrade. This was the largest federal grant made to Long Island for a single project. Years of advocacy on the Mastic/Shirley peninsula paid off

as well as the community received \$100 million to bring sewers to the community. Vision would further team up with the Town of North Hempstead, the Sustainability Institute at Molloy, and others to create the region's Cleaner Greener Sustainability Plan. Multiple public meetings and outreach to interested Long Island municipalities reached over 500 local leaders.

Vision would also work with the public to plan a West Babylon Park. Improvements were approved and built out in accordance with the communities interest. During this time, Vision also helped launch the Suffolk County Alliance of Chambers of Commerce providing administrative and lobbying services for its first years.



In 2015 Vision was on the team that planned the corridor study for Baldwin's Grand Ave revitalization. Those plans were met with support along with a related road diet traffic calming project. Vision was also called back to Kings Park, this time to plan the downtown area with

the leadership of the local Chamber and Civic Association. The accepted vision plan was shaped by the community, which was the basis for long lobbied for NYS investment of \$20 million for sewer funds.

The Mastic Beach Comprehensive Plan was shaped with Vision on the planning team at this time. While there was much discord on the governance of the Village, there was also agreement on the land use elements of the plan that was eventually adopted. Around this time Huntington Station also moved forward, after 30 years of planning, with its first downtown project. A ribbon cutting for a mixed use project was the first for the master planning effort and community organization Source the Station.



LI's first offshore wind project would also move forward, along with increased solar activity in both residential and commercial markets. Vision has been working with solar companies to sort out the ability for their technology to access mixed use buildings.

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Middle Island's visioning at this time would call for a downtown to be built in the middle of sprawling commercial corridor. One large step toward that goal occurred when the Sandy Hills project broke ground, now named Concern Middle Island. The Village of Hempstead also held a ribbon cutting for the master planning redevelopment that had been approved in the last few years. Vision had been a supporter at numerous public meetings of this ambitious downtown plan.

In 2016 vision worked with the Village of Westbury on a marketing and placemaking plan for their business district. Later that year, NYS provided a Downtown Revitalization Initiative grant of \$10 million that will help

implement many of the plan's recommendations.

In 2017 the Town of Oyster Bay, Vision, and the Chamber held meetings for a new zoning code for Hicksville's train station. The meetings showed the project enjoying majority support with the over 1,000 total attendees. Later that year Hicksville also won a Downtown Revitalization Committee grant for \$10 million that will assist with some of the public amenities needed to balance the rezoning effort.



As for our organizations and partnerships, the LI Lobby Coalition would help advance over ten bills and \$2.5 billion for water and \$2.5 billion for housing in 2017. The LI Complete Streets Coalition would hold a press event to call for an emergency pedestrian action plan. \$100 million in grants was secured for pedestrian amenities. Vision would also assemble an updated coalition with a five point plan to stop cuts to bus funding in both County systems. Modest funding increases came through subsequent NYS lobbying.

The 16th Annual Long Island Smart Growth Summit would reach 1300 attendees for the first time with a keynote presentation from newly elected Nassau County Executive Laura Curran. The LI Business Council, Suffolk Chambers, Nassau Chambers and Vision would also continue to hold regular joint meetings, fueling ongoing collaboration for small business needs. At the close of 2017, and over the prior five years, 68 of the last 78 public hearings on downtown and TOD projects have had more supporters than opponents and the vast majority were approved or are still pending. This marks a public attitude shift that has been occurring for many years around locally planned projects.



Between 2006-2017 over 13,000 units of downtown and transit oriented development housing have been approved. Over 15,000 units are going through the planning process now. Over 40 traffic calming projects have been secured over the last dozen years with many more needed.

Vision Long Island is proud to have been a part of 20 years of Smart Growth growth on Long Island. Though there is still much work to do, we are humbled by the efforts of normal, every day people that have brought real and lasting change to our regions. We look forward to a bright and sustainable future in our region.

ACCOMPLISHMENTS

- Nearly 2500 presentations to community, business, government or trade groups in 75 communities. Over 3,000 additional community meetings where Vision is simply listening.
- 40 downtowns have master plans, vision plans built on public engagement.
- Over 100 transit oriented development projects approved totaling 13,000 units. Roughly 15% is priced affordable or workforce housing.
- 40 traffic calming, pedestrian or bike safety projects approved.
- 10 Local Governments pass Complete Streets Laws
- NYS Smart Growth Public Infrastructure Act passed prioritizing funding towards downtown areas.
- 25 community charrettes or visionings managed
- 5 regional or sub regional plans assisted
- Nearly \$2 billion of public investment to Long Island downtowns and infrastructure
- Billions of dollars of private investment in Long Islands downtowns.
- 6 Active Coalitions/Events formed to help small business, bus funding, Sandy relief, Complete Streets and getting our fair share of resources from Albany.
- 25000 subscribers to weekly Smart Talk News Service.
- Nearly 1000 Sandy Volunteers, 400 homes ripped out, 40 rebuilt, \$1 million raised for Sandy victims.



Leading Long Island's Smart Growth Movement

OUR MISSION

Vision joins with others to promote more livable, economically sustainable and environmentally responsible growth on Long Island through Smart Growth. Smart Growth focuses on infill re-development and open space preservation. It supports mixed-use, mixed income communities that are convenient, attractive, pedestrian-friendly and make affordable housing and public transportation desirable and realistic. A key objective is to strengthen communities from the start by actively involving local stakeholders in planning.

Over the past 20 years Vision has counseled downtown Villages and Towns, and has been a resource for the County, State, and Federal governments, as well as the business and civic community on downtown revitalization, planning and infrastructure. Vision has made over 2,500 presentations, performed over 20 community visionings and advanced over 100 public and private planning projects towards implementing the goals of Smart Growth on Long Island.

IMPLEMENTING SMART GROWTH

- Smart Growth Education and Training: Delivering nearly 2,500 presentations to government, business and community groups
- Smart Growth Advocacy and Policy Development: Ongoing advocacy in Albany and Washington in the areas of transportation, sewer infrastructure, green energy and economic development helping to shape more than 80 code, policy and regulatory changes.
- SmartTalk - our e-newsletter reaches 25,000 Long Islanders weekly. Social media efforts include a presence on Facebook, Twitter, an Instagram, and YouTube channel
- Community Visioning & Planning Assistance: Work in communities on visionings, charettes and the advancement of community projects. Communities include: Hicksville, Farmingdale, Baldwin, Westbury, Manorhaven, Riverhead, Gordon Heights, Huntington, Huntington Station, Mastic/Shirley, Bay Shore, Kings Park, Central Islip, Lake Ronkonkoma/West, Farmingville, Southampton, West Babylon, Coram/Middle Island, and Mastic Beach
- Design and Technical Assistance: Implementing downtown, commercial corridor and infill development plans. Key projects include transit-oriented development, public infrastructure and clean energy
- Convening Regional Leadership and Smart Growth: Hosting the Smart Growth Summit, Smart Growth Awards and special worksessions; Organizing the Smart Growth Working Group, Long Island Lobby Day Coalition, Long Island Business Council, Suffolk Alliance of Chambers, Long Island Complete Streets Coalition, and Friends of Long Island.
- Downtown & Infrastructure Projects: Advanced over 100 public and private planning projects towards implementing the goals of Smart Growth. Over 13,000 units of transit oriented development have been approved in our local municipalities with the support of Vision Long Island

GOALS

- Securing redevelopment and infrastructure investments for Long Island's downtowns
- Comprehensive planning involving all stakeholders to yield consensus-based visions addressing long- and short-term needs of communities and the region as a whole
- Land use decisions that incorporate economic development considerations including the need for workforce housing, environmental concerns and a broad array of quality-of-life issues
- Compact development that is pedestrian-friendly, reduces automobile dependency and is focused around existing or newly designed transportation centers
- Zoning codes, land-use regulations and street design standards that enable and provide adequate incentives to facilitate Smart Growth development
- Promotion of downtown business districts and other community driven programs and to strengthen great places





20th Anniversary Honorary Committee



RICHARD BIVONE
RMB DEVELOPMENT



JAN BURMAN
ENGEL BURMAN



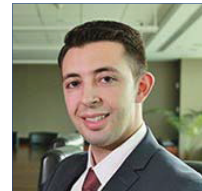
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CAVALLARO**



JOHN CAMERON
CAMERON ENGINEERING



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GRCH ARCHITECTURE



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ADRIENNE ESPOSITO
CITIZENS CAMPAIGN FOR
THE ENVIRONMENT



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PETER FLOREY
D & F
DEVELOPMENT GROUP



ROBERT FONTI
SUFFOLK COUNTY
ALLIANCE OF CHAMBERS



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JEFF GREENFIELD



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CONIFER REALTY



HON. STEVE ISRAEL



JOHN KEATING
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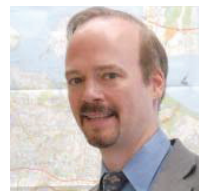
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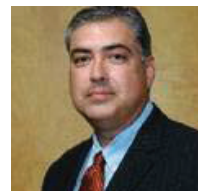
KEVIN LALEZARIAN
LALEZARIAN PROPERTIES



NEAL LEWIS
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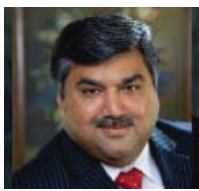
HON JACK MARTINS



HON. JORGE MARTINEZ



ROBERT MCBRIDE



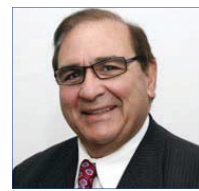
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SMART GROWTH WORKING GROUP

Discussing our path forward while focusing on what is working best...



LONG ISLAND SMART GROWTH WORKING GROUP

In 2007, Vision Long Island released a Blueprint for Smart Growth aimed at informing on what sort of principles should be set to create sustainable progress for our downtowns. Following the release of those blueprints, Vision would reach out to join with a newly created organization known then as Empire State Future. The purpose of the group of 24 environmental, economic development, and planning organizations was to help in the implementation of Smart Growth, assess progress of Smart Growth agencies, and to promote Smart Growth legislation at every level of governance, and to garner NYS funding for strategic and targeted demonstration projects.



our goals while figuring out what is currently working

In an effort to meet such a lofty goal, Vision also launched the Long Island Smart Growth Working Group, a vehicle for discussion and fuel for action. This group has continued through the years, working to bring attention to

for the state and areas of improvement. Starting with a quarterly schedule, the group has been instrumental in getting our message into the hands of those who are hungry for it while creating new ideas that translate into legislative guidelines and advocacy action. The group was initially organized by Vision Long Island, Tri-State Transportation Campaign, Neighborhood Network, Regional Plan Association, Permanent Citizens Advisory Committee to the MTA, LI Federation of Labor, Nassau Council of Chambers of Commerce, Suffolk Community Council, Long Island Progressive Coalition, AARP-Long Island Chapter, and many others.



Discussions from the Working Group sparked Vision Long Island's list of priority infrastructure recommendations, which entailed gathering lists from Towns, Villages, and agencies in order to provide Albany with a full scope of what is needed on the Island. This would eventually make its way to the Long Island Lobby Coalition, allowing us to add a coherent message to bring to the Capitol.

The group began with an initial focus on transporta-



Executives, Town Supervisors, both NYS and County Legislators, sitting US Representatives, and many other individuals in positions related to the health of our region's growth.



A big win for the Group was the passing of the NYS Smart Growth Infrastructure Act in 2010. The landmark legislation required all future development in the State to take Smart Growth principles into account in the approval process. Members gathered to discuss and help guide the future of development and how the law would impact various State departments. In 2011, NYS Senator Charles Fuschillo along with NYS Assemblyman Tom McKevitt would attend a meeting to update the group on the Act and what it meant for the future.

Senator Fuschillo gave a heartfelt thank you to everyone in the room who worked to get the bill passed. He stated that it had been a big challenge, spanning several years, but the bill was eventually voted through the legislature unanimously. In fact, never in the previous ten years had Fuschillo seen so much support on one measure. Assemblyman Tom McKevitt spoke at the meeting as well, expressing an appreciation of the process and pride at the passing of the bill. Both the Senator and Assemblyman worked hard behind the scene to bring the passing



tion, with the LIRR and MTA being discussed in the opening meeting. The group has seen presentations from Presidents of the LIRR, Directors of New York's Smart Growth Cabinet, Directors of Empire State State Future, County

of this much needed bill to fruition. Vision Long Island was also glad to be part of the process though both the Working Group and the Long Island Lobby Coalition.



Other topics covered in depth over the years have been NYMTC's regional transportation plan as well as general transportation funding; how to advocate for legislation on a federal, state, and local level; how to interact with regional economic development councils; the impact of federal transportation bills on the local region; traffic calming in various municipalities across Long Island; and numerous presenters.

As the years have gone on the group has worked to bring a message of infrastructure, transportation, and complete streets. In recent years the group has identified over 100 possible projects that could see improvement with funding from the state or other entities. Some have seen movement with funding for water improvement infrastructure seeing gains as well as complete streets legislation being passed in both Counties. However, there are still numerous projects that could progress.



With the number of infrastructure projects needed around Long Island and the lack of clarity over how any state funding would be determined, a "Call to Action" was made to determine what criteria and process is being used to determine how to distribute funding. The Smart Growth Working Group along with the Long Island Lobby Coalition will be monitoring these projects as they unfold.

As progress moves forward, Vision will continue to work with its partners to advance Smart Growth principles in our region.

LONG ISLAND LOBBY COALITION

Gathering local stakeholders to ensure that our voices are heard in Albany...



The Long Island Lobby Coalition was founded in 2009 as a diverse alliance of organizations working together to advance meaningful improvements to Long Island's quality of life and our economy. Since its founding, the Coalition's agenda has seen ten bills have been enacted, a slew of budgetary and regulatory proposals approved, and key Long Island infrastructure projects funded.

That first Lobby Day in June of 2009 featured just a fraction of the groups that would eventually fill out the group. The inaugural members included Citizens Campaign for the Environment, Vision Long Island, Long Island Federation of Labor, Suffolk Community Council, Nassau Council of Chambers of Commerce, Huntington Township Chamber of Commerce, AARP, Nassau Suffolk Coalition for the Homeless, Tri-State Transportation Campaign, ListNet, Long Island Hispanic Chamber of Commerce, and Empire State Future.

This movement was important since it cut through what had become a prevailing theme in Albany: That since Long Island was a wealthy region it didn't really need help from Albany. Though we are strong as a region, we consistently send more resources to Albany than we receive back. As such, we will continue to ask for our

fair share in areas of importance.

Since that first June day in 2009, the Coalition has grown exponentially, with the support over 90 organizations and more than 40 representatives joining us on the most recent trip. While the initial day saw meetings with only a smattering of friendly Long Island politicians and leaders, the group now regularly meets with the entire delegations from both chambers as well as the Governor's representatives. Those meetings have become invaluable in bringing our region's message to receptive lawmakers looking to improve our way of life.

Topics have changed over the years but have always focused on improving the way of life for residents. Smart Growth principles such as complete streets, environmental concerns, transportation, infrastructure, and funding for each of these priorities has been a mainstay of the platforms for the Coalition since its inception. Though home rule on Long Island is robust, it doesn't mean that there aren't issues requiring legislative attention and the Coalition brings light to just those issues.



The Long Island Lobby Coalition is Working for a Better Future in our Region



We are a diverse coalition of organizations working together to advance meaningful improvements to Long Island's quality of life and our economy. Our agenda includes ten infrastructure projects & five critical issue areas with a mix of regulatory, budget and legislative actions which are practical and reasonable to achieve that Albany must take to help Long Island.

Our Agenda:

- 1. Small Business, Jobs, Economic Development**
 - a. Tax-Deferred IRA Accounts for Small Businesses
 - b. "Shop Local" Media Campaign
- 2. Transportation**
 - a. Parity for Transit including NICE and Suffolk County Transit Funding
 - b. Require that NYSDOT Submit a List of Projects
 - c. Fair Share for Bike/Ped Safety
- 3. Energy & Environment**
 - a. Safe Disposal of Pharmaceutical Drugs
 - b. Off-Shore Wind
- 4. Human Services & Consumer Issues**
 - a. Child Care
 - b. Hunger Prevention & Assistance Program
 - c. Establishing an Independent Utility Consumer Advocate
- 5. Post-Sandy**
 - a. Homeowner Insurance
 - b. Community Capacity Building and Assistance for Community Recoveries

Priority Infrastructure:

Bay Park Outfall Pipe
Sunrise Highway Traffic Calming
Westbury Parking
Hempstead Parking
Freeport Flood Protection
Huntington Station Sewers
Mastic Beach Sewers
Kings Park Sewers
Babylon Flood Mitigation
Islandwide Water Infrastructure fund

Our Supported Legislation:

The Smart Growth Public Infrastructure Policy Act
signed into law in August 2010

The Child Safe Playing Fields Act
signed into law in May 2010

Complete Streets Act
signed into law in August 2011

Sewage Pollution Right to Know Act
signed into law in August 2012

Funding for Northport Sewage Plant Upgrade
procured in February 2013

Sandy Tax Abatement Legislation
signed into law in October 2013

**\$500 million Secured for
Long Island Infrastructure Projects**
part of the 2015 NYS Budget

NYC Commuter Benefits Law
took effect in January 2016

The CARE Act
signed into law in June 2016

**The Foreclosure Relief Act
(Zombie Homes Legislation)**
signed into law in June 2016

We're not done! As we move into the new year it is more important than ever for Long Island and our local region to call for our fair share of infrastructure dollars to improve our health, our environment, and our way of life. If you are interested in helping us please join us on our next Long Island Lobby Day in Albany! Contact us at 631-261-0242 or info@visionlongisland.org for more information.

LONG ISLAND BUSINESS COUNCIL

Bringing attention to the needs of our Small Business community...



The Long Island Business Council, or LIBC, is a collection of local business owners and civic leaders dedicated to improving how business is done on Long Island. Armed with this dedication, members of the LIBC are working to give a voice to small businesses in matters such as downtown revitalization, tax relief, energy costs and many others in a smart and sustainable manner, improving both businesses and the lives of Long Islanders for many years to come.

the business community on Long Island, but also of the future and a need for smart and responsible growth in downtowns and villages. An economy based on sustainable principles is one that will provide profit and happiness for the business owner and customer. Whether it is working with the Long Island Lobby Day coalition to reach Albany or speaking to locally elected officials, the LIBC is fully dedicated to the improvement of life through better business, better government, and a better lifestyle.



Formed in 2010, the LIBC has spent the entirety of its existence working to bring the voices of our region's Small Business owners to the halls of Albany. Through the tireless efforts of co-chairs Robert Fonti and Richard Bivone, the organization has brought together hundreds of members and stakeholders with elected officials and people in position to provide real advancement for the local community.

During the years since its inception, the LIBC has heard from a wide variety of officials from the state, local, and federal levels as well as business owners and representatives. These speakers have provided valuable information while given a much needed conduit for feedback, allowing local interests to be heard. Events over the year have also created a vehicle for the Long Island business community to come together and discuss what is most needed on Long Island.

The LIBC has worked hard to become not just a voice of

Speakers at past events have run the gamut from local business leaders who are providing a way forward



to elected officials looking for the best ways to improve policies to bring relief and prosperity to the business community. The forum has brought in sitting NYS Senators and Assemblymen as well as both County Executives and Legislators, Supervisors from several Towns across Long Island, and even the NYS Comptroller. The Council has also held several candidates forums, including a recent one featuring Nassau County Executive Opponents Jack Martins and Laura Curran, aimed at informing business owners of their supported policies to help bring business and prosperity to the region.



These meetings are more than just discussions though, as the LIBC is part of the Long Island Lobby Coalition. As a member of this group, the LIBC has been to Albany many times in order to discuss how best to implement the policy goals agreed upon by its members. A message of consistent growth paired with policies that insulate the business community from a sometimes fickle economy have been high on the list of priorities for a long time now.



As an organization the Long Island Business Council has become a voice for Small Business interests in the region. Their message has gone from Long Island to Albany and all the way to Washington, with several initiatives tak-

ing shape. For example, the Council has a partnership with Dr. Nathalia Rogers of Dowling College, wherein a study was conducted on local businesses and what was needed to improve conditions for them. Topics ranged from tax and regulatory relief to programs to help them weather tougher economic times. From this survey was born the idea of the Tax Deferred Small Savings Accounts.



The concept of Tax Deferred Small Savings Accounts are that they will be specially administered accounts that small businesses can deposit pre-taxed earnings during economic boom times. Should the economy turn South according to several pre-established factors, the business owner can then remove that money, tax free, in order to bolster inventory or provide payroll for employees.

The LIBC has been championing these accounts for years and has met some success on both the State and Federal level, with bills introduced into Congress and the state legislature in order to codify them. Unfortunately, they have yet to advance out of the Assembly or House of Representatives. As the LIBC continues to fight for small business owners it will continue to bring the message of needed relief for all business owners, regardless of size or wealth.



SUFFOLK COUNTY ALLIANCE OF CHAMBERS

Uniting the business voices of New York's largest County...



Spring of 2015 brought a new perspective to how business is done in Suffolk County with the formation of the Suffolk County Alliance of Chambers of Commerce. Formed by local business leaders Bob Fonti and Gina Coletti, the group aims to become a champion for business interests in Suffolk County. The group did not look to supplant existing chambers of commerce but instead to enhance them by becoming a unifying voice for more regional priorities.

Since their inauguration over 75 local chambers and business entities have signed on with the group. The Alliance has met numerous times and heard from local business leaders and elected officials on how to accomplish goals and provide profitability for the local community. Meetings have featured Lt. Governor Kathy Ho-

chul, State Senate Majority Leader John Flanagan, State Senator Tom Croci, Suffolk Comptroller John Kennedy, Suffolk County Executive Steve Bellone, Presiding Officer DuWayne Gregory, and Congressman Lee Zeldin.

In 2016, the Alliance worked with the Long Island Business Council to help provide support for the Tax Deferred Small Business Savings Accounts Act, a bill that would provide for tax free accounts that could be withdrawn from during economic downturns in order to insulate businesses from adverse financial conditions. Additionally, they conducted a survey of local business, finding opposition to the mandated \$15 per hour wage increase. The group also expressed support for public infrastructure investments to improve local sewers and increase capacity.

As we move forward the Suffolk County Alliance of Chambers will continue to work as a voice for business in both local and state halls of power. Vision Long Island is a supporting group and looks forward to working with them for years to come.





***Congratulations
Vision Long Island
on your 20th Anniversary!***

*Thank you for all of your dedication and hard work.
The entire staff is a pleasure to work with and we look
forward to the next 20 years of creating many future
successes together!*



***The Suffolk County Alliance of Chambers
Board & Members***

The Suffolk County Alliance of Chambers, Inc. is a ground-up regional business organization comprised of local chambers of commerce and other business alliances. Our mission is to communicate legislative and business agendas to various levels of government and other business groups via various types of media.

775 Park Ave., Suite 222, Huntington, NY 11743 www.suffolkchambers.org 631.223.8525

LONG ISLAND YOUTH SUMMIT

Looking to the Youth of Long Island for their vision of the future...



In March of 2010 the Long Island Youth Summit held its first ever event. Nearly 150 students participated in that first year alone, proving that young Long Islanders are eager to learn about the region's issues and find intelligent solutions. The students were selected from hundreds of applicants based on the essays, videos and photography projects. The Summit was cosponsored by Vision Long Island and led by board member and then-Dowling College professor Dr. Nathalia Rogers.



The event has continued since then, drawing more and more interested and curious students eager to showcase the issues that effect them the most. Students are broken into workshops headed by professionals and experts in order to discuss subjects

they are interested in before presenting their findings

to the entire Youth Summit. Subjects discussed include open space and water preservation, affordable housing, transportation concerns, renewable energy and climate change, drug abuse, economic growth in the region, good governance and civic engagement, racial and class divides, bullying, social media's effect on people, education, and more.



Students who participate also submit projects surrounding one of the key subjects for the Summit. Projects can be submitted in the form of essays, videos, paintings, murals, and any form of expression the student deems fit. Those projects are individually judged with the winners receiving a scholarship to the participating school.

When Dowling was shuttered the Summit temporarily moved to St. Joseph's before rebranding itself as the regional New York Youth Summit. The new incarnation will work to bring together students from Long Island as well as NYC and its Northern municipalities. But through it all the goal of educating and informing youth of important issues remains the same.



We proudly join in celebrating **20 years** of
Vision Long Island

Thank you for your continuous hard work and dedication
to helping communities across Long Island



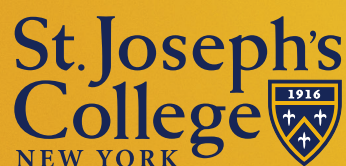
St. Joseph's College congratulates

Vision Long Island

as you celebrate

**20 years of Smart Growth
across Long Island.**

Here's to 20 more!



Ready. Set. Joe'sSM
LONG ISLAND • BROOKLYN • ONLINE

sjcny.edu
SJC Long Island 877.230.7462
SJC Brooklyn 877.620.6517

FRIENDS OF LONG ISLAND

Born from adversity and working to bring relief to our most vulnerable neighbors...



Friends of Long Island (FoLI) began shortly after Superstorm Sandy with “6 people and a shovel,” assisting grassroots organizations who were, and still are, embedded in their communities to help out however they can. FoLI is a collaboration of grassroots community groups post-Sandy, which aims to bring volunteer efforts, resources, education and other assistance directly to those in need, without bureaucracy.

Leaders from groups such as what became the Long Beach COAD, Friends of Freeport, Neighbors Support Neighbors Babylon, Lindy Manpower, and Friends of Shirley and the Mastics approach has resulted in over 500 homes being either “mucked out” or gutted, partially rebuilt, or fully rebuilt- all with volunteer labor, in-kind materials and goods, and financial support in a collaborative manner. Hundreds more have received resource linkage and assistance with navigating the bureaucratic recov-



ery process to get available resources.

This “Neighbors Helping Neighbors” approach continues to evolve daily as conditions change, ensuring that residents have real-time, accurate information so that they can move ahead in the best direction for their situation. It is all about making sure residents receive what they need faster without duplicating efforts or benefits.



With close to two dozen community organizations in Nassau and Suffolk County, FoLI has raised close to \$1 million in donations, grants, in-kind materials donations, and volunteer labor. In addition to recovery and rebuild efforts, FoLI groups and volunteers have assisted in smaller-scale emergencies on Long Island, including the August floods of 2014, and various Nor'easters and winter storms. Assistance has also been given to areas outside of Long Island when disaster arrives, including flooding in the Carolinas, Texas, Florida, Louisiana, and wildfires in California.

As the area continues to recover, many were assisted by the NY Rising program, SBA, and insurance payouts.



But payments due are being held by their banks and dispersed slowly. Many will not be able to be made whole, including those in the vulnerable population. Friends of Long Island takes pride in making sure that all available outside programs are leveraged first, utilizing volunteer labor, and “filling in the gaps”, all while maintaining responsibility to the donor. By following this process, families at times can be returned to their homes.



FoLI groups have participated in various trainings, conducted community workshops to help residents navigate the process of recovery, were engaged in the NY Rising Community Reconstruction Program, and have lobbied for

necessary changes to disaster recovery programs. Several FoLI community organizations have become COADs (Community Organization Active in Disaster) and are recognized by FEMA and NYS DHS as disaster recovery organizations. Continued efforts will focus on the resiliency of the communities, ensuring that lessons learned from Sandy can be applied to future events.

Even as the memory of Superstorm Sandy fades, the rebuilding goes on. Friends of Long Island will continue to stand as a beacon to all our neighbors that they are not alone should disaster strike again.



PARTICIPATING ORGS



*Island Park:
Battered, Not Shattered*

COMPLETE STREETS

Improving Pedestrian & Bicycle Safety while creating walkable communities



Reports have shown that New York State is home to some of the worst roadways in the country, particularly on Long Island. From 2009-2013, over 6000 pedestrian crashes occurred across Long Island – the highest numbers in the State. The Complete streets Coalition has been one of the main advocates working with local, county, state, and federal officials and departments to change this.

In April 2013, the first annual Complete Streets Summit pulled together residents and businesses to design safer roads just as NYMTC announced \$15 million for a pedestrian safety fund. Vision Long Island, Wendel Companies and Tri-State Transportation Campaign hosted while AARP and Greenman Pederson, Inc. cosponsored. It has grown since with the 5th annual summit, which had nearly 50 speakers and more than 200 local

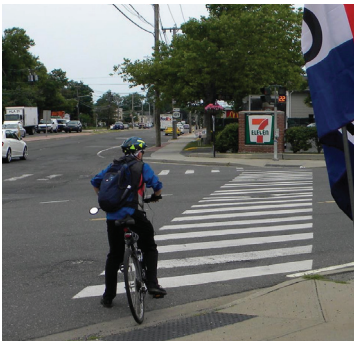
businesses, civics and road safety advocates identifying solutions for roadway safety and economic growth.

The summit is now a part of the larger Complete Streets Coalition. This coalition is a contingent of chambers of commerce, civic associations, local governments, trade groups, transit advocates and members of the public who want safe streets for all modes of traffic. The group looks to coordinate Complete Streets planning efforts, communicate on finding opportunities for local projects, act as a clearinghouse for information and lobby with a united voice for safe roadways.



Many towns and villages have already adopted some form of Complete Street legislation including the towns of Brookhaven, Islip, and Babylon. Nassau County passed their Complete Streets legislation in 2013. Two years after Suffolk County passed and signed Complete Streets legislation in 2012, they amended their Capital Program to create a \$250,000 annual fund for Complete Streets components to Suffolk County roadway projects including bike lanes, curbing, sidewalks and signage. New York State has also passed Complete Street legislation and allocated dedicated funding. There has even been a push for legislation like the Safe Streets Act of 2013 put forth by former Congressman Steve Israel.





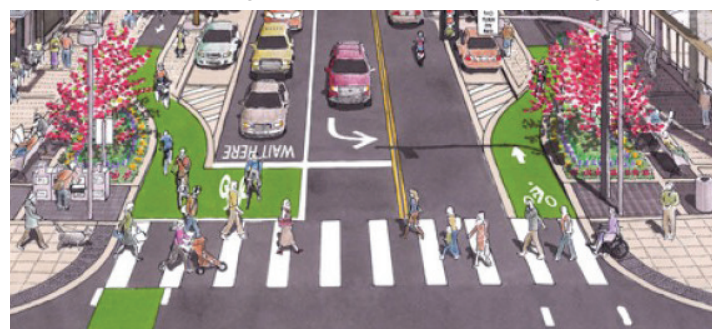
While places like the Village of Great Neck Plaza have led the way on implementing Complete Streets solutions, many local communities have also created plans to increase pedestrian safety. Baldwin has undergone a revitalization



process focused on Grand Avenue's 1.4 mile stretch between Stanton Ave and Merrick Rd, as well as a road diet for Sunrise Hwy and Merrick Rd. Vision Long Island is working with the community, local officials, and NYS DOT to address high accident areas.

Through all of the input generated from the summits, press conferences, meeting with town and local officials, and advocacy; this summer the Complete Streets Coalition was able to form The Emergency Pedestrian Safety Action Plan which includes ten items:

- 1) Design streets to reflect adjacent land uses. Speed may be a priority in areas between "places," but in downtowns and areas where many people are present safety, comfort, and access to adjacent lots and businesses should take priority;
- 2) The design speed of the roadway should match the posted speed. Simply putting a 30 or 40 mph speed limit sign on a wide, straight road designed to handle 50+ mph traffic does not slow traffic down;
- 3) Use visual cues to alert drivers to changing conditions. Signs alone will not slow down traffic. Narrower roads, tree canopy, wider sidewalks and prominent crosswalks indicate to drivers that they are not in a place where speeding is appropriate;
- 4) Shorten crossing distances in areas with high pedes-



trian activity. Wide intersections allow drivers to make turns without slowing down to a safe speed. They also put the people crossing the street at risk for a longer time because they are on the road surface where they could potentially get hit;

- 5) 12' wide lanes should not be used in areas where pedestrians are present. Wider lanes encourage faster driving. They are unnecessary and inappropriate to use in areas where drivers should be driving more slowly;
- 6) Reports of pedestrian crashes should record the speed of the vehicle. Too often the source of the crash is misdiagnosed and speed is severely discounted;
- 7) Dedicated funding for local safe streets and traffic calming needs to be renewed. Dedicate at least 2% of the \$1 billion increase in the NYS DOT Capital Program to pedestrian and bicycling projects over the next five years;
- 8) Local input is needed for the NYS Pedestrian Safety Action Plan in order to connect the community needs and roadway conditions with policy makers;
- 9) Bicycle lanes, safety programs and innovative bike share programs need to be put in place. Installing bike lanes, where appropriate, bike safety programs and innovative bike share programs assist pedestrian initiatives by having alternative modes of travel in place through Long Island's roadway network;
- 10) Local citizens, businesses and municipalities need to unite to make their streets safe. Taking action at public meetings, lobbying Albany and Washington for funding, working with local community & transportation organizations are all needed. Local residents, businesses, and government officials working together can raise awareness and change many of our deadliest roadways.

TRANSPORTATION

Working to bring alternate, responsible options to an auto-centric region...



Suburban Long Island's transportation system is a vast amalgam of facilities, systems, and services which together provide for the mobility needs of over 3 million residents. The transportation system is called upon to provide mobility over a large spatial area of over 1,199 square miles featuring settlement patterns which range from moderate density suburban areas to lower density rural areas.

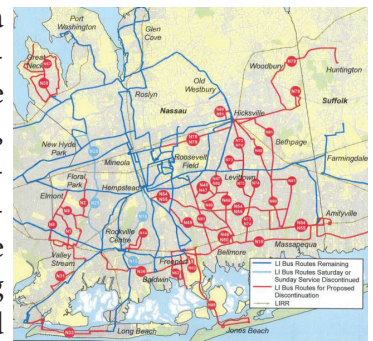


Long Island residents need transportation options in order to go to work or school, shop and conduct personal business, access services, take advantage of recreational opportunities, and participate in other community activities. Today the automobile is the dominant mode of travel in suburban Long Island. Despite the fact that Nassau and Suffolk counties are served by an extensive network of roadways and fixed route rail and bus services, as well as demand response transportation services, some groups of Long Islanders experience limitations with regard to their mobility options.

These individuals do not have access to a car, are unable to use the rail and bus systems (because of a dis-

ability, the lack of a means of traveling to a rail station or bus stop, income limitations, or the need to travel when fixed route services are not in operation).

While many of needs for a more robust public transportation system have been known for some time, finding the ways to incorporate them into Long Island's unique needs have been a challenge. Funding gaps for both Nassau and Suffolk bus systems have and continue to be an issue, with Long Island receiving less than its fair share in funding. NICE bus took over Nassau's LI Bus system in 2012, after the MTA, who had been running the system since 1973, threatened to cut bus service if the county did not pay an additional \$26 million per year- up from \$9.1 million. Since that time period, there have been bus cuts in Nassau, as local contribution dwindled with county budget shortfalls.



Community activists and riders banded together to stave off some of the cuts, with Albany appropriating some funding for the systems. In Suffolk, new “right-sized” buses have been purchased, with hopes of reducing fuel costs on less busy and longer distanced routes. There is concern that the highly successful Sunday bus program may be cut in the future, with no guarantee that the federal grant that supplied funding for the expansion will be renewed.



Long Island population of about 50,000 people in the 1840s are the same two tracks that serve a population of about 3 million today.

While there were just two tracks running through the Main Line 170 years ago, there are now four additional LIRR branches that converge on its Nassau section. The additional track will allow for better service, especially when it comes to reverse commuting of employees coming from New York City to Long Island. Additionally, parking garages are proposed to ease commuter parking congestion, as well as renovation of 39 LIRR stations.



The LIRR has made strides in improving and upgrading service on Long Island. The Double Track Project will improve service and reliability on the LIRR's Ronkonkoma Branch, spur economic activity, provide hundreds of construction jobs and improve LIRR service to Long Island MacArthur Airport. Ridership on the LIRR's Ronkonkoma Branch has doubled over the last 25 years, growing in popularity since the line was electrified in 1988. With only one track along the 18 mile stretch between Ronkonkoma and Farmingdale, there is very little flexibility in the event of a service disruption.

This \$387 million project's last 5 miles of track are now being installed. Recently, the MTA board gave a go-ahead for the \$2.6 billion Third Track project, which was originally proposed in the late 1980s. The project will add a third track on the LIRR Main Line between Floral Park and Hicksville, easing train and roadway congestion along the area. The same two tracks that served a

With these improvements, those currently utilizing public transportation options on Long Island will benefit from more efficient and frequent service, and convenience- especially in the many transit-oriented developments emerging in Long Island's downtowns. Many of Long Island's downtowns thrived around America's first and most-used commuter railway was developed, and are beginning to do so again.

There are hopes that alternative and dedicated funding streams will help assist Nassau and Suffolk bus systems to retain routes and expand. Solutions include a surcharge on ride-sharing services being redirected towards the bus systems, as well as redirecting a portion of the MTA Payroll tax to Long Island transportation priorities. These priorities should including NICE bus service in Nassau and Suffolk Transit in Suffolk to allow for sustainable and expandable systems, with the counties working towards efficiencies in the systems. It is important that we recognize that these systems are not simply conveniences, but necessities for some to retain their way of life.



SMART GROWTH SATURDAY

Touring the downtowns of Long Island to review progress in real time...



Smart Growth SATURDAY

With so many projects and programs transforming downtowns across Long Island, Vision Long Island held a day of walking tours in multiple downtown locations to highlight what progress has been made. In the spring of 2014 we held our first Smart Growth Saturday in six different downtown locations in both Nassau and Suffolk Counties to showcase recent improvements.



The tours in Bay Shore, Farmingdale, Huntington, Mineola, Patchogue, and Westbury and were held simultaneously and attended by a mix of residents of the area as well as residents of nearby towns hoping to see what ideas could be implemented in their own towns. These first six downtowns were selected since they have had the greatest number of new projects constructed over recent years.

The Suffolk tours included Bay Shore, which was led by Councilman Steve Flotteron and Vision board mem-

ber Dr. Nathalia Rogers and highlighted many of the recently build mixed use and multifamily housing developments as well as the YMCA Boulton Center for the Performing Arts and downtown public space improvements. The Huntington tour was led by board co-chair Bob Fonti and also board members Ron Stein, Joy Squires and David Berg. It began at the Paramount Theater and highlighted some of the recently constructed and proposed mixed use projects as well as the roundabout and traffic calming project on Gerard Street.



In Patchogue, board members Peter Florey and Lionel Chitty joined Mayor Pontieri to lead the tour of mixed use and multifamily projects along Main Street and near the train station and the river including ArtSpace, a five story live-work space that includes the Patchogue Arts Council and Plaza Cinema & Media Arts Center. On Main Street, the Patchogue Theater for the Performing Arts, Emporium and New Village project have helped anchor the numerous restaurants and bars that draw people to the Village.



In Nassau County, the Farmingdale tour was led

by Vision Director Eric Alexander along with Deputy Mayor Patricia Christiansen and board member Neal Lewis. This tour highlighted the many new businesses that opened along Main Street, a couple of pocket parks and Jefferson Plaza which was under construction immediately adjacent to the train station. In Mineola, Mayor Scott Strauss led the tour which highlighted the Intermodal facility at the railroad station, numerous multifamily developments that have been built and the Launchpad business accelerator and co-working community.



Mayor Peter Cavallaro led the Westbury tour along with Vision board co-chair Trudy Fitzsimmons and highlighted the work the Village has done working with the business improvement district as well as the newly formed Greater Westbury Council for the Arts. The tour also included the recently renovated The Space at Westbury and several multifamily developments near Post Ave.

Due to the success of the first Smart Growth Saturday, three additional dates were scheduled over the next year and a half. In September of 2014, Rockville Centre, Great Neck Plaza, Babylon, and Port Jefferson were featured. Rockville Centre's tour was led by Deputy Administrator Kathleen Murray and highlighted new TOD developments and the restaurant row. Great Neck Plaza's was led by Mayor Jean Celender and featured the Village's many traffic calming efforts. Port Jefferson was led by Deputy Mayor Larry Lapointe, Suffolk County Planning Commission Chair David Calone and Vision board member David Berg and focused on both downtown Port Jefferson as well as "Upper Port." Finally, Mayor Ralph Scordino led Babylon's tour which highlighted many historical features.



In May of 2015, tours were held in Port Washington, Northport, Riverhead, and Freeport. Port Washington's tour was led by Supervisor Judi Bosworth and focused on Lower Port and the waterfront, and was capped off with a water taxi tour of the harbor. Freeport's tour was led by Deputy Mayor Jorge Martinez and then-Legislator Laura Curran and focused on the Nautical Mile and Sandy recovery. Northport's tour was led by the Northport Historical Society Director Heather Johnson, Deputy Mayor Henry Tobin and Legislator Doc Spencer and focused on both the historical aspects of the village and the upgrades to the local sewer system. Finally Riverhead's tour was led by Supervisor Sean Walter and featured several newly built mixed use buildings as well as the Aquarium and indoor farmer's market.



Finally, in September of 2015, Valley Stream, Amityville, and Sayville were featured. Valley Stream's tour highlighted several multifamily housing projects near both Rockaway Ave and the Gibson Train Station and was led by Mayor Ed Fare, Barbara DeGrace, Vincent Ang and board member Peter Florey. Amityville's tour started at the recently renovated Village Hall, which meets LEED Gold standards, and was led by Mayor James Wandell. Finally, Chamber Past President Bill Etts led the tour of Sayville, one of Long Island's oldest Main Streets, and highlighted Gillette Park and Common Ground.

There were many more projects happening in all of these downtowns than many were aware of. Highlights of these tours were shared on attendee's and Vision Long Island's social media to allow those who were at one tour the ability to see what was learned at other simultaneous tours. As new projects have been constructed in these downtowns and others, future Smart Growth Saturday tours may be conducted to show this progress. These walking tours allowed residents to learn the story behind projects in their town and what it took to achieve them. They are also helpful to those who seek to revitalize their own town and want to understand how others have achieved success.

THE SMART GROWTH SUMMIT

The largest event to advance Smart Growth policies on Long Island...



SMART GROWTH SUMMIT • LONG ISLAND

In 2002 Vision Long Island brought together over 500 local stakeholders and officials for the first ever Long Island Smart Growth Summit. The purpose of the event was to put together all the different voices in a single room where they could discuss the future of Smart Growth development on Long Island. Since then the event has doubled in size and expanded out into a variety of workshops that highlight where we are headed as a region.



Those first few Summits, which took place at the old Huntington Town House before it was torn down, were

highlighted by the unending optimism brought forth by both the elected officials and stakeholders who attended to talk the future. The event coalesced positive civic and chamber leaders who were seeking to improve their local community. The consensus was becoming clearer that sprawling developments and impersonal big box stores were holding back the population, not pushing it forward.



The Summit has since evolved from a platform to discuss to the future to also incorporate the now. The event regularly features key players in regional politics and development who speak on their projects and what sort of benefit they will bring to the area. It also serves to expand upon projects that are working and what the next steps for growth in the region could and should look like. Presenters get a chance to mix with the people most interested in their developments, creating a direct line for feedback and discussion. The event regularly draws over 125 individual speakers, more than 1,300 attendees, and more than 60 generous sponsors.

Though the focus has been on downtown redevelopment and infrastructure the Summit covers a much wider array of issue areas. Workshops covered at the event in-



clude priorities for retaining youth on Long Island, renewable energy models for the region, discussion on federal and state funding for local use, how best to reach elected officials to communicate priorities, downtown priorities and

successes, implementation of affordable housing, environmental concerns, transportation infrastructure, the local job market, and more.

These topics are tackled through a series of work sessions where speakers will present to a group of people. These breakout sessions are the backbone of the event with over 20 of them being presented in a single event spread throughout the day. This format allows attendees to choose the subject they are most interested in and connect with other like-minded individuals.



A big part of the event is also the State of the Towns and Villages breakfast plenary session. This discussion style event has been moderated by Newsday's Joye Brown for many years and features Mayors, Councilpeople, and Supervisors from every Town across Long Island. Discussions range from how the Towns and municipalities are interacting with each other to how they are individually improving the lives of their residents.

One of the highlights of the breakfast session came in 2012, when the region was still reeling from Superstorm Sandy. The entire Summit had been retooled to try and figure out how Long Island could respond to the disaster that was still going on for a lot of people in the region. The breakfast session was no different, with Ms. Brown opening the discussion by asking each elected official to briefly explain what they were doing to recover. As

the discussion went on, several of the elected officials found out about the needs of their neighbors and spontaneous coordination of things from repair crews to sand trucks went on right on stage as the crowd looked on. It was truly humbling to see confirmation that we are one region unfold right there on our stage.



The Summit has also featured an array of speakers from all walks of public and private life as keynote speakers during lunch. Past speakers have included US Senator Chuck Schumer, NYS Governor David Paterson, RXR

President and CEO Schott Rechler, former US Senator Alfonse D'Amato, former Milwaukee Mayor John Norquist, Renaissance Downtown's Chairman Don Monti, Congressman Steve Israel, Congresswoman Kathleen Rice, Congressman Tim Bishop, Lt. Governor Kathy Hochul, among other regional leaders.

The Summit has grown through the years to become an incubator for ideas and relationships that benefit our region's growth. As time has gone by connections and inspiration have been drawn from presenters as to the best direction for our region. Vision is a proud facilitator of that conversation and looks forward to many years of showcasing Long Island's leaders, and the municipalities they represent, for an engaged public. We will continue to move ahead with this important event in order to bring the principles of Smart Growth to Long Island.



THE SMART GROWTH AWARDS

Celebrating those who exemplify Smart Growth on Long Island...



SMART GROWTH AWARDS

For over a decade, Vision Long Island has been honoring individuals and organizations who have been the embodiment of the Smart Growth Movement on Long Island. These honorees have shown leadership in advancing projects, policies, regulations and initiatives throughout the region. Specific focus areas have included mixed-use development, affordable housing, environmental health and safety, open space and historic preservation, traffic calming and pedestrian safety, transportation enhancements, clean energy, downtown revitalization and community-based planning.

Over the 16 annual Smart Growth Award ceremonies, Vision Long has presented 189 awards of the more than 400 nominations that have been submitted. The wide array of awards has highlighted progress that stretches island wide. This progress has been recognized in 19

SMART GROWTH HALL OF FAME (MULTIPLE AWARD WINNERS)

Bay Shore - 7
Glen Cove - 7
Mineola - 6
Riverhead - 6
Patchogue - 5
Farmingdale - 4
Great Neck Plaza - 4
Huntington - 4
Hempstead - 4
Port Jefferson - 4
Valley Stream - 4
Freeport - 3
Port Washington - 3
Smithtown - 3
Westbury - 3

Villages, 12 Towns, 1 City, and both Counties.



Many communities who have really been a beacon for smart growth have landed themselves in Vision Long Island's "Smart Growth Hall of Fame". Both Bay Shore and Glen Cove are at the top of the list having each earned 7 awards. Following closely behind are the Town of Riverhead and the Village of Mineola. The Smart Growth Awards have helped to create a healthy competition

among communities and municipalities like the villages of Patchogue and Farmingdale who, each having several projects in the works, are vying for a higher place on the Hall of Fame.



Projects for the awards have covered a variety of areas that continues the unifying theme of Smart Growth. However, there is a variation on that theme many types of honorees covering an entire spectrum.

Coram and Middle Island are excellent examples of communities who grabbed onto their future and worked with local officials to bring the dreams of residents into reality. This drive often leads to developers who have worked hand in hand with communities to create the types of sustainable development that exemplify what the future on Long Island could look like. Finally, there are great examples of local municipalities who took the initiative to provide for their community, seeking feedback and consensus on a sustainable path forward.

Vision also tries to exemplify the human and social aspect of what organizations are doing for those most in need in our region. To that effect we have honored both individuals and groups such as Island Harvest, who brings relief to needy families, the late Delano Stewart who was a voice of a long neglected region. We've also recognized the bus rider's union for their efforts to help out vulnerable riders, Friends of Long Island for providing relief to families suffering from the effects of Sandy, and the new LGBT housing in Bay Shore that allows individuals from all walks of life to age in their own downtown. Honorees provide a boost to the quality of life for individuals of all ages from the Bristol in Westbury that



cares for seniors and the Yes We Can Youth Center that serves underprivileged youth.

The Awards have also provided for the arts and entertainment of local residents. The East End Arts Council was honored for their efforts to raise culture in their region as was the Space in Westbury and the Alive After Five festival in Patchogue. Of course, along with entertainment residents enjoy the peace of mind that environmental security brings, as shown with honorees such as Adrienne Esposito, Director of Citizens Campaign for the Environment, and Save the Forge River.

Smart Growth is also about the power of the individual, which has been championed by past honorees who have worked to show that anyone can make a difference. This includes Ryan Stanton, who represents not only labor, but its next



generation, Scott Rechler, who has changed his style of development to focus on bettering Long Island, the Late Diana Coleman, a true example of what it means to be a community leader, and Sandi Vega, who is still fighting for traffic calming since the tragic loss of her daughter and continues to bring awareness and education to this critical issue.

Though this is hardly an exhaustive list of past honorees, it gives a slice of what it means to be an exemplar of Smart Growth in our region. Vision Long Island is humbled by the accomplishments, tenacity, and determination that we see every day in the actions of our honorees. As we move forward we look forward to seeing our "Hall of Fame" grown and welcoming new comers to the Smart Growth movement.



SMART GROWTH AWARDS

TOWN OF NORTH HEMPSTEAD

2017

Modera, Hudson House, Searing Ave - Mineola Village & Mill Creek Residential
TOD Zoning, Village of Great Neck Plaza & Nemat Development

2016

Mineola Village Green & One third Ave - Lalezarian & Village of Mineola
Westbury Arts Council

2015

Great Neck Incentive Zoning, Village of Great Neck

2014

Great Neck Sewer District

2013

LaunchPad Mineola

The New Cassel "Yes We Can" Community Center

2012

Mayor Jean Celender - Village of Great Neck Plaza

2011

Westbury Theatre Project - Lowe Properties

2009

Marquis at Mineola - Kingdom Family Holdings

2008

The Winston at Mineola - Polimeni Associates
The Bayles House at Baxter Estates - Village of Baxter Estates,
Condeco Development

2007

Village of Roslyn - Master Plan

2006

Village of Port Washington North - Town of North Hempstead
Coalition for a Safer Manhasset
Village of Mineola - Master Plan

2005

Bristol at Westbury - Engel Burman, Village of Westbury
Traffic Calming Project - Village of Great Neck Plaza
New Cassel Revitalization - Town of North Hempstead,
Unified New Cassel Corporation, Sustainable Long Island

2003

Mill Pond Acres - Port Washington - Sandy Hollow Associates, LLC

TOWN OF HEMPSTEAD

2017

Baldwin Revitalization, Town of Hempstead & Nassau County

2016

Sun Valley Towers - Alma Realty Corp & Village of Valley Stream
Marina Pointe, East Rockaway - Beechwood Organization
& Village of East Rockaway

2015

Brooke Pointe, D&F Development & Village of Valley Stream

2014

the 11518

Envision Valley Stream & The Village of Valley Stream

2013

Linden Knolls - D & F Development Group &
Greater Hempstead Housing Development Funding Corp.

2012

Metro 303 - Mill Creek Residential Trust
Town of Hempstead - Elmont Mixed-Use Zoning District

2010

The C - Freeport, Signature Organization
Roosevelt Development Group, LI Housing Partnership

2009

Hawthorne Court - Valley Stream, Dennis Organization
Alexan @ West Hempstead - Trammell Crow Residential

2008

Rosalie Norton & The West Hempstead Civic Association

2007

Afrikan American Media Network - Roosevelt - Andreus 13

2006

The Albanese Organization - Garden City

2004

Village of Garden City

Time Equities - Freeport

Signature Place Apartments - Rockville Centre, Chase Partners

2003

Village of Rockville Centre

Archstone Roosevelt Center - Town of Hempstead
CBD Revitalization

TOWN OF HUNTINGTON

2015

Northport Sewage Treatment Plan

2013

Joy Squires - Huntington Conservation Board

2012

The Paramount

Dolores Thompson - Huntington Station Enrichment Center

2010

Buy Local Campaign - Huntington Township Business Council

2005

New Gerard - Huntington - Heatherwood Communities

2004

Constitution Square - Northport, Skippers

2003

Gerard Street - Huntington - Town of Huntington,
RMS Engineering & ADL III Architecture

2002

Hon. Frank Petrone, Huntington Town Supervisor
Mark Cuthbertson, Huntington Town Councilman

TOWN OF SMITHTOWN

2014

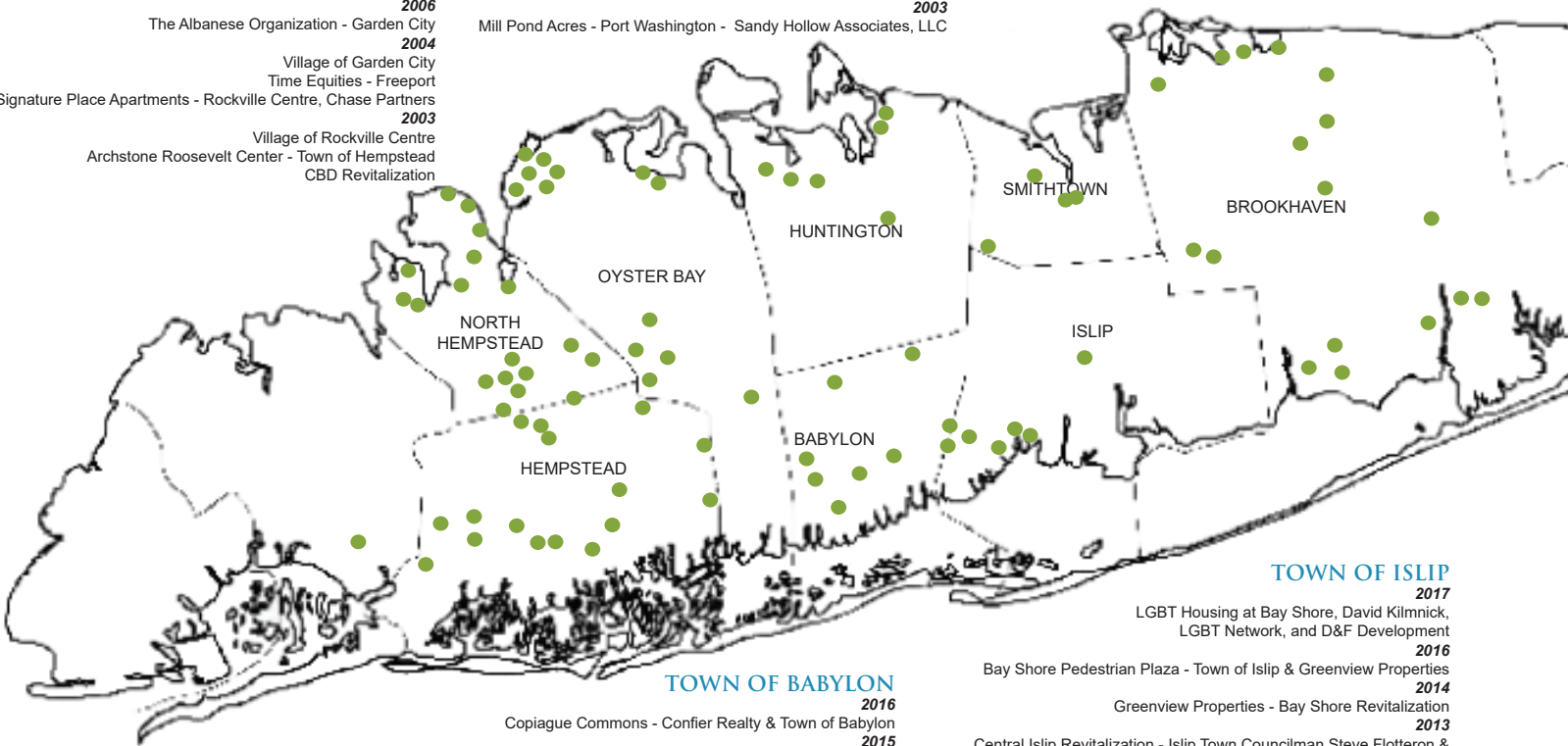
Downtown on Main - DC5 Properties

2013

Smithtown Main Street - Lavena Sipes, Courtney Sipes Memorial Foundation
Smithtown Main Street - Mark Mancini, Smithtown Chamber of Commerce

2006

Country View Estates - Smithtown - Landing Avenue, LLC



TOWN OF BABYLON

2016

Copague Commons - Confier Realty & Town of Babylon

2015

Liberty Village, Concern for Independent Living &
Long Island Coalition for the Homeless

2014

Neighbors Supporting Neighbors

2013

East Farmingdale Republic LIRR Station - Town of Babylon

2011

Wyandanch Rising - Hon. Steve Bellone, Town of Babylon

2010

Village of Babylon

2009

Village Hall - Amityville - Village of Amityville

2007

Oak Street Plaza - Copague, Town of Babylon

2003

Western Waterfront Redevelopment - Oyster Bay - NYS, Town of
Oyster Bay, Cameron Engineering
Village of Farmingdale

TOWN OF ISLIP

2017

LGBT Housing at Bay Shore, David Kilmick,
LGBT Network, and D&F Development

2016

Bay Shore Pedestrian Plaza - Town of Islip & Greenview Properties

2014

Greenview Properties - Bay Shore Revitalization

2013

Central Islip Revitalization - Islip Town Councilman Steve Flotteron &
the Central Islip Coalition of Good Neighbors

2009

Bay Shore Marina - Islip Town Supervisor Phil Nolan
and Councilman Steve Flotteron

2008

Chelsea Place - Bay Shore - Gene Murphy, Town of Islip, Greenview
Properties

2004

Bay Shore School District

2003

Southwind Village - Bay Shore - Town of Islip, LI Housing Partnership



TOWN OF RIVERHEAD

2017
Peconic Crossing, Town of Riverhead and Confier Realty
2011
Atlantis Marine World's Hyatt Place
2010
Concern Riverhead - Concern for Independent Living
Summer Wind Square - Eastern Property Investor Consultants, LLC
2008
Vintage Square - Vintage Group
2005
Riverhead Master Plan - Town of Riverhead

TOWN OF SOUTHOLD

2005
Village of Greenport, Mayor Dave Kapell

SHELTER ISLAND

EAST HAMPTON

TOWN OF SOUTHAMPTON

2014
Watchcase - Sag Harbor
2012
Water Mill Station - Koral Bros.
2007
Sustainable East End Development Strategies (SEEDS)
2006
Riverside Hamlet Center - Town of Southampton
2004
Development Decisions - Town of Southampton

TOWN OF OYSTER BAY

2017
The Villa at Glen Cove, Livingston Development Group
2016
Cornerstone, Farmingdale - Bartone / Terwilliger & Village of Farmingdale
2015
The Loft on Main, Staller Associates & the Village of Farmingdale
2014
Sandy Suport Massapequa Style
2012
Bartone Properties & BWC Realty Partners - Farmingdale Hotel
2011
Glen Cove Piazza - JOBCO Realty & Construction
2010
Glen Cove Waterfront Redevelopment - RXR Glen Isle Partners
2009
Glen Cove Master Plan - Mayor Ralph Suozzi
2008
Glen Cove Ferry Terminal - Urbitran Associates, City of Glen Cove
Avalon at Glen Cove North - Avalon Bay
2006
Oyster Bay Main Street Association - Town of Oyster Bay
2005
Avalon at Glen Cove - Avalon Bay
2004
Underhill Preserve - Jericho - Society to Preserve Underhill

TOWN OF BROOKHAVEN

2017
Middle Island Revitalization, Longwood Library, Concern Middle Island, Gail Lynch Bailey
2016
"Live After Five" - Patchogue Chamber of Commerce
The Hills, Port Jefferson - Gitto Group & Village of Port Jefferson
2015
Port Jefferson 2030 Comprehensive Plan, Village of Port Jefferson
2014
Wincoram Commons - Town of Brookhaven, Conifer Realty, Coram Civic Association, CDC of Long Island
2012
The Riverwalk - GRB Development, Inc
2011
Bishop Harrison Hale, Cornerstone C.O.G.I.C.
Portion Road Land Use Plan for Lake Ronkonkoma & Farmingville
Hon. Paul Pontieri - Village of Patchogue
2009
Mt. Sinai Heritage Center - Lori Baldassare
Ronkonkoma Hub - Town of Brookhaven, VHB
Patchogue Village Center - Tritac
2008
Save the Forge River
2006
Copper Beach - Pulte Homes
Middle Country Land Use Plan - Coram & Middle Island
2005
East Setauket Firehouse - Peter Caradonna
2004
Floyd Harbor - Shirley - Parisi & Son Construction, Village of Port Jefferson
2003
464 Main St. & Barnum Ave. - Port Jefferson, Barnum Equities
Montauk Hwy Project - Mastic-Shirley - William Floyd Community Summit

LEADERS

2017
John Cameron - Cameron Engineering
Ryan Stanton - Long Island Federation of Labor, AFL-CIO
2016
Scott Rechler - RXR
2015
Randi Dresner - Island Harvest
Will Stoner - AARP
2014
Robert Scheiner - H2M Architects + Engineers
2013
Sandy Rebuilding Volunteers
2012
Sandi Vega
2008
Richard Kessel - LIPA
2007
Robert Yaro - Regional Plan Association
2006
Richard Bivone
Nassau Council of Chambers of Commerce
2005
Nancy Douzinas - Rauch Foundation
2003
Robert Catell - Keyspan

GOVERNMENT LEADERS

2016
Hon. Don Barbieri - Village of New Hyde Park
2015
Hon. Wayne Hall - Village of Hempstead Mayor
2014
Hon. Ed Mangano - Nassau County Executive
2013
Hon. Peter King - US House of Representatives
2012
NYS Lieutenant Governor Robert L. Duffy
Hon. Charles Fuschillo - NYS Senate
2011
Hon. Carl Marcellino - NYS Senate
Hon. Sam Hoyt - NYS Assembly
2010
Hon. Tim Bishop - US House of Representatives
Hon. Kate Browning & Hon. Ed Romaine - Suffolk County Legislature
2005
Hon. Vivian Viloria-Fisher - Suffolk County Legislature
2004
Hon. Michael Balboni - NYS Senator
Hon. Steve Engelbright - NYS Assembly
2003
Hon. Thomas DiNapoli - NYS Assembly
Hon. Edward Hennessey - Town of Brookhaven
Hon. John Jay LaValle - Town of Brookhaven

COMMUNITY LEADERS

2017
Delano Stewart - Point of View
2015
Hon. Jorge Martinez - Village of Freeport Deputy Mayor
2010
Sergio Argueta - S.T.R.O.N.G.
2008
Diana Coleman - EOC of Nassau County
2007
Dr. David Sprintzen - LIPC
2005
Lake Ronkonkoma Civic Organization
2004
Connie Kepert - Affiliated Brookhaven Civic Organization
2003
Neal Lewis - Long Island Neighborhood Network, Nassau Hub CAC

ISLANDWIDE

2017
Concerned Long Island Mountain Bikers (CLIMB)
South Fork Offshore Wind Farm - LIPA & Deepwater Wind
2016
East End Arts
Opportunities Long Island - Long Island Building Trades Council & Long Island Federation of Labor
2015
Long Island Jobs with Justice
Long Island Bus Riders Union
2014
Hon. Jay Schneiderman - Suffolk County Legislature - Sunday Bus Service
Bernadette Martin - Friends & Farmers
Operation Splash
2013
7Bus
LISTnet
Connect Long Island
LIPA Clean Energy Programs
2012
EmPower Solar
2011
John Durso & Roger Clayman, LI Federation of Labor
Adrienne Esposito - Citizens Campaign for the Environment
Kelly Douglas - West Islip High School
James Rhodes - Dowling College
2010
David Glass - NYSDOT Bike-Ped Coordinator (posthumously)
2009
Nassau-Suffolk Coalition for the Homeless
North Shore Land Alliance
2007
Peconic Land Trust
Four Star Variety Store - Northport, East Northport, Farmingdale
Suffolk Community College - Riverhead, Sayville
Nassau County Department of Economic Development - Patrick Duggan
Arverne By the Sea - Beechwood Organization & The Benjamin Companies
Bill Chaleff, Green Building
2006
Tri-State Transportation Campaign
2005
Waterfront Revitalization Program - NYS Department of State
2004
Catholic Charities
2003
MTA Long Island Bus - Neal S. Yellin



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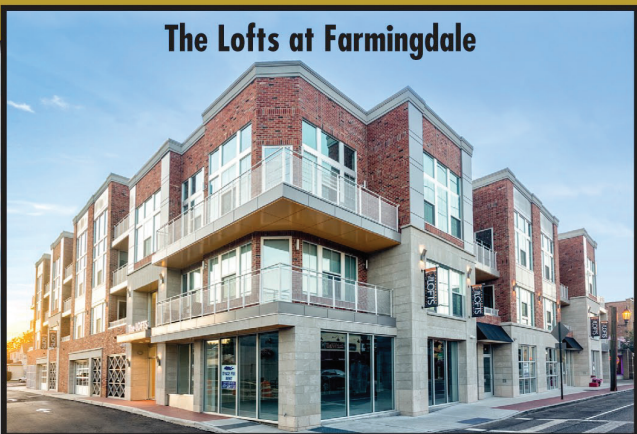
Executive Secretary-Treasurer: John Ballantyne
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The Lofts at Farmingdale



GRCH Architecture PC

Glen Cherveny, AIA, LEED AP

The Vanderbilt



The Beechwood Organization

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COMMUNITY HIGHLIGHTS

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NASSAU COUNTY



FARMINGDALE

In 2006 Vision Long Island held its first visioning session for the Village of Farmingdale, setting off a series of projects that has led to one of the most up and coming downtown revitalization projects on the island. It truly began in earnest at the end of 2011 when Farmingdale's Village Trustees voted unanimously to change the zoning code in order to allow for more transit oriented development around the LIRR station. The very first project approved under this revised code was proposed by Bartone Development and included a 115-apartment, 17,000 square foot apartment mixed-use development known as Bartone Plaza (eventually changed to Jefferson Plaza), that was officially completed in 2016.

Bartone would not stop there, moving to also develop a smaller, 39-apartment / 6,000 square foot building the following year after briefly considering a hotel. The project, known as the Cornerstone, was also approved unanimously after the developer pledged to engage in beautification projects in exchange for exceeding

approved density. Nassau County IDA also approved a package of tax breaks to help get the highly anticipated project off the ground. The project would receive praise from officials across the island with Farmingdale Mayor Ralph Eckstrand stating that TOD and increased density were the future of Long Island's development.

Since then, both of these projects have opened, bringing new residents and customers into the downtown. They were only the beginning, though, heralding an increasing pace of development. The Lofts at 231 Main Street introduced even more units into the downtown, and is currently fully leased. Since 2015 new businesses have begun to locate in the downtown so as to tap into the growing customer base. New restaurants, coffeehouses, and even a micro-brewery have opened and the village has enacted zoning changes to allow for higher density. Farmingdale has even implemented a sign program in order to improve facades and upgrade the look of the entire downtown area.



HICKSVILLE

In January 2010, Vision partnered with the Hicksville Chamber of Commerce and the Hicksville Community Council to kickstart a charrette for downtown Hicksville. Two public forums were held, with nearly 200 attendees each, to form an action plan for the community. Goals prioritized in that meeting includes better walkability, beautification, improved code enforcement, traffic calming, improved parking solutions, a bolstered business district including more restaurants and more cultural arts facilities.

Since then Hicksville residents and community leaders have worked tirelessly to implement those goals and improve their downtown. The first project to move forward is the Hicksville Farmers Market, which opened in 2010 at Kennedy Memorial Park. In that same year the historic Penn Station eagle statue at the Hicksville LIRR station was restored and a renovated parking garage was constructed. The Town of Oyster Bay also allocated \$3 million for beautification efforts such as decorative lighting, new trash receptacles, new

sidewalks, more trees and plantings and better signage. Community events like the summer street fair and fall festival have been wildly successful.

Additionally, the LIRR pledged at the time to undergo major renovations at the Hicksville station such as new 12-car platforms, escalators, waiting areas, lighting and canopies. Cleaning up the station has been a top recommendation from the community. The LIRR is also working to modernize the station's signals and lay tracks to connect the station to a nearby area for train storage, enabling Hicksville to increase train service, especially at rush hour.

As part of the plan, Vision and Hicksville residents made a presentation to Oyster Bay's Town Board in 2014 calling for an overlay zone that breaks the current "one size fits all" zone into three subzones- one closest to the train station, one along Broadway and Marie Street and one for the southern portion of the downtown. A

market study conducted by Vision found a demand of \$31 million within Hicksville and surrounding trade areas that can translate to over 100,000 square feet of new retail space within the downtown. Additionally, the fiscal impact analysis conducted as part of the market study showed a full buildout of the plan would lead to a large net tax gain that would help relieve taxes for surrounding residents.

In 2015 the LIRR took a major step forward by revealing to nearly 100 people the capital improvements from the MTA outline. \$106 million will go toward a major rehabilitation of Hicksville Station coupled with adjacent track and signal modernization that in its entirety represents a major commitment to one of the busiest LIRR stations. The MTA/LIRR took most of the recommendations from the visioning process conducted in 2010. Construction is expected to be completed by the end of 2018.

Hicksville is also the home of several mixed use projects, with 2 currently renting. This comes as a reminder that the revitalization committee works to redevelop not only the train station, but also the downtown.

Finally, in 2017 Oyster Bay revealed the proposed zoning revision concepts for downtown Hicksville. Twice as many residents

attended the presentation as expected with over 500 filling the bleachers of the high school gym. The proposed zoning splits the current Central Business District zone into two zones: a mixed use zone which allows for retail, restaurants and multi family housing, and a transit zone centered on the train station that allows for office and employment opportunities as well as a special permit for multi family residential development.

The mixed use zone would lower the allowable building height from 60 feet to 40 feet and allow three stories while the transit zone would allow 50 foot tall, four story buildings. Before any changes to the zoning take place, a formal SEQRA review will analyze the potential traffic, infrastructure and other impacts of a zoning change.

The project received some good news in August of 2017 when it was officially awarded a \$10 million grant as part of Governor Cuomo's downtown revitalization initiative. The \$10 million dollars will complement the new-look LIRR station in Hicksville. Years of planning, consensus building and creating trust in the community from the Chamber of Commerce, local civic community, the Hicksville Downtown Revitalization Committee, Nassau County, the LIRR and most recently the Town of Oyster Bay has laid the groundwork for this important NYS investment.



MINEOLA

Since 2005, Mineola has worked with their Master Plan to transform and revitalize their downtown area into one of the busiest transportation hubs on Long Island. With an intermodal train station set within walking distance of several new apartment complexes, the Village has become a destination for young professionals looking for easy access to Manhattan and local amenities.

The Marquis at Mineola was one of the earlier developments to open under the new Master Plan, winning a Long Island Smart Growth Awards back in 2009 and encouraging walkability in the downtown. The development also marked a move forward for density in downtowns as well as showing success when encouraging of walkability is held as a key tenet for new buildings on Long Island.

Part of the success is also owed to Mineola's DIB fund, which was created back in 2017. DIB is an innovative zoning code adopted by the Village in 2007 that allows real estate developers to fast-track zoning approvals for projects within a defined DIB zone. Projects meeting the goals of the Village's Comprehensive Master Plan, specifically those designed as Transit Oriented Development, can be considered for DIB approval if the developer commits to

funding public amenities. DIB funds are held in a segregated fund account until the Village Board determines which public uses are appropriate.

The Village has also worked to beautify the neighborhood, with a \$2 million restoration of Mineola's Memorial Park which includes the construction of a new, state-of-the-art concert amphitheater. The occasion was marked with an opening ceremony followed by a free public concert featuring Cold Mineola Spring Harbor Band, one of the nation's premier Billy Joel tribute bands. Mineola Memorial Park's restoration, at no cost to taxpayers, included the construction of a concert amphitheater, new tennis courts and playgrounds, and larger, more accessible space for public assemblies such as concerts. The Village of Mineola plans to host concerts, theatrical productions, and arts events featuring local talent.

Development also continues at a healthy pace, with the Village Green and One Third Ave projects both being approved in recent years. The two mixed use projects will be located within easy walking distance of the train station while also bringing almost 600 total apartments to the area. This is in addition to the other residential projects currently working their way to reality in the busy and vibrant Village.



BALDWIN

In 2014, a blighted block in downtown Baldwin with a reputation for rundown buildings met with controversy when a CVS was proposed for the area. Located at Grand Avenue and Merrick Road, the community came out to protest the new building and began a process to revitalize their neighborhood in a more community-centric fashion.

The following year saw the process move forward with meetings that allowed local residents to come out and let elected officials know what they would like to see in their downtown. A traffic study was commissioned to improve safety along Grand Avenue and assist with economic development and revitalization efforts. The LiRo group, who had been hired to conduct the study, focused on nodes of high pedestrian activity along to corridor.

The study proposed a number of improvements for safety along the corridor with improved crossings and signaling. It also proposes a road diet for the southern portions of the road where traffic volumes are lower. Hempstead also commissioned a new RFP at this time for the parcel located at Grand and Merrick, which had set the current series of events in motion due to community resistance.

The County also began a planning study for Baldwin that originated from the New York Rising program.

The Baldwin Downtown and Commercial Corridor Resiliency study included a series of community meetings where local residents could present their points of view on the future of Baldwin. VHB conducted the study with a diverse design team that included Vision Long Island. The final plan was released in May of 2017 and focuses on transit-oriented development near the train station along with complete streets improvements, green infrastructure, and storm and economic resiliency, which has garnered support from local communities.

Concurrently, the “urban renewal” site at the NW corner of Grand Avenue and Merrick Road is moving forward. Previous attempts focused on auto oriented commercial development have been dismissed and the aforementioned RFP is calling for a mixed use proposal compatible with the surrounding downtown area. The Town of Hempstead awarded the contract to Basser-Kaufman and Engel Burman as developers for a walkable, mixed use project for the site.



GREAT NECK PLAZA

Great Neck Plaza has made substantial street network improvements to improve safety for all users under the leadership of Mayor Jean Celender. The Village has adopted a complete streets policy while completing numerous street redesign projects. The installation of a roundabout at Barstow Rd has improved both safety and circulation and increased green space through additional landscaping.

The road diet and planted median at Great Neck Rd has reduced speeding and crashes and calmed traffic. Bond St has been given curb extensions to reduce crossing distances and increase safety, and the LIRR station parking and drop off area has been reconfigured to improve access for pedestrians. Currently, the village is undertaking a redesign of Welwyn Rd near the post office to improve parking, crossings and circulation as well as adding green space in front of the post office.

The Village has also undertaken other methods for improving the public realm within the village. It has been designated a Certified

Local Government by the New York State Historic Preservation Office and National Park Service as well as a “Preserve America” community. This helps the village with preservation and restoration efforts to maintain historical structures and streetscapes. The Village has also created a public art program in order to better secure sponsorships for public art projects. A trompe l’oeil mural and a mosaic mural at the train station have been commissioned through this program.

The 94 unit “Maestro” multifamily project was constructed on the redesigned Great Neck Road, just a short walk from downtown and the train station adding to the significant number of residences in the area. LaunchPad, a coworking space with several locations on Long Island, opened a location in the heart of Great Neck Plaza in 2016. Finally the Village has introduced a ParkMobile app in 2017 to help manage parking within the downtown area, making finding a space easier and also easier to pay for parking without having to carry cash.

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WESTBURY

In the early 2010's the Village of Westbury had a theater problem. Efforts had been underway to revitalize and beautify the downtown, but the dilapidated Westbury Movie Theater was still a major eyesore in the middle of the Village. By 2014, however, that problem had been solved with a \$10 million revitalization project that reinvented the shuttered theater as a live venue in the heart of Westbury Village.

After 14+ years of being abandoned, The Space at Westbury officially opened in September of 2014 to much fanfare. It is capable of holding up to 1,500 patrons in a balcony, loge and standing area. The venue also features eight chandeliers, tall columns, six bars and a state-of-the-art lighting and sound system. The venue is designed to host big name entertainers from any genre and aims to book around 100 acts a year.

In 2016, the revitalization continued with a new \$17.5 million bridge that was built on time and within budget, replacing one that often rated by the state Department of Transportation as the worst of Long Island's 700 bridges. The year-long construction

project resulted in improvements to the two-lane bridge, originally constructed in 1896 and rebuilt in 1941, including a total reconstruction of the bridge's road surface, increased visibility at approaches, and redesign of pedestrian walkways and walls. Vision assisted members of the Village Board, Westbury BID, Westbury Arts Council, local civics, property and business owners for a focus group on marketing and placemaking strategies for Post Ave.

Most recently, Westbury received \$10 million dollars in state funding this year in order to support its downtown revitalization efforts. This award is part of a statewide grant program called the Downtown Revitalization Initiative that was announced in the governor's 2016 State of the State address. 10 towns in 10 different New York regions were granted this sought after award. New York State received a total of 122 deserving applications making this a difficult choice for NYS officials. Several meetings have been held in order to gather public opinion on how best to use the funding for improvement. This all comes at a time when Vision has also completed a downtown marketing, retail attraction and Place Making plan for the Village.



GLEN COVE

Glen Cove is a City that was been working to bring revitalization to what was long an industrial center of the region. Projects along the waterfront are working to bring a residential center that would connect and compliment a downtown looking to grow its potential.

In addition to the large-scale waterfront redevelopment, known as Glen Isle, several projects are moving forward to align with the City's master plan. The Glen Cove Piazza, approved in August 2011, promises to revitalize the downtown into a complex and vibrant place that integrates shopping, housing, restaurants and public spaces. The project is being built in Village Square and will be made up of one 5-story building and two 4-story buildings. The plan involves over 100 apartment units as well as residential parking space. Under these units, there will be 30,000 square feet of retail and commercial establishments. This also incorporates an enhanced village square that will host various community events.

The Piazza plan is based upon classical metropolitan models in which residential and retail spaces were not yet separated, with a

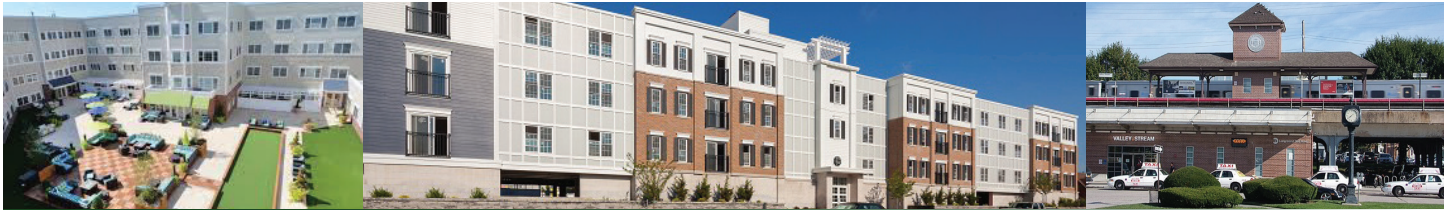
public square serving as an open area for community gathering. The project was originally under the Jobco development company, but was eventually sold to RXR, who is in the process of purchasing the final plot of land to being construction.

The City of Glen Cove's planning board also voted 6-1 in 2016 to approve a modified site plan for a proposed 160-unit condominium development by Livingston Development known as The Villa. The project is a past Smart Growth Award winner. The approved modifications included decreasing from a 251-unit complex to 160-units and downsizing the height of the proposed buildings to a maximum of four floors.

City officials feel that the plan will increase tax revenue and generate more customers for nearby business. Ten percent of the units will be made "affordable" for buyers, as required by city codes. Additionally, Livingston is to provide a shuttle for Villa residents to travel downtown, the Long Island Railroad station, and to the ferry terminal.

All of this is in accordance with a May 2009 update to the City's Master Plan. The first update to the plan in 50 years provided a way forward for the City, with a focus on smart growth development and beautification of existing infrastructure. The Cedar Swamp

Revitalization Project, which began amid the efforts to update the plan, worked to rehabilitate a main entrance point into Glen Cove with traffic calming, landscaped medians, new lighting and other pedestrian amenities.



VALLEY STREAM

In 2011 Valley Stream adopted a new Master Plan to bring Smart Growth and mixed use development to their downtown. Since that time, while there have been a couple of false starts, the downtown has made steady progress to improve walkability and mixed use for its residents.

Plans had already been underway to move in a new direction with the 2009 Smart Growth Award winner for Compact Design, Hawthorne Court, having broken ground in 2007. Though that development eventually morphed slightly, the move to higher density within walking distance of the downtown area was underway. In 2013, Alma Realty would continue that with the opening of Sun Valley Towers, a 13,000 square-foot mixed used development near the south edge of downtown Valley Stream.

A pair of boarded-up commercial buildings in the area were also slated to be redeveloped into a transit-oriented apartment complex the following year.

Brooke Point, developed by D&F Development Group and opening in 2017, was designed as a workforce housing development, with the annual income limit for the 20 one-bedroom units is \$45,000 and the limit for the 19 two-bedroom units is \$85,000. The \$15 million project replaced 10 vacant stores with 39 units of housing in a three-story building.

Congratulations to Valley Stream Mayor Ed Fare and his team for their hands on approach to rebuilding what had been a stagnating downtown.



PORT WASHINGTON

Port Washington has made a number of changes over the past years to improve and enhance its historic waterfront downtown. The renovation and restoration of several downtown buildings including 299 Main Street have helped to preserve the historic character of the town.

In 2006 a walkability plan was created that led to the creation of the Bay Walk Waterfront Park along Shore Road. This park creates a place for recreational and destination walking on what was previously a very unfriendly road for pedestrians and helps to connect neighborhoods to the north.

In 2012, The Town of North Hempstead created an overlay district for the downtown to encourage walkable mixed use development

along Main Street. It incorporates shared parking and other features to improve the streetscape of the area. Under this overlay zone 322 Main Street, a mixed use office and residential building, was built overlooking Sunset Park. The town has also undergone a streetscape improvement project to improve both aesthetics and safety for those walking downtown.

Currently the town is considering changes to the zoning along the waterfront in Lower Port to preserve public access to the waterfront and prevent development that will limit that access. They are also currently working on reconstructing the town dock after Superstorm Sandy made it unsafe for use. The new dock will include community space so as to better connect the downtown with the waterfront.



VISION LONG ISLAND 20TH ANNIVERSARY





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SUFFOLK COUNTY



HUNTINGTON

Vision held our first charrette in downtown Huntington in 2000 focusing on Gerard Street between Wall Street and West Neck Road. Over 200 People participated and developed plans for a parking structure, safer streets and a public plaza. In 2003, a roundabout and planted median were constructed at the intersection of Clinton Avenue and Gerard, in front of the Post office. Traffic has been substantially calmed and crossing is considerably safer to both the post office and movie theater. Later, in 2005, a new mixed use building was constructed by the Heatherwood Communities at the corner of Gerard and New York Avenue. This was the first in a series of new mixed use buildings to be constructed in downtown Huntington.

In 2011, The Paramount theater opened in a historic theater previously occupied by the Inter-Media Arts Center. The renovation of the theater preserved much of the exterior architecture while opening it up to a new flexible space with the potential to hold up to 1600 occupants. This large anchor for the village draws up to 5000 people per week. Many local restaurants have modified their menu to cater to the concert going crowd.

In 2014, Heatherwood built a second phase to their development on

Gerard Street, replacing a strip of one story storefronts with a three story mixed use building. Following this development the Ice House apartments were constructed on the site of the former Huntington Ice and Cube. The building incorporated the historic industrial building into the design maintaining the historic streetscape while accommodating additional development. Numerous other mixed use buildings have since been constructed and proposed on various sites throughout the downtown.

In 2013, the town commissioned a parking study to find ways to maximize efficiency of parking within the downtown leading to the renovations of several parking lots, installation of muni-meters with market rate pricing to increase turnover in on street spaces and further study into the construction of a parking structure within the downtown.

In 2017 the town also updated its affordable housing code to ensure that some affordability remains in the downtown area as rents increase and new units get built. The legislation requires that 20% of units constructed are priced at 80% of the area's fair market rent. Downtown Huntington continues to be a thriving, walkable commercial center.



HUNTINGTON STATION

Huntington Station suffered tremendously from urban renewal in the 1960s and 70s with much of the downtown area being demolished and replaced with commuter parking lots. After many attempts to repair some of the past damage over the past several decades, recent efforts seem to me making progress in restoring some of what was lost.

The town installed brick sidewalks with pedestrian scaled lighting to begin to bring a more pedestrian character to New York Avenue which had been widened during urban renewal. This was followed by the construction of the Gateway Plaza in space leftover from the realignment of the road. This plaza is intended to be a central feature in future redevelopment along New York Avenue. Further

north along New York Avenue, the town acquired several parcels and created Gateway Park which holds a community garden as well as the Teich house which has been recently renovated to allow for community meetings and environmental classes as well as an exhibit of Huntington Station's history.

After significant controversy, the Avalon Bay development was constructed south east of the train station. While there were concerns over its size, it has been successful and has shown there is a demand for market rate rental housing in the area near the Huntington train station. Adjacent to the Avalon Bay development, the former New York State Armory has been purchased by the town and is currently being renovated into a community center adjacent

to Manor Field park.

In 2012, the town of Huntington contracted with Renaissance Downtowns to be the master developer for Huntington Station. Since the Station has been gathering community input for what types of uses the community wishes to see and partnering with local property owners and developers to redevelop vacant or

underutilized parcels along New York Avenue. The Development Strategy includes a hotel next to the train station, artist loft housing near Church Street and mixed use buildings at the Gateway Plaza and the corner of Northridge Street. Currently the building at Northridge Street is nearing completion and the building at Gateway Plaza has received site plan approval and is working with a developer to finalize construction plans.



KINGS PARK

Since 2015 Vision Long Island has been working closely with the Kings Park Civic Association and the Chamber of Commerce to create a path forward for revitalization in the Village. Following an initial October meeting, a draft of that plan was revealed to over 200 residents in 2016 in a public meeting at the local high school. The plan met with mostly approval by the local residents though there were also plenty of suggestions for improvement.

Some of the items of most importance in the visioning included things for teens to do, new apartments, burying utilities, a new theater, and better walkability/bikability for the downtown while maintaining green space. Parks were also suggested on Main Street, as well as revitalization near the train station, and bicycle paths being built to the nearby Sunken Meadow Park which hosts over a million people annually. Enhanced streetscapes and addressing aesthetic issues were also suggested.

While a requirement for a majority of the plan was sewerage in order to increase capacity, there were parts of the plan that could begin immediately. Pedestrian safety and streetscape improvements, modifications to municipal parking lots, facade changes, and

reconfiguration of public park spaces could all be done prior to the installation of a sewer line. Even more immediately, downtown events and improvements to maintenance can begin to improve the appearance of downtown and encourage residents to visit and spend time there.

This funding for sewers has been a priority recommendation from local civic and business groups through the recent visioning process for downtown Kings Park. Vision managed this project with the Kings Park Civic and Chamber, and produced a community-based downtown revitalization plan that is the basis for economic growth for Main Street. The sewers have also been a key request of the 90 member Long Island Lobby Coalition for many years.

Progress has already begun on funding, with a \$200,000 grant being awarded to Smithtown by the County in order to add sewers to the downtown. Governor Cuomo has also proposed \$20 million in funding for the project. Both of these developments will go a long way in helping Kings Park achieve its goal. Though the project is in the early stages, it is encouraging to see a community backing the vision of its residents and taking concrete steps to improve.



COPAGUE

This past year Town of Babylon held a lottery for 90 affordable housing units in downtown Copiague that received more than 500 applicants.

The Copiague Commons, a \$33.5 million mixed-income development, is considered the centerpiece of Babylon's efforts to revitalize Copiague. The development houses one- and two-bedroom units that range in cost from \$1,169 to \$1,850. Applicants for the available units were placed in a lottery that determined order of processing, but priority was being given to Superstorm Sandy

victims. This development represents a variety of opportunities to local residents with some citing cost of living on Long Island and others proximity to local transportation as reasons for applying.

This development is a result of Copiague's visioning plan, a process that made progress in 2015 when the Village changed the zoning laws around the LIRR station to allow for mixed use development. Often described as having "good bones," local officials have been working to revive the area. Copiague Commons is just one step to bring new residents into the downtown area.

GEI congratulates Eric Alexander and Vision Long Island on 20 years of helping improve our communities



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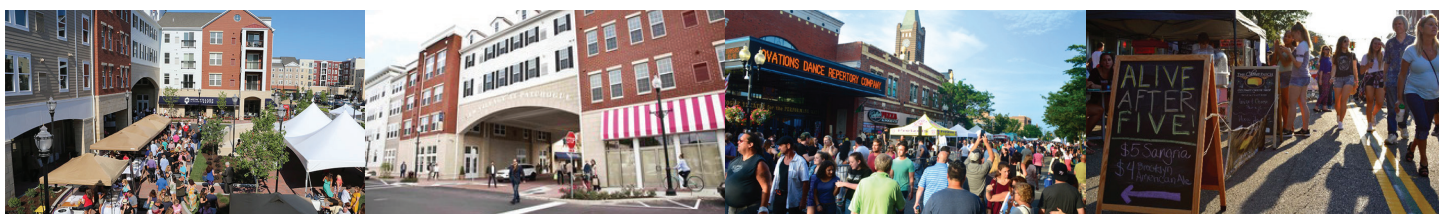


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PATCHOGUE

Patchogue is one of many Long Island communities that has been plagued by the effects of sprawl. However, the community is a paradigm of revitalization on Long Island, exemplified by projects such as Copper Beech, Bay Village, Artspace, New Village and River Walk. In the last decade well over a hundred new units have been built. These developments, facilitated by 2011 Smart Growth Award winner Mayor Paul Pontieri are helping to create high-quality places for all generations and income levels to live.

Artspace, a non-profit real estate developer for the arts, completed a project in downtown Patchogue in late 2010. This 5-story building includes 45 loft apartments. Tenants are selected by an “artist selection committee” to ensure a true artist’s community. The project has simultaneously created more live/work space in downtown Patchogue, promoted sustainable design, and revitalized the cultural atmosphere of the downtown area.

The New Village project also aimed to revitalize the downtown by converting the once vacant Swezey’s department store into a modern, mixed-use development. The plans included 292 apartments, 46,000 square feet of retail and 18,000 square feet of office space. The apartments are in 4 and 5 story buildings with shops at street level and parking underground. There is also a new public space with amenities that include a small amphitheater, a clock tower, brick pavers and benches.

When he was younger, Mayor Pontieri worked at the old Clare Rose beer distribution factory. Today, that site is a 163-unit townhouse complex called River Walk. Other notable projects in the downtown include the Smart Growth Award-winning Copper Beech development, consisting of 80 affordable units adjacent to the train station, as well as Bay Village, a mix of garden homes and townhouses with Victorian architecture.

Together, the housing projects serve as an incubator for activity in the entire downtown. The number of visitors to the Patchogue Theater has doubled since the new housing units were built and the downtown went from two restaurants to a thriving eatery scene. Other improvements have come from \$35 million in federal infrastructure grants, which helped to expand the local sewage plant so that new housing could advance. The ultimate goal is to make Patchogue a vibrant, walkable community that is suitable for families and young professionals alike.

All of this has led to a downtown that is often thought of as an example of what revitalization can look in other areas of the island. Part of that has included the reinvigoration of the Alive After Five summer festival, a twice monthly celebration of music in the heart of downtown Patchogue. The festival won a Smart Growth Award in 2016 for Citizen Participation and is considered a mainstay of summer nights in the Village.



CENTRAL ISLIP

In 2012 Central Islip had a vision for a new park and a revitalized area that had been looking for help for years. Spurred by the recently approved Coventry Gardens plan to bring rentals to the area, the local community also began to look at how best to improve the area for longtime residents, finally coming together for a visioning facilitated by Vision Long Island and then-Town Councilman Steve Flotteron. The consensus among the 200-strong crowd of residents was to create a multi-generational, multi-use 20-acre park out of an under-utilized public space.

After a visioning session focussed solely on the park, Vision was able to gather enough input from the community to present a plan to residents that included a wide array of amenities and

features, which received overwhelming approval among residents, but did require some minor tweaks to bring it more in line with the community’s vision for the project. The momentum built by the process was cause for optimism among elected officials, with various avenue of funding being explored.

Eventually, residents and volunteers would come together to participate in the building of the playground located within the park. Under the auspices of KaBOOM, a not-for-profit that helps local neighborhoods build playgrounds, over 200 residents gathered to build the playground equipment in a single afternoon. Though the park is not yet completed, the community has shown support for the project and continues to make its own vision a reality.

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GORDON HEIGHTS

With revitalization efforts to the east and west occurring in Middle Island and Coram, in 2006 the Gordon Heights community, with the help of Vision Long Island, embarked on their own vision for their community. Primary goals included planning for safer streets, better transportation, access to commercial development, and a community center.

The visioning process consisted of several community charrettes and committee meeting over a period of 3 years with over 400 residents participating. Many of the challenges the community faced such as high taxes and foreclosure rates, lack of economic development, over population of sex offenders, the need for park restorations, community-wide beautification, and pedestrian safety were addressed through this visioning process.

The community's vision was transformed into a land use plan and unanimously adopted by the Brookhaven Town Board in December, 2010. Throughout 3 years, the Town also passed several resolutions, including a process to handle "zombie homes" and new enforcement of Megan's Law to address the sex offender issue.

In August of 2009, the Harrison Hale Community Center held their grand opening. The center along with the food pantry continues

to provide tutoring, day care, meals and other resources for the community. There have also been restorations to St. Michael's Recreation Center, a town operated facility. Both the Granny Road Park and Children's Park have been renovated with new equipment and bathroom facilities. Through a combination of federal and county funding, new sidewalks and bike lanes were installed on Granny Road and Wilson Avenue to allow for safer passage to the parks and community centers. Gordon Heights was also the first community to be addressed in the ongoing beautification program instituted by the Town in 2006 where various town departments have partnered with community organizations to do cleanups and plantings at pocket parks and greenspaces.

The visioning also helped to bring together and strengthen many of the community organizations. The Civic Association took more of a lead role in working with local officials to address the needs of the residents. The Greater Gordon Heights Visioning Steering Committee which included members from every community organization, was formed to oversee the visioning process. To give a voice to the business community, the Greater Gordon Heights Chamber of Commerce was also formed as a result of the visioning process. In February 2015, the chamber held a grand opening for their new location in the fully restored Mott House.



PORT JEFFERSON

Port Jefferson is a Village that has been working to expand its appeal in both its downtown and along the waterfront area. Incorporated in 1965, Port Jefferson created its first comprehensive plan at the same time, but it didn't receive an update until 2015. Though efforts were made in 1995 to update the plan, it wasn't until the Village took a community-centric tactic in the 2010's the the plan solidified and was passed. The plan won a Long Island Smart Growth Award in 2015 and set the stage for several new developments seeking to capitalize on the planned growth. The plan itself focuses on transit oriented development and sets the stage for the Village through the year 2030.

This same year the plan was adopted, a groundbreaking ceremony was held for The Hills, a new 74-unit coimplex in close proximity to the train station. Applicants were already on a waiting list for the new apartments before the groundbreraking ceremony even took

place, showing a desire by young professionals for safe, up to date housing in one of Long Island'd thriving downtowns.

The first phase of The Hills would open in 2016 with residents speaking enthousiastically about positive experiences of living so close to a walkable downtown. Construction was expected to be underway for the second phase by June of that year. Hills developer the Gitto Group noted that this development was one of the first his company had taken on that did not meet with significant resistance form the local community.

The Hills represents just one part of Port Jefferson's efforts. The Billage has been working to bring in new downtown development money through grants and state funding while also working with developers to encourage new residents and shoppers to visit a truly dynamic downtown.



LAKE RONKONKOMA

In 2004, Vision Long Island led a visioning and Master Plan effort for Lake Ronkonkoma, which resulted in many changes, including design changes for County Road 16. In October of 2009, residents and stakeholders from Lake Ronkonkoma gathered for a public information session for the new Portion Road Land Use Plan. This new Land Use document would complete the vision effort and will help implement design and land use changes necessary to make the corridor more walkable and livable.

The document would make further provisions to allow for mixed-use development and placemaking and offered economic incentives to help reduce suburban sprawl and revitalize the central business districts. The Portion Road Land Use Plan was organized by the Town of Brookhaven, the Lake Ronkonkoma Civic Association, and the Lake Ronkonkoma Chamber of Commerce. This was made possible by community members who have demonstrated overwhelming support for the project through the years.

While the planning has continued, the community has not been idle. The Ronkonkoma Improvement Group, a new community group forming in 2016, stepped up to organize a major cleanup operation for the Lake. With over 200 volunteers on a Summer day, the group was able to clean up many pounds of trash, dead trees, and branches.

Efforts to take care of the area around the historic property have been a challenge to undertake, with the property being owned by not only Suffolk County, but the townships of Smithtown, Brookhaven, and Islip; however progress is being made. For this cleanup, the Town of Brookhaven provided dumpsters and trash bags. Lake Ronkonkoma was once a tourist destination, drawing thousands in the summer to Long Island's largest freshwater body. With multiple layers and entities of government controlling different portions of the lake, coordinating stewardship of the area has been quite a challenge.



MASTIC BEACH

Various studies and reports have been drafted for Mastic Beach since 1996 when it was a hamlet, including the Comprehensive Land Use Plan by the Town of Brookhaven, Suffolk County's Narrow Bay Floodplain Protection and Hazard Mitigation Plan, and the 2008 Community-Based Vision and Revitalization Plan for Neighborhood Road & Mastic Road, Mastic Beach, which Vision was involved in. In 2010, Mastic Beach residents voted to become an Incorporated Village, with the hopes that local zoning and code enforcement would help improve the area that some felt was neglected by Brookhaven Town.

In 2012, the fledgling Village, with their second Mayor, were hit hard by Superstorm Sandy, with over 500 homes in the Village substantially damaged or destroyed. The recovery from this event added to the over 700 vacant homes in the area, which was a challenge for a young Village that began with the intent of being tax-neutral. Mastic Beach was included in the New York Rising Community Reconstruction Program, which allocated \$3 million dollars and community-based planning efforts to help the area recover from the effects of Sandy, and to create storm resilience.

The Village of Mastic Beach received NYS funding, and hired Wendel Companies, which partnered with Vision Long Island, to

construct a Comprehensive Plan in 2015, which was adopted by the Village in 2017. During the plan's construction, residents voted to dissolve the Village and revert back to the control of Brookhaven Town, which was effective January of 2018, and a new \$10 million Ambulance Company building was approved and began construction, kick-starting redevelopment efforts on main Street.

With funding for sewers for the Mastic-Shirley area coming through, there is a potential for the Mastic Beach area to connect to the new sewage treatment that will be constructed at Brookhaven airport facility in time. Additionally, residents have the opportunity to vote on a proposed \$38 million library, which will be located just north of Main Street, within walking distance of the schools. Brookhaven town has begun enforcing housing and code issues in Mastic Beach immediately, and has \$1 million support to do so through New York State.

Last year, Mastic Beach, with some of the lowest cost housing on Long Island, had a 23 percent increase in home values, with values projected to continue to increase. Implementation of aspects of the Comprehensive Plan, if passed by Brookhaven Town, will allow the unique area to continue to improve and change for the better of residents and visitors alike.



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MIDDLE ISLAND

Over a decade ago, in preparation for the community work to be done in Middle Island, a visioning was held and today the Middle Island Civic Organization is staying true to the vision that was created back then. The Middle Island Civic Association has worked to bring together a community of residents who believe the strength of a democratic society lies in the citizens' ability and inclination to participate in the act of governing. They further believe that in unity there is strength, and that the efforts of many may achieve results that cannot be achieved by the individual.

In 2011, the Sandy Hills project was officially approved in Middle Island. Planned out as a 135 unit mixed use development on a 39-acre lot, the development was spearheaded by the Middle Island Civic Association, who was hoping to create a new town center and drive growth. Partnering with Concern for Independent Living, the Civic Association worked to place low income individuals in the mixed use development, with an emphasis on veterans. The project encompasses Smart Growth principles through its pedestrian-oriented design and aims to preserve 18 acres of open space for local residents to enjoy.

Sandy Hills had an official ribbon cutting on October 16th, 2017, with the first 72 units of phase 1 being awarded in a lottery conducted by Concern the following month. As of November 2017, all the units were occupied with a lengthy waiting list for future residents.

Also in 2017, Middle Island worked to finally create a plan for the site of the former Kmart property. The Town of Brookhaven, Suffolk County, and New York State have all expressed interest in revitalizing the long abandoned lot. In September of 2016, Suffolk County's Environmental Committee voted to have 21 acres of the 49 acre property appraised, with the other portion possibly being purchased by New York State to add to the Rocky Point Natural Resources Management Area.

Supervisor Ed Romaine said that Brookhaven would build sports fields, playgrounds and a walking trail on the site if the County purchases the property. It would then be turned over to Longwood Youth Sports Association to operate and maintain. Revitalization of this site was part of the Middle Country Road Renaissance Plan. Passed in 2016, the plan was created through a process involving the Town of Brookhaven, Longwood Alliance, and Vision Long Island. The plan has served as a blueprint for revitalization in the area ever since, helping to bring Smart Growth to Middle Island.

As part of the revitalization, the Longwood Library has a brand new facility with updated programs including discounted museum tickets, a children's reading program, baby reading programs, and adult learning programs. Additionally they are now offering resources to learn about local history, professional development, and basic repair. The library has become a central hub for learning that now acts as an incredible resource for the community.



RIVERHEAD

After adopting a new Master Plan in 2004, 2010 saw Riverhead kick its downtown revitalization into high gear. The village saw several developers apply for housing projects as well as a Restore New York grant awarded to the East Main Street Urban Renewal Plan. Money from that grant went to expanding the Atlantis Marine World Aquarium as well as reconstruction of two under-utilized properties into the Hyatt Palace hotel. Around this same time the Calverton Rail Spur broke ground as well in order to bolster travel to the area.

Vision Long Island assisted in Riverhead's Downtown Business Summit. These efforts helped to lead to zoning changes to allow for more mixed use development as well as the creation of "The Riverhead Project." This project would go on to receive \$500,000

from the Statewide Housing and Community Revitalization awards.

As revitalization progressed into 2016, the Town worked to bring new developments that would drive the process and bring in new residents and customers. Newly renovated buildings and developments included the Suffolk Theater, Summerwind Square, the Woolworth Apartments, and the Hyatt Place hotel. Riverhead would also sell off several vacant properties on East Main Street in order to create mixed-use developments. The long-vacant sites were purchased by Georgica Green Ventures, who are currently working to bring new housing and retail options to the downtown.

Development continues into the present with plans to develop a new

mixed use project on Main Street. Tentatively called 203-213 East Main Street, the development would feature a 120-space parking garage on the lower level, 4,000 sq ft of retail, and three 60-foot wide green spaces between the buildings with a swimming pool for residents. This will join the new Peconic Crossing, which recently

broke ground. The 45-unit building will feature artist housing as well as a mixed-income system to allow not just the most affluent to live in the downtown. This brings the total number of apartment units in the downtown up to a little over 400, still short of the 500 unit cap in the Master Plan.



SMITHTOWN

Long considered one of the most dangerous roads in the region, Smithtown made great efforts to improve walkability along their Main Street beginning in 2011. A strong partnership what included the Greater Smithtown Chamber of Commerce, the Courtney Sipes Memorial Foundation, AARP, Tri-State Transportation Campaign, and Vision Long Island all worked towards this goal. They also strived to work hand in hand with NYS Department of Transportation where possible.

In December of 2011, the team brought in nationally recognized walkability expert Dan Burden to analyze the road and mitigate the desires of both sides. Burden recommended adding a raised median, reducing the 4-lane street to 2, installing modern roundabouts, creating bike lanes, reducing the speed limit and more.

In March of 2012, the groups convened over 200 residents to hear these recommendations and discuss plans for safety improvements.

Recommendations included road restriping that removes one lane and replaces it with a median and left-turn lane, smart traffic lights that remain red at night until cars approach, traffic signals that turn red in all directions when pedestrians begin to cross, and audible crosswalks. The plan was for these and other long-term solutions will calm traffic, increase safety, and make the street a destination for the community.

By 2013, the implemented changes had had a marked improvement on the local Main Street, though it did take time for commuters to grow used to them. Local business owners were pleased, however, as shoppers became more willing to cross the street in order to do business, something which had been lacking before. Now the biggest complaint has become a lack of enforcement of the laws and drivers who continue to speed in the area. Smithtown is a great example of a local community taking safety into its own hands to effect change.



MASTIC - SHIRLEY

Efforts to bring a walkable downtown to Mastic and Shirley began in the early 2000s when Suffolk County proposed a widening of Montauk Highway. The William Floyd Community Summit worked with Vision to develop a plan for three walkable centers along the length of Montauk Highway. One was at the corner of William Floyd Parkway, close to the Mastic-Shirley LIRR train station. The second was at the corner of Titmus Drive and Hawthorne Street in hopes that a future rail crossing would connect this center to points south. A third was at the eastern end where Mastic Road intersects Montauk Highway is also being examined.

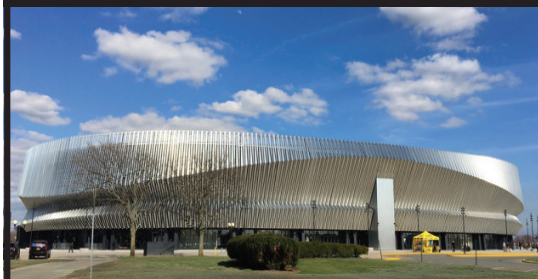
In order for additional restaurants or density to be built at these centers, sewers would need to be built in order to handle the development. Since the visioning, the community has been pushing for sewers in order to further this goals as well as to improve the health of the Forge River which passes through the

community. The county has determined where the treatment plant will be located and has secured funding for phase one. They are currently preparing the engineering for the system.

The Town of Brookhaven has adopted a land use plan for the vision and has developed zoning in order to permit its construction. While sewers have not yet been installed, several projects have been constructed in anticipation of future walkable development. The CVS building that was constructed was but adjacent to the sidewalk with an entrance to the sidewalk instead of the more conventional design where it is set back behind a parking lot. In addition, the Floyd Harbor shopping center was constructed so that it can function as a conventional shopping center now, but when sewers are constructed, additional floors with residential units can be constructed and the entrances to the store are along the adjacent side roads instead of only the parking lot.



MTA-LIRR Third Track



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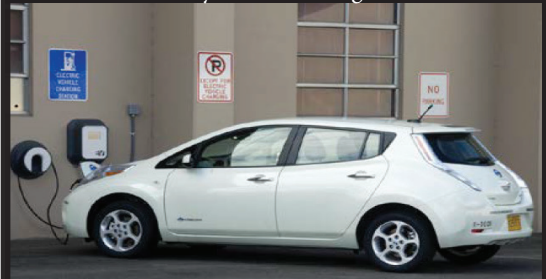
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CORAM

In September of 2011, Brookhaven Town Councilwoman Connie Kept and Supervisor Mark Lesko announced a \$59 million redevelopment plan for the former United Artists Movie Theatre in Coram. Long known as a blighted property that was attracting vandals and vagrants since it shut down in 2004, the community was hopeful for the proposed mixed use project. The new town center style development was a product of the Middle Country Road Land Use Plan, which was adopted in 2006 with Vision Long Island's help and support. Vision conducted a visioning process in Coram in 2002 in coordination with local civics, business leaders and the Town of Brookhaven.

forward with the 2014 groundbreaking of the project.

2015 would begin the lottery system for placement of residents eager for the project to come to completion. Over 2,000 applications were received. The final totals for the complex included 176 apartments and 13,000 square feet of retail. The project also required significant upgrades in order to succeed, including connection to a nearby sewer treatment plant, an added connector road to ease traffic congestion and a sidewalk to connect the site to the existing Avalon Bay at Charles Pond luxury apartment complex. The project also received a Long Island Smart Growth Award that year.

The plan solidified into tWincoram Commons in 2013 when Conifer Realty came on board as the developer. Qualifying for Brookhaven's "Blight to Light" program, Conifer came up with a plan that would consist of 182 residential units mixed with retail in order to create a downtown for a community without one. A public plaza, playground and community building were all part of Conifer's plans for the Commons. Those plans took a major step

In 2016 the project finally came to fruition with the grand opening of the brand new Wincoram Commons. Partners, Conifer Realty, LLC, and the Community Development Corporation of Long Island (CDCLI), were joined by the Town of Brookhaven, Suffolk County and New York State officials, as well as civic leaders and private funders coming together to celebrate the completion of construction and occupancy of Wincoram Commons.



WYANDANCH

Known as "Wyandanch Rising" the community began to embark on a vision of the future in 2003. Vision Long Island was there for the first walk through with community leaders and elected officials including former Congressman Steve Israel and County Executive Steve Bellone who was Babylon Town Supervisor at the time. The community laid out a desire to undergo a revitalization that would allow for better resources, infrastructure, and housing but without displacing or "pricing out" its residents.

They were looking for a new vision that would have similar appearance to their neighbors around them without causing gentrification. The current location of the post office was a key part of this vision. Having the post office remain located in the community ensured that the hamlet would not be divided up and that residents with limited transportation would have access to it. Vision Long Island worked with the community to not only help the post office remain, but to also help design a new look as part of the beautification efforts the community was undergoing.

The community also understood that in order to have the

economic growth and mixed-use development they were looking for, there would need sewers. Vision Long Island worked with the community and local officials to identify the specific needs that would be required to make a significant of enough difference to really kickstart a revitalization. With funding made possible by Senator Schumer, Former Congressman Israel, Assemblyman Sweeney, then Town Supervisor Steve Bellone, along with our other partners the Town of Babylon broke ground on its sewer project on October 30, 2010 at Commonwealth Ave. and Straight Path.

With sewers underway, the plan was ready to begin the next phase which would allow for increased growth in the downtown, especially for new housing developments and business expansion. In order to address the increase economic growth and pedestrian safety, there was a need to find ways to slow down the traffic along Straight path (their main street). After much planning and discussion with NYS DOT, Straight Path was the first community on Long Island to undergo a road narrowing. This has been a significant benefit in terms of pedestrian safety and traffic calming and a welcome change to the area.

While the community is still undergoing the revitalization process, they have been able to see progress that includes restoration to some community facilities, upgrades to the local train station, and a major mixed-use development at the main corridor by developer Albanese and Albanese. Joined by their public and private partners,

the Albanese Organization, they opened the doors of 40 Station Drive, the first building in Phase 1 of Wyandanch Village. Building A, formally known as 40 Station Drive, has a total of 91 units, with 61 units with rents tied to household income and is within easy walking distance of the train station.



BAY SHORE

Bay Shore began the process of revitalization in the early 2000s with the development of Southwind Village in the downtown. The community came together for a charrette in 2004 to determine its vision for the future of the downtown. This led to numerous redevelopment project projects throughout the neighborhood.

Chelsea Place was a transformative project by Greenview Properties across from the train station that redeveloped a number of blighted properties into a row of attractive townhouse style apartments. Greenview Properties developed numerous additional properties including Village Place, 5 Shore Loft, Greymore Flats, Village Gate, 12 Shore and most recently, North District Lofts. In addition affordable apartments were constructed at Cortland Place between Park and 4th Avenue.

Another community visioning was held to redesign the Bay Shore Marina. The plans envisioned a boardwalk, spray park and other recreational uses in addition to the existing parking lots. The reconstructed bulkhead allows for a boardwalk with stations for fishermen and benches along its length. It also includes a playground near the entrance. Maple Ave is being reconstructed to strengthen the pedestrian and bike connection between the train station and the ferry terminal to improve transportation options for those in the area. In addition several pocket parks have been built along Main Street improving the public space downtown.

These improvements have led to a revitalization of Main Street and a thriving restaurant scene. Bay Shore has completely transformed from how it was twenty years ago.



WEST BABYLON

In 2015, Vision Long Island participated in the community-driven process of reimagining Van Bourgondien Park to better serve local residents. The process was spearheaded by the efforts of Neighbors Supporting Neighbors Babylon, Inc., a Sandy recovery organization that is a part of Friends of Long Island. A steering committee built of 16 community organizations and governmental entities including Suffolk County Legislator Kevin McCaffrey and Town of Babylon Deputy Supervisor Tony Martinez met throughout the spring to gather ideas and begin the planning process.

No community park, however, should be undertaken without public input by stakeholders, including area residents of all ages and organizations that currently use the property or have an interest in using it in the future. Dozens of residents attended the visioning process in order to view presentations displaying examples of other park's amenities that could be incorporated into the property.

Those in attendance, as well as the steering committee in previous meetings, were asked to "think big" when they were submitting ideas for the future use.

In March of 2016, nearly 70 West Babylon community members came to the unveiling of the vision for the Van Bourgondien Park. Improvements included a new playground area for children up to age 12, a gated entrance for pedestrians, changes in the layout out of the parking, walking trails with exercise stations, trees and plantings, benches and table spacing, recreational space for uses like bocce, and a redesign of the entrance access to allow for traffic calming and increased pedestrian safety.

The Town believes many aspects of the park improvements can be done in-house. Additionally, the steering committee is looking for grant opportunities and sponsors to aide in funding the project.

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REGIONAL PROJECTS

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BAY PARK SEWAGE TREATMENT PLANT

Superstorm Sandy devastated the Bay Park Sewage Treatment Plant, with needed upgrades and repairs making the job Long Island's single largest infrastructure project to date. Nassau County Chief Deputy County Executive Rob Walker told the Legislature back in March, 2014 that they were moving ahead with the \$830 million job. The plant serves 550,000 Nassau County residents and processes about 50 million gallons of sewage daily.

Superstorm Sandy crippled the plant in 2013 with nine feet of saltwater flooding, knocking it completely out of service for two days. Millions of gallons of untreated and partially-treated sewage flowed through the plant and into local waters prior to emergency repairs. Temporary measures kept the plant running, but at great cost and reduced efficiency. At a hearing that March, the Legislature examined the timetable and requirements for the various phases connected to the revitalization.

Presenters also touched on the funding, including the \$830,383,784 in federal funds negotiated from FEMA and New York State. With an additional \$750 million in federal money, county officials, environmentalists, civic groups and others say they could safely filter more nitrogen and pipe the effluent into the Atlantic Ocean. In February, then-Nassau County Executive Ed Mangano joined Citizens Campaign for the Environment, Operation SPLASH, Long Island Federation of Labor, Vision Long Island, residents and

others as they rallied outside the Nassau County Legislature calling for an ocean outfall pipe.

Planning continued in 2015 as Adrienne Esposito, Executive Director of the Citizens Campaign for the Environment, gathered with almost 100 politicians, environmentalist, and residents to rally for an ocean outflow pipe at the Bay Park Plant. Standing in the headquarters of Operation SPLASH, elected officials and community leaders called on Governor Andrew Cuomo to allocate \$500 million for the pipe. As a result of advocacy efforts, Governor Cuomo announced an advance of \$97 million for plant renovations.

2016 saw plans move forward with a new proposal estimated to cost less than the projected \$450-600 million. The new proposal would lay a smaller pipe inside the existing pipe in an unused aqueduct, with two connecting pipes of about two miles being built between the aqueduct and the two plants. The Bay Park plant, which will be undergoing further upgrades for denitrification of treated sewage, will continue to ship treated effluent through the pipes to Cedar Creek. Both Cedar Creek and Bay Park's effluent would then be sent through the existing outfall pipe three miles into the Atlantic Ocean. Two pumps, one at Bay Park and one at Cedar Creek, would push the treated wastewater through to Cedar Creek. Plans are still shaping up with possible locations for the pipe being examined and suggested as the project moves forward.



BROOKHAVEN 2030

Throughout 2007, The Town of Brookhaven, working with Vision Long Island and AECOM, held a series of townhall workshops to gain input from residents on the future of Brookhaven by 2030. Phase I of the Comprehensive Planning process began with an "Issues and Opportunities" outreach component that included intergovernmental interviews with Brookhaven Town officials and employees, the Brookhaven Town Fair, and several charrette style workshops.

The interviews, votes, comment cards, and discussions generated through the "Issues and Opportunities" outreach events produced valuable information on cherished resources, conflicting issues, places and matters of pride and concern, and goals for the future. The results, compiled from the input of over five hundred Brookhaven stakeholders, including the Brookhaven 2030 Steering Committee, residents, merchants, town employees and officials from a wide range of communities.

While many residents agreed that places like Patchogue, Port Jefferson, and Stony Brook were already great examples of existing downtowns, there were lots of opportunities to add a more “main street” feel in other areas. The Comprehensive plan included a variety of recommendations like more protection of our water

resources and open space, expansion of the local transit network such as bus and train service, an increase in housing diversity particularly affordable housing, additional mixed-use development to create downtown centers, and more community resources and facilities.



GARVIES POINT

For more than two decades Glen Cove has been working tirelessly to bring redevelopment to an underutilized waterfront section of the City. The project has gone through several permutations, but has been mostly spearheaded by RXR Realty.

The Glen Isle project, created through a RXR and Posillico partnership, aimed to transform 56 acres of brownfield into a vibrant, walkable community that would include various types of residential units, retail to service locals, office space, restaurants, a cultural arts and entertainment district, open space and public amenities, a new intra-city shuttle, walking and biking paths, a luxury hotel, marinas and much more. Glen Isle will have an initial 250 rental apartments, with an additional 600 rental and condominium residences, a 250-suite hotel and conference center, 75,000 square feet of office and retail, and 19 acres of waterfront esplanades and parks, will soon follow.

The site also includes a ferry terminal, located in a subsection of

the development known as Garvies Point. That project is slated to include 11 story residential towers and three acres of parkland along Glen Cove creek. The first phase of the project will contain six buildings of 555 rental apartments and 25,000 square feet of retail space. Ten percent of the apartments will be offered as workforce housing. The second phase will include 555 condos for purchase and 50,000 square feet of retail and office space. Waterfront amenities, a children's playground, hiking and other smart growth strategies will also be incorporated into the development. A big step forward was taken in 2017 as after more than 13 years after the project was first pitched, the complex's welcoming center was opened.

The new retail and commercial uses at the site were designed to complement, rather than compete with the existing Glen Cove downtown. The new ferry terminal also provides a new transportation option that will bring commuters into Manhattan in only 30-40 minutes. The ferry station opened recently and had its inaugural passenger ferry trip this past summer.



LIRR 3RD TRACK EXPANSION

In January of 2016, Governor Andrew Cuomo pledged to see a third track implemented for LIRR between 9.8 miles of the Main Line between Floral Park and Hicksville. The plan was met scepticism, especially by the communities that would be impacted by the construction of the new length of track. Gov. Cuomo pledged to work with local communities in order to implement a plan and strategy that was amenable to them. This process took place over the Spring and Summer of 2016 before the MTA board approved the plan unanimously in December of that same year.

However, not all affected villages on the main line were ready to accept the project wholly. New Hyde Park, Floral Park, and Garden City all hired law and engineering firms to review the plan thoroughly in order to ensure compliance with state law, while they also made clear that legal action was still an option at the time.

Eventually, the plan was tweaked enough to satisfy the needs of their communities and the municipalities accepted the proposal.

In 2017, the LIRR released its final statement on the environmental impact of the proposed third track project in April, 2017. The statement provides details on the \$2 billion project's impacts on noise, traffic, air quality, and other such factors. It came as a response to the more than 700 comments on the draft environmental impact statement, which had previously been released in November, 2016.

The statement was touted as evidence of the community outreach efforts that were promised by Governor Cuomo when he initially pledged to see the third track implemented. Groundbreaking for the project is expected later this year and is expected to cost upwards of \$2 billion.



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NYSERDA CLEANER GREENER COMMUNITIES

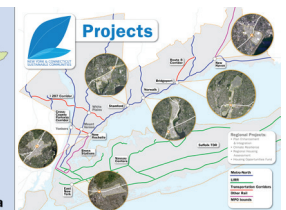
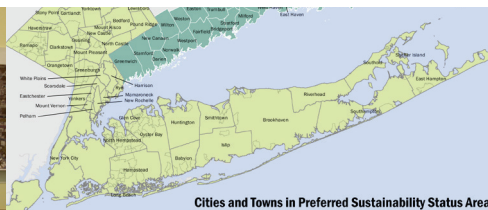
In 2012, Governor Cuomo and NYSERDA (New York State Energy Research and Development Authority) announced the Cleaner Greener Communities program, which focused on funding regional sustainability plans throughout the state with a goal of reducing carbon emissions and other environmental concerns. For Long Island, Vision partnered with the Town of North Hempstead, the Sustainability Institute of Molloy College and the Community Development Corp. of Long Island to develop a sustainability plan tailored to Long Island. AECOM and RPA were also hired as consultants.

work that had already been done. Vision reviewed over 200 regional and local plans as part of this process.

Once the framework was complete, three public outreach meetings were held to get input. These meetings gave a process review, outlined goals and strategies, and asked for input or concerns regarding the plan. Meetings were held in Nassau, western Suffolk, and eastern Suffolk so as to reach people from all areas of the island. Concerns expressed included ceding land use control to Albany and general concerns about density and affordable housing.

The team reached out to local stakeholders, the Smart Growth Working Group, and Clean Energy Leadership Task Force to create five unique working groups. These groups met three times to develop a list of indicators that measured progress and strategies, calculated possible improvements, and found realistic, but ambitious targets to reach. The working groups focused on water, waste, energy, housing & economic development, and land use & transportation. Meanwhile, Vision and the rest of the team collected information, forming a baseline of local plans already in place and others previously developed in order to avoid recreating

The final plan was submitted to NYSERDA for approval in April of 2013, completing phase 1. Phase 2 is \$100 million in statewide funding for project implementation to help reach sustainability goals from the regional plans. Between phase 2 and phase 3 funding from 2013-2015 Long Island received almost twelve million dollars in grants. These grant helped to fund electric vehicle charging stations, compressed natural gas fueling stations, composting codes and facilities, comprehensive plan updates and resilient energy plans, mixed use development at Wyandanch Rising and the Sustainability Institute at Molloy College's Green Homes program.



NY-CT SUSTAINABLE COMMUNITIES

In April of 2011 the US Department of Housing and Urban Development awarded a \$3.5 million grant to the New York-Connecticut Sustainable Communities Consortium. Created in response to a new federal program aimed at promoting strategic planning and forward existing local planning efforts into the implementation stage, the Consortium was composed of nine cities, two suburban Long Island counties, four metropolitan planning organizations and two regional planning entities.

The goal was to introduce civic and business chamber stakeholders to the principals of livability and afford them the opportunity to participate in identifying potential livable community projects and initiatives or inform us of existing planned developments at their respective station areas. Nassau County, in working with the consultant team, Parsons Brinckerhoff, Cameron Engineering, RPA, Vision Long Island, Citizens Campaign for the Environment, and AARP, presented these principals in the context of each of the stations under evaluation. The County then transitioned into round table discussions organized for each station area.

As part of this effort, in 2013 Nassau County hosted a group of special working group meetings to introduce communities to the NY-CT Sustainable Communities Grant-funded Nassau County Infill Redevelopment Feasibility Study. Nassau County extended this opportunity to participate in the review of Nassau County station area livability to the twenty-one Long Island Rail Road stations in the study area looking to assist in the identification of select station areas for future livability planning and development.

These sessions, facilitated by a member of the project team, provided an opportunity for each community to analyze and report livability and development opportunities available for each station. The meetings concluded with an explanation of our project team's approach in determining strategies for moving your local projects into the implementation phase.



RONKONKOMA HUB

For years now Brookhaven has been working to rejuvenate, clean up, and develop about 50 acres worth of property North of the Ronkonkoma LIRR station. Dubbed, the Ronkonkoma HUB, the project aims to bring transportation oriented development to the area, which is one of Long Island's transportation hubs.

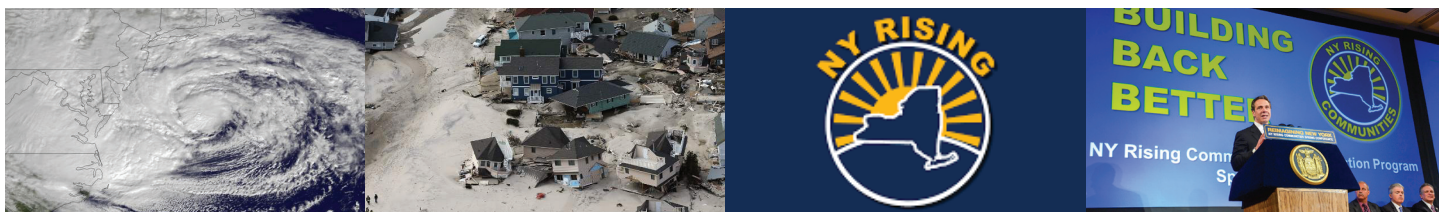
The plan grew out of the process to update the master plan, beginning in 2007 and finishing in early 2009. Receiving a Long Island Smart Growth Award that year for their efforts, Brookhaven outlined how it would use the inherent assets of the hub to develop and encourage growth through existing infrastructure. A key asset to draw on is LI MacArthur Airport, which is a short 3.5 mile trip from the station. A connection will likely come from improved shuttle service and could also connect to other nearby destinations

The Plan seeks to transform Railroad Avenue, which runs parallel to the train tracks, into a community Main Street. The area will have a mix of housing, retail, and office space. There is potential to create a TOD Overlay District Zone to allow new varied uses and design guidelines. There are about 40 acres within a 10 minute walk of the station that have been identified as TOD opportunity sites.

A residential market analysis done at the time identified a demand for upwards of 688 new units in the Study Area. Those 40 acres could yield 484 units, averaging 12 dwelling units per acre.

Once completed in about 10 years, the project is expected to have up to 1,450 apartments and 545,000 square feet of office space. Many Long Island officials and civic leaders are hopeful that the project will be able to provide affordable housing and jobs for younger workers and seniors in close proximity to the LIRR station as well as MacArthur airport, including Suffolk County Executive Steve Bellone.

Tritec Real Estate, who was hired by the Town of Brookhaven to develop the project, held a groundbreaking ceremony at the end of 2017, beginning the process of transforming the area. The first phase includes almost 500 rental units and a sewage pumping station, and was also approved by the Planning Board. At full build-out, the redevelopment is slated to include 1,450 residential units, 195,000 square feet of retail space, 360,000 square feet of office/commercial space and 60,000 square feet of flex space to be utilized for conference, exhibition, hospitality, and/or residential uses.



NEW YORK RISING

Hurricane Sandy caused a record-setting amount of damage on Long Island: nearly 100,000 buildings damaged or destroyed, over 4.4 million cubic yards of debris, and billions of dollars in negative economic impact. Many households and businesses were under-insured, billions of gallons of raw sewage flowed into water ways, and fuel shortages and utility outages paralyzed the area.

Approximately \$60 billion in aid was passed by Congress to assist areas affected by Sandy, and Tropical Storms Lee and Irene. In order to help allocate over \$31 billion in aid to the state, New York Rising was created. The agency helped create programs and disperse funding for homeowner reconstruction, property buyouts, small business grants, community resiliency and reconstruction projects, and major infrastructure repairs. In all, over \$6.8 billion has been committed to projects in Nassau and Suffolk.

Although there have been criticisms of the program, there have been many successes, and changes were made to the program in order to

better serve the residents. In Nassau and Suffolk, over \$1.2 billion went towards repairs of homes, mortgage assistance, and condos/co-ops; more than a quarter of a billion dollars towards property buyouts and acquisitions to further resilience; over \$42 million for small business grants; and \$211 million towards infrastructure and environmental issues- including the Bay Park Waste Water Plant.

Over \$380 million was allocated to community-driven resiliency efforts with the Community Reconstruction Program and Living with the Bay. These programs allowed stakeholders to have a say in the planning process for their areas. 13 communities in Nassau and nine in Suffolk were awarded between \$3 million and \$25 million for projects ranging from emergency generators, dock and marina repairs, flooding management, and more. Vision was proud to work on the Suffolk County CRP process, helping to create plans that reflected the communities' needs and wants to make their area more resilient. The plans will serve as blueprints for the CRP communities as they continue to recover rebuild, and prepare.



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GREEN ROUTE 347

In 2009 the NYS DOT announced their plan for Route 347, a 15-mile strip of Nesconset Highway stretching from the end of the Northern State Parkway to Route 25A in Port Jefferson. Dubbing it the Green 347 Vision Plan, the DOT's plan was revolutionary for its time and presented a new way of doing business on Long Island.

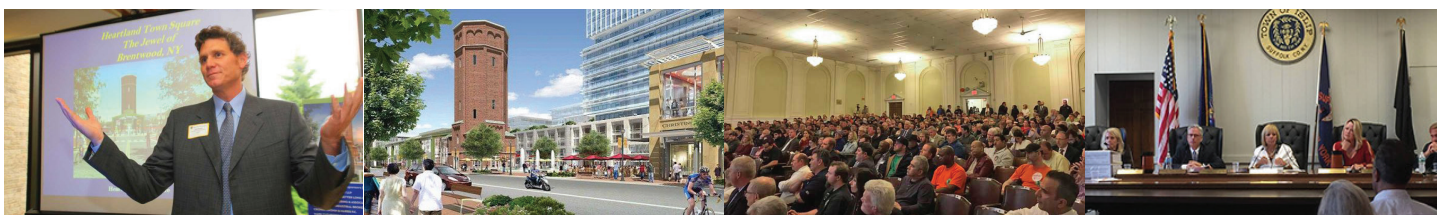
The \$600 million project is a past Smart Growth Award winner and includes lowering the speed limit, creating and enhancing sidewalks for pedestrians and cyclists, "Parks to Ports and Harbors," which would highlight the area's nearby assets, narrower lane widths, shorter street crossings and longer crosswalk times, a median for pedestrians, and an effort to improve transit options.

The road, originally a farm delivery trail, did not have as much density in traffic than as it does now. Post WWII, Route 347 slowly evolved into a condensed, congested road due to commuter route accessibility and shopping center locations. Route 347 services Islip, Smithtown and Brookhaven and has seen an exponential rise in daily traffic from 48,000 in 1969 to 71,000 today.

The plan takes the initiative to emphasize communities and build a sense of place. NYS DOT committed to partnering with local businesses, civics, transit agencies and other advocacy organizations to build something that works for everyone. Over 400 people attended the first public information session for the project, which was well-publicized with large signs lining Route 347.

Local residents and workers are excited to see the plan for a road that had previously drawn criticism for blanket road widening. The Route 347 plan is a model of what should happen on suburban roadways. Vision was thrilled to finally stand with the DOT to support one of their initiatives. Green Route 347 would go on to break ground in 2010 and has been in development since that time.

The first phase of the plan wrapped up in 2013, finishing the section from Veterans Memorial Highway to State Route 111. The 2nd phase of the 13-phase plan began in June of that same year. All phases of the project are currently expected to be fully completed in the year 2031.



HEARTLAND

In a move over 15 years in the making the Town of Islip has unanimously approved the first phase of the Heartland Town Square Development. This came several months after a unanimous vote from the Suffolk Planning Commission to recommend the first phase for approval. The \$4 billion project is located on the former site of the Pilgrim State hospital in Brentwood and will bring mixed-use redevelopment to the area.

The project is estimated to create 1 million sq. feet of retail, over 3 million square feet of offices, and over 9,000 apartments. This will lead to about 23,000 permanent jobs and over 1,500 construction jobs during development. The initial phase will create 3,000 apartments and 700,000 sq. feet of retail and offices. Vision Board and staff supported the project in public hearings over many years along with community members, but important questions like local jobs and apprenticeship programs still need to be addressed.

The first phase of this mega project will take place on 113 acres and will include 3,500 apartments, 626,000 sq. feet of office space, 560,000 sq. feet of retail space, and 215,000 sq. feet of public

space. Buildings will be restricted to 10 stories. This represents approximately a third of the overall project and will need to be mostly completed before approval can be given for the next phase.

The project enjoys the support of the local community and is the culmination of years of work by the development team Gerald and David Wolkoff, who own Heartland Development Group. The group will be responsible for \$9 million in infrastructure spending and \$3 million in payments processing and town services. Further expansion or rezoning will require them to reapply to the town.

Although Heartland has had support from the local community, but received opposition from regional interests. Huntington initially filed an objection concerning traffic patterns, but eventually dropped the complaint. The Brentwood School District objected as well based on the idea that it would add too many children to the already full district. Heartland claimed less than 2,000 would be added while Brentwood S.D. stated that it will be over 7,000. The District filed a lawsuit in late 2017, claiming that Islip violated its own rules curing the review process.



NASSAU HUB

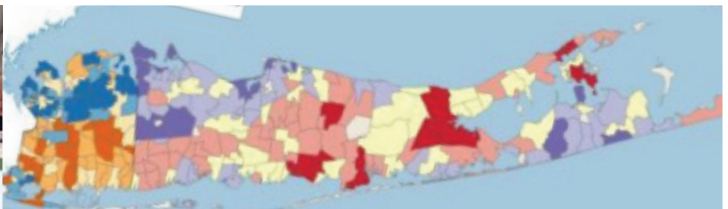
The Nassau HUB is a plan long in the making that is working to bring positive development to an area of Long Island with great potential. The current plan for the HUB calls for the area to be transformed into a biotech park so as to draw new jobs and industry. This was put together by former Nassau County Executive Ed Mangano, who crafted it with input from local health care and technology industries. Another part of the hub includes the renovation of the Nassau Veteran Memorial Coliseum into a smaller venue more geared towards shows and entertainment as opposed to the sports arena it was before. The renovation wrapped up in March of 2017.

The current proposal will incorporate \$225 million in state funding to create a biotech hub on top of an underground parking garage. There will also be an outdoor plaza located South of the renovated Coliseum, a rapid bus transit system connected to the Mineola LIRR station, and three new pedestrian bridges. \$85 million in grant funding has been secured for two parking garages and Memorial Sloan Kettering Cancer Center has begun construction on a \$140 million outpatient treatment and research facility

This plan arose after attempts at different levels of government to secure funding and support for a more ambitious project. From the period of 2004 – 2009 developers looked at building what was dubbed the Lighthouse Project. This plan proposed a housing and retail district alongside offices and entertainment venues that would increase density and revenue. Though the plan enjoyed public support it failed to garner infrastructure funding from Nassau County and was ultimately shelved.

Later, a less ambitious but still worthwhile proposal would be championed by Executive Mangano, which included a minor league sports complex, a less dense housing and retail district, and other amenities. A referendum was called seeking approval from residents for the funding to accomplish the plan, but was ultimately voted down. After this “No” vote the current plan was brought forth, with outside sources of funding being sought. While the current plan is not as encompassing as the original versions, it is still fluid and there will be opportunities to add more housing and transportation benefits to the site as planning continues to unfold.

Long Island
2035



LONG ISLAND 2035

The Long Island Regional Planning Council (LIRPC) along with Nassau and Suffolk Counties put together a team, which included Vision Long Island, to launch the Long Island 2035 initiative in 2009, designed to assess the position of Long Island relative to environmental, social, and economic sustainability. Long Island 2035, a long-term sustainability plan for Long Island, identified key opportunity areas and issues of concern among Long Islanders from across the region. Its intent was to ensure Long Island continues to maintain a position of strength and to maintain the quality of life Long Island is so well known for.

The Long Island 2035 Visioning Initiative was established to help achieve a regional public consensus on where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements and the public and private actions required to ensure a prosperous, equitable and environmentally sustainable Long Island.

Components of the visioning initiative included an inventory and analysis of local plans and studies, lessons learned from

other regions, analysis and mapping of existing conditions, constraints and opportunities, and projections of current trends. Input on the current state of Long Island as well as its future was gathered by organization of committees of municipal officials and private stakeholders. A set of public workshops brought together participants from across the Island including community groups, business leaders, and local officials to identify some of the challenges and possible solutions for the region.

The resulting plan generated 3 scenarios that addressed such challenges as tax and governance reform, economic strength, quality of life by protecting the things that make Long Island such a treasured place to live, exploring opportunities for future growth and development that enhance, rather than detract from, the island's quality of life, and equitable communities. The stated focal point of the plan was for it to not only to define objective initiatives, but provide a blueprint for steady progress and change as well as serve as a business plan for regional activities to steer the communities of Long Island to a brighter, more prosperous, stronger and sustainable future.



*Former Nassau County
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ADL III Architecture
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Serota Properties
Albanese Organization
Motor Parkway Associates
Heartland Business Park
Staller Associates
Polimeni International, LLC
Newmark of Long Island

Zucaro Construction
 Feldman Properties
 Castagna Realty
 First Development Group
 Villadom
 Industry One Realty
 Conifer Realty
 Lalezarian Developers
 Post Properties
 Zodiac Title
 Aurora Contractors
 1st Equity Title
 Sabre Real Estate
 Nemat Homes

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Jobco Organization
 Posillico
 Engel Burman Senior Housing
 Condeco Development LLC
 Livingston Development Group
 Renaissance Downtowns
 Beechwood Organization
 AvalonBay
 Vintage Group
 Tritec
 Zucaro Construction LLC
 Katter Development
 Atlanticville Development Co. LLC
 Rose & Kelly
 Timber Ridge
 Trammell Crow Residential
 JPI Apartment Development
 Mill Creek Residential Trust
 Greenview Properties
 D&F Development Corp.
 The River Walk
 TDI/Bartone Properties
 Beechwood Organization
 Cali Homes
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 Robinhood Foundation
 Schwab Charitable Fund
 Jon Kaiman
 Kings Park Chamber of Commerce
 Kings Park Civic Association
 Island Harvest
 EOC of Suffolk

FEE FOR SERVICE

Town of Brookhaven
 Town of Islip
 Town of Oyster Bay
 Town of Southampton
 NY Metropolitan Transportation Council

REGIONAL & COMMUNITY PARTNERS

AARP
 Citizens Campaign for the Environment
 Empire State Future
 Huntington Township Chamber of Commerce
 LI Hispanic Chamber of Commerce
 LI Software and Technology Network
 Tri-State Transportation Campaign
 Concern for Independent Living
 Concerned Citizens of the Plainview-Old
 Bethpage Community
 Coram Civic Association
 Elmont Chamber of Commerce
 Friends of Huntington Station
 Glen Cove Business Improvement District
 Gordon Heights Civic Association
 Gordon Heights Chamber of Commerce
 Hicksville Chamber of Commerce
 Lake Ronkonkoma Civic Organization
 Long Island Housing Partnership
 Long Island Minority AIDS Coalition
 Mastic Beach Property Owners Association
 Mastics-Moriches-Shirley Community Library
 Middle Island Civic Association
 Neighborhood Network
 NY League of Conservation Voters
 Plainview/Old Bethpage Chamber of Commerce

Roel Resources
 Save the Forge River
 Selden Civic Association
 South Yaphank Civic Association
 US Green Building Council – LI Chapter
 Wading River Civic Association
 Youth of Ethical Societies - LI Chapter
 LI Board of Realtors
 Congress for the New Urbanism- LI Chapter
 The Sustainability Institute
 Tri-State Transportation Campaign
 American Planning Association- LI Chapter
 Cornerstone Church of God in Christ
 Freer Lynbrook
 Friends of Huntington Station
 Porter Trejo Action Network
 Brittnay Vega Memorial Foundation
 Friends of Long Island
 GoRail
 Habitat for Humanity of Suffolk
 Harrison Hale Community Action Center
 LI Coalition for the Homeless
 Nassau Suffolk Law Services
 Neighborhood Network
 NYCOSH
 LIRR Commuters' Council
 Smart Growth America
 Suburban Millennial Institute
 Workforce Development Group
 American Communities Institute
 100 Black Men of LI
 Child Care Councils of Nassau and Suffolk
 Destination LI
 Baldwin Civic Association
 Central Islip Coalition of Good Neighbors
 Greater Smithtown Chamber of Commerce
 Huntington Station Shared Vision
 Hicksville Community Council
 Hicksville Gardens Civic Association
 Nesconset Chamber of Commerce
 Northport Village Merchants' Association
 Church World Service
 Long Island Complete Streets Coalition
 Neighbors Supporting Neighbors
 Central Islip Chamber of Commerce
 Island Harvest
 LI Heart Association- LI Chapter
 Car-less LI
 Long Island Jobs with Justice
 LI Bus Riders Union
 LI Real Estate Group
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 Freeport Chamber of Commerce
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Thank you to
Vision Long Island
for 20 years of
dedicated service
to the people and
communities
across Long Island!

All the best,
Legislator William "Doc" Spencer



The 17th Annual Long Island Smart Growth Awards

Save the Date
Friday, June 8th, 2018,
11:00 AM to 2:00 PM,
Crest Hollow Country Club



For over a decade, Vision Long Island has been honoring the individuals and organizations that display true Smart Growth leadership in advancing projects, policies, regulations and initiatives. Specific focus areas include mixed-use development, affordable housing, environmental health and safety, open space and historic preservation, traffic calming and pedestrian safety, transportation enhancements, clean energy, downtown revitalization and/or community-based planning.

Award recipients will stand out from other entries in their ability to demonstrate one or more of the following:

- *Mix land uses*
- *Take advantage of compact building design*
- *Create housing choices for a range of household types, family sizes and incomes*
- *Create walkable neighborhoods*
- *Foster distinctive, attractive communities with a strong sense of place*
- *Preserve open space, farmland, historic buildings and critical environmental areas*
- *Strengthen existing communities and achieve more balanced regional development*
- *Provide a variety of transportation choices*
- *Make development decisions predictable, fair and cost effective*
- *Encourage citizen and stakeholder participation in development decisions*
- *Utilize clean energy and green building development*



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Years of Smart Growth

Thursday, February 15th, 2018

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