

The 12th Annual Smart Growth Awards

Friday, June 14th, 2013

The Huntington Hilton, Melville, NY





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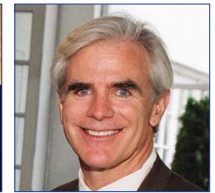
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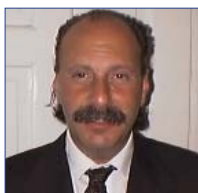
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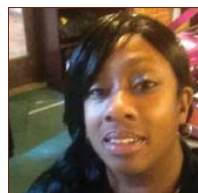


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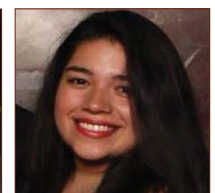
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Leading Long Island's Smart Growth Movement

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.



IMPLEMENTING SMART GROWTH ON LONG ISLAND

- Smart Growth Education and Training: Delivering nearly 1,800 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 50 code, policy and regulatory changes. These efforts culminate in broadly supported "Blueprints for Smart Growth," informing planning regionwide
- SmartTalk - our e-newsletter reaches 20,000 Long Islanders weekly. Social media efforts include a presence on Facebook and Twitter and a new iPhone and iPad app
- Community Visioning and Charrette Planning: Work in 20 communities on visionings, charrettes & the advancement of community projects. Communities include: Hicksville, Riverhead, Huntington, Mastic/Shirley, Coram/Middle Island, Rocky Point, Farmingdale, Mt. Sinai, Bay Shore, Gordon Heights, Mastic Beach, Central Islip, Southampton and Lake Ronkonkoma/West Farmingville
- 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

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

VISIONS ACROSS LONG ISLAND 2000-2012



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2012 ACCOMPLISHMENTS

1. Transit-oriented developments advanced with approvals of 600 more residences to a total of nearly 7,000 over the last six years. Notable successes include projects in Farmingdale, Central Islip and Patchogue.
2. Changing road designs to make our streets safer included the passage of Complete Streets legislation in Suffolk County and the Town of Hempstead. The smart growth movement pushed New York state to change high-accident roadways of Main Street Smithtown and Hempstead Turnpike toward safer designs.
3. Investments in infrastructure pre- and post-Sandy. Support has grown for expanding public and private resources for wastewater, transportation and energy infrastructure. Nearly \$10 million was awarded for direct investment in downtown and infrastructure projects from the state.
4. Expanded presence in Albany. The LI Lobby Coalition brought over 50 organizations to Albany to ensure a Long Island voice for a joint small business, civic, environmental and transportation, human service and smart growth agenda. In addition to state budget changes, the coalition was able to get the "Sewage Right to Know Act" passed.
5. Local leadership sought out more smart growth solutions for youth, seniors and small businesses. Local polls showed an increase in support for smart growth projects thanks to favorable consumer preference, demonstration of local successes and ongoing outreach.

1. Support human needs including folks living in flooded-out housing. As the winter months get colder, emergency housing will take precedence, and options like using foreclosed homes as temporary shelters could be considered.

Even before Sandy, the Suffolk Welfare to Work Commission's "Struggling in Suburbia," report was the first thorough analysis of working families in recent years. There will need to be leadership to address these equity issues that often do not make it onto regional agendas.

2. Prioritize infrastructure investments. Federal and state resources that will come to LI for infrastructure and rebuilding need to reach the communities for which they are intended. New York Comptroller Tom DiNapoli released a report detailing an \$89 billion gap statewide in funding for our towns and villages regarding wastewater and transportation infrastructure needs.

3. Many downtown projects that grow our economy are awaiting approval. Despite victories in recent years, there are over 14,000 units of housing in nearly 20 pending smart growth projects across Long Island.

The small business community prioritized downtown business hubs in the SBA funded "Small Businesses in a Struggling

Economy" report from the American Communities Institute at Dowling College. This study has legislation and policy recommendations from small business input that will be advanced in 2013.

4. Coordinated bottom-up planning. Local officials, small business leaders and community organizations need to continue to shape the decisions of their neighborhoods while working collaboratively with regional authorities and plans.

2013 GOALS

Long Island Lobby Coalition



Tuesday, February 12th marked Long Island Lobby Coalitions' 5th Annual Long Island Lobby Day. Nearly 50 participants, representing over 60 Long Island organizations, business leaders, environmentalists, civic associations, human services, senior and transit advocates, Smart Growth planners, labor groups journeyed to Albany to meet with elected officials in hopes of advancing this year's unified platform. As with previous years, the platform included transportation, sewer infrastructure, energy and environment, small business, jobs and economic development and human services. With the success of previous bills advocated for by this group and the need of Hurricane Sandy relief, the Long Island Lobby Coalition (LILC) felt it was necessary to also contain a post-Sandy component.

Past and present supporters of the Long Island Lobby Coalition include:



AARP, American Communities Institute at Dowling College, American Planning Association—LI Chapter, Child Care Council of Nassau, Child Care Council of

Suffolk, Citizens Campaign for the Environment, Concern for Independent Living, Concerned Citizens of the Plainview-Old Bethpage Community, Congress for the New Urbanism—New York Chapter, Coram Civic Association,

Cornerstone Church of God in Christ, Corridor Magazine, Dowling College, Elmont Chamber of Commerce, Empire State Future, EmPower Solar, Friends of Freeport, Friends of the Bay, Glen Cove Downtown Business Improvement District, Good Harvest Financial Group, Greater Smithtown Chamber of Commerce, Greenman-Pedersen, Inc., HIA-LI, Hicksville Chamber of Commerce, Huntington Township Chamber of Commerce, Jubilee Recovery Center, Laible and Fitzsimmons Inc., Lake Ronkonkoma Civic Organization, Lindy Manpower, Long Island Business Council, Long Island Hispanic Chamber of Commerce, Long Island Federation of Labor, AFL—CIO, Long Island Housing Partnership, Long Island Minority AIDS Coalition, Long Island Software & Technology Network, Longwood Alliance, Mastic Beach Property Owners Association, Mastics-Moriches-Shirley Community Library, Middle Island Civic Association, Nassau Council of Chambers of Commerce, Neighborhood Network, Northport Village Merchants Association, NY Committee for Occupational Safety and Health, New York League of Conservation Voters, Plainview/Old Bethpage Chamber of Commerce, Renaissance Downtowns, Roel Resources, Save the Forge River, Selden Civic Association, Signature Organization, South Yaphank Civic Association, Sustainability Institute at Molloy College, them TV, Tri-State Transportation Campaign, Uniondale Community Council, US Green Building Council—Long Island Chapter, Verizon, Vision Long Island, Wading River Civic Association, Workforce Development Group, and the Youth of Ethical Societies, Long Island Chapter.

Part of the LILC growth can be attributed to several community groups from Freeport, Lindenhurst and Mastic Beach who signed on and/or took the journey to Albany as well. These groups represented some of the areas hardest hit by Hurricane Sandy and are advocating for aide in various forms to help get life back to normal for residents.



Throughout the day, the LILC met with several elected officials including Senators Chuck Fuschillo, Jack Martins, Phil Boyle, Carl Marcellino, and Kemp Hannon, and Assembly Members Bob Sweeney, Michelle Schimel, Edward Ra, Edward Hennessey, Steve Engelbright, Michael Montesano, Tom McKeivitt, Andrew Raia, Joseph Saladino, Charles Lavine, David McDonough, Al Graf, Fred Thiele, Chad Luppinnacci, and Mike Fitzpatrick.



Lobby Day Agenda:

- 1) TRANSPORTATION
 - A. Funding for Complete Streets Infrastructure
 - B. Strengthening Public Transit
 - C. Multimodal Transportation and Infrastructure Solutions for Nassau Hub & Pilgrim State
- 2) SMALL BUSINESSES, JOBS, & ECONOMIC DEVELOPMENT
 - A. Tax Deferred IRA Accounts for Small Businesses
 - B. Create Incentives to Emphasize Development of Downtowns as Hubs for Small Business
- 3) SEWAGE & INFRASTRUCTURE
 - A. Increase Sewer Funding towards Long Island Sewer Priorities: Mastic/Shirley, Bay Park STP, Northport, Hempstead, Smithtown/Kings Park.
- 4) HUMAN SERVICES
 - A. Child Care
 - B. Disability Advocacy Program
 - C. Caregiving
 - D. Consumer Protections
 - E. Inclusive Design
- 5) ENERGY & ENVIRONMENT
 - A. Offshore Wind
 - B. Solar
 - C. Ban Tris Chemicals
- 6) POST SANDY RECOVERY
 - A. Expedited Funding for Coastal Communities
 - B. Sandy Relief Act
 - C. Insurance Oversight
 - D. Debris Removal

Complete Streets Summit



On Thursday, April 11th at the Sustainability Institute at Molloy College in Farmingdale, Vision Long Island, Wendel Companies and Tri-State Transportation Campaign hosted LI's first Complete Streets Summit cosponsored by AARP and Greenman-Pedersen Inc.

Vision Long Island Executive Director Eric Alexander, Ryan Lynch of Tri-State Transportation Campaign, Will Stoner of AARP opened the event by informing participants why a summit such as this was necessary, which included reasons such as: New York State is the fourth most dangerous state in the country for pedestrians over 65; Long Island is home to many of the most dangerous roads in the state; Long Island has over 1000 AARP members that are over the age of 100 and 8-10,000 Americans are turning 65 every day; Complete Streets allow people to age in place with increased mobility and independence; Long Island, like much of the country, has struggled to overcome the notion that streets are only for cars.



The event featured Suffolk County Legislator Rob Calarco, who co-sponsored the Complete Streets legislation for Suffolk County, as well as Nassau County legislator Delia De Riggi-Whitton, who also spoke and reached

out to Calarco for advice on how to pass a Complete Streets law for Nassau County.

Keynote Speaker Mike Lydon from Street Works Collaborative gave a presentation showing how many citizens have created walkable places and Complete Streets for themselves. Many of the examples were low cost, temporary solutions to help give both residents and government officials a better understanding of the potential of a place and how to work out any problems before significant investment is made.

The next group of speakers were design professionals who have experience creating complete streets locally and around the region. Each panelist covered different ways Long Island can incorporate complete streets through varying strategies.

Dean Gowen of Wendel spoke on the various components that make up a complete street. Elements such as rain gardens and engineered soil help manage storm water effectively and prevent



street trees from heaving the sidewalk. Improved streetscaping can also help to spur private investment in the surrounding properties. Linda Bailey of NYCDOT showed many examples of improvements that have been made in the city to improve pedestrian and bike infrastructure, including a pedestrian Broadway in Times Square, shorter crossings at intersections, and pedestrian islands.

Bill Tuyn of Greenman-Pedersen spoke about how the quality of public spaces such as streets, sidewalks and plazas can improve quality of life. Bob Eschbacher of VHB showed local examples of built and proposed improvements for regional roads. Sandi Vega, whose daughter Brittney was killed while crossing Sunrise Highway, spoke on the need for safer streets for our communities, including examples of initiatives happening in her community as a result of her efforts. Lavena Sipes, whose daughter Courtney was lost on Smithtown's Main Street, spoke about the campaign to create improvements from NYS DOT.

The last group of speakers included elected officials and municipal planners who spoke on complete streets from an implementation point of view. Mayor Jean Celender of Great Neck Plaza presented several roadway improvements on the Great Neck peninsula from a larger "road diet" project to smaller intersection improvements.

Councilwoman Connie Kepert of Brookhaven gave local complete street implementation examples which included sidewalks in various communities and the Whiskey Road traffic circle. Michael Levine, North Hempstead Planning Commissioner showed recent improvements to Prospect Avenue, but also cautioned that other aspects, such as education of pedestrians, is also important for the safety of roadways.



Dave Genaway, Planning Commissioner for the Town of Islip spoke about ways to get private investment for improvements. One example was developers who to install sidewalks in new developments even though in certain cases the surrounding neighborhood may not have sidewalks. Adding new ones just in front of a few houses may not make sense, so developers could pay an equivalent amount into a fund that is then used to make sidewalk improvements in other parts of the town where they are actually needed.

One of the final and most exciting parts of the day was when Larry McAuliffe from NYMTC announced a \$15 million fund for pedestrian safety amenities.

Connect Long Island



Last June, Suffolk County Executive Steve Bellone held a presentation on Economic Development, titled “A Roadmap for Suffolk County’s Economic Future.” Vision Board and staff were in attendance to hear the presentation that served as a kick-off for the Connect Long Island plan.

The Connect LI plan is a broad strategy to incorporate sustainable, transit-oriented development and better transit connections into Long Island’s overall land use planning. It has five elements: 1) Adjust Land Use Planning, 2) Supportive infrastructure Investments, 3) North-South Mass Transit Connections, 4) Connect Educational and Regional Assets, and 5) Identify and Connect Innovation Zones.

Bellone proposed adding several North-South bus rapid transit lines in Suffolk County, in addition to the one already being planned along Route 110. Projects and communities that will be focused on along the central line of the LIRR include: Republic/East Farmingdale TOD, Wyandanch, Deer Park and Heartland, Ronkonkoma HUB, Yaphank, Riverhead, and Greenport. Projects and communities on the north line included: Huntington Station, Kings Park, Smithtown, Stony Brook, and Port Jefferson. Projects and communities on the south line were: Copaigue, Bay Shore, Patchogue, and Mastic/Shirley.

The County Executive has also acknowledged there are a number of existing projects in Towns and Villages across the Island, and as such he believes there is no need to force communities to do things.

Nassau Hub



At a meeting of the Nassau Business Advisory Council this past March, four separate developers submitted proposals to revive the aging Nassau Coliseum in Uniondale into a top tier arena capable of generating millions in revenue by attracting big name concert and sporting events. The site will also feature development by Master Developer of the Nassau Hub project, Donald Monti of Renaissance Downtowns.

The developers presenting to the panel included Barclays Center developer Bruce Ratner, the Madison Square Garden Company, Edward Blumenfeld based out of Syosset, and Bayville’s New York Sports LLC. The RFP was issued by County Executive Mangano earlier this year and will require final approval of any contract by the legislature. All of the developers noted that the financing would be privately funded with costs ranging from \$60 million to \$250 million.

The proposals presented included Mr. Ratner, Executive Chairman of the development company Forest City Ratner, proposing a \$229

million project for a mixed sports and entertainment complex. The proposal included a 13,000 seat arena that could be changed to 4,000 for smaller shows. Next to the arena would be a 2,000 seat concert venue and club, a 2,5000 seat outdoor amphitheater, up to six restaurants, a movie theater and generous retail space. The proposal would also place a monument to Long Island veterans on the southeast section of the property.

Madison Square Garden Company, partnering with Cordish Companies and RXR Realty, also laid out a proposal, pledging \$250 million to renovate a 14,500 seat arena as well as a mixed-use entertainment complex, similar to the “Power Plant Live!” venue in Baltimore’s Inner Harbor, that would be directly adjacent to the Coliseum and operate year-round. The mixed-use complex would be called “Long Island Live!” and would be built in conjunction with Baltimore-based Cordish Companies.

The proposals also included Bernard Shereck’s Bayville-based company New York Sports LLC, who would spend \$90 million to refurbish the Coliseum with no changes to the exterior. The downsized arena would feature 8 to 10 thousand seats, reduce parking to 3,600 spots and would attempt to bring in a minor league hockey team and a professional Lacrosse team.

Blumenfeld Development Group and existing Coliseum operator SMG also presented a proposal to spend \$180 million in order to tear down the existing Coliseum and build a brand new 9 to 12 thousand seat arena. The site would also include a 100,000 square foot convention center, retail space, restaurants, office space and apartments.

Heartland Town Square



A \$3.4-million study on widening the Sagtikos Parkway has been added to next year’s state’s transportation plan, a move that could ease the way for the Heartland Town Square project.

The study, which will be added to the five-year Transportation Improvement Program in order to provide eligibility for federal funding, will focus on the possibility of adding lanes to the Sagtikos Parkway. Local officials have said that expanding the Sagtikos is vital to address concerns about an anticipated traffic increase that the Heartland project could bring. The new development in Brentwood envisages around 9,000 rental apartments, plus office space, retail and industrial components.

Also part of the conversation is Suffolk’s “Connect Long Island” economic development strategy. It is stipulated that expansion of the Sagtikos should include a north-south bus rapid transit space and a hiking-biking trail to connect Heartland and Suffolk Community College to Kings Park’s downtown, and to Sunken Meadow and Nissequogue River state parks. The state plan indicates \$11 million could fund a preliminary design phase of the expansion after fiscal year 2015.

Sunday Bus Service

At the beginning of May, the Sunday bus service bill was passed unanimously by the Suffolk County Legislature. The bill is a major victory for Suffolk bus riders because it will create a better, more



reliable service for those who depend on public transportation, especially for work, and bolster the County's economy.

The bill is an amended resolution that directs \$1.1 million in unanticipated State Transportation Operating Assistance, which was included in the 2013-2014 New York State budget, that will be used to expand the Sunday bus service for the Suffolk County Transit. The resolution also calls on the Suffolk County Department of Public Works (DPW) to apply for \$1 million in federal Job Access Reverse Commute (JARC) funding. Word on whether or not the application was accepted will be expected in June.

The additional service will be implemented as a one-year pilot period, after which a report will be created on the feasibility of continuing it. The new service is an extension of the pilot program imple-

FEDERAL INITIATIVES

Congress passes a long-term transportation bill



On June 29th, 2012, the House and Senate voted in favor of a long-term federal transportation bill. After the conference committee working to resolve differences in the bill came to an agreement only days before, Congress issued last-minute votes in favor of the new H.R. 4348, passing both chambers with overwhelming bipartisan support.

Positives

Transit Funding: Highway and transit funding levels were kept more or less the same in spite of a threat to eliminate all dedicated transit funding.

Local Control: The Cardin-Cochran Amendment allowing for local control over a small amount of bike/ped funding was largely maintained.

TOD Planning Grants: A TOD planning program was included in the bill to provide grants for municipalities near a New Starts project.

No Bigger Trucks: Proposals to increase the size limit of trucks were defeated, as the bill authorized a two-year study on the impact of these large trucks.

No Pipeline or Coal Ash: The bill was decoupled from authorization of the controversial Keystone XL pipeline, allowing for a smoother approval process.

Unfinished business

To reach an agreement, many programs from the Senate's MAP-21 legislation were sacrificed while other existing programs were hurt, but not as badly as anticipated. Some of the sacrificed programs can be addressed at the state or local level, while others will have to wait until the next reauthorization in 2015.

Bike/Ped Programs: Three programs funding bike/pedestrian amenities (Transportation Enhancements, Safe Routes to Schools,

mented two years ago that allowed for Sunday bus service between Memorial Day and Columbus Day on two East End routes. That service was subsidized by a 25 cent fare increase on those ride.

This bill will help improve the lives of students, workers and community members that do not own a car and will have the opportunity to take advantage of one more day of public transportation. Expanding bus service could also help take cars off the road and provides opportunity and access for thousands of Suffolk County residents.

and Recreational Trails) were rolled into one new program called Transportation Alternatives. The overall funding level was decreased from \$1.1 billion per year to \$750 million and will be distributed through a competitive grant process.

Complete Streets: The proposal to establish a nationwide Complete Streets program was eliminated.

Commuter Transit Benefits: The commuter transit benefits parity was eliminated, permanently slashing the commuter tax benefit from \$240 a month to \$125.

Transit Operating Assistance: A proposal to allow transit agencies flexibility to use capital funding for operating assistance in difficult economic times was mostly removed. It does still allow for limited flexibility in order to assist small suburban bus systems.

Environmental Review: The environmental review process through NEPA saw a decrease in funding.

Fix-it-First: A proposal requiring that highway funding go to repair and maintenance (a "fix-it-first" approach) was removed.

TIGER Grants: A program replacing TIGER grants will cut funding from \$1 billion to \$500 million, and will be structured so that local governments and MPOs cannot apply.

Freight: A proposal that would have used a formula program to fund freight projects was removed.

Vision Long Island worked with national transportation advocates to pass this bill, lobbying US Representatives and Senators. Though this bill wasn't the policy reform panacea that could have passed, Vision is optimistic that it can lead to better bills further down the road. Funding levels were maintained for the most part, and in cases where programs were cut or reduced, opportunities for local and state governments to make up the gap were preserved.



Nassau County



Glen Cove

Glen Isle, the City of Glen Cove's large-scale plan to revitalize 56 acres of former industrial property through waterfront redevelopment is, after nine years of groundwork, finally underway. Progress was slow for Mayor Ralph Suozzi of Glen Cove and the Glen Isle team of Posillico, Renaissance Downtowns, and RXR Realty. With the encouragement of Vision Long Island, and after first being approved by the Glen Cove City Planning Board, Industrial Development Agency, and Community Development Agency, the \$1 billion project has at last moved successfully through the State Environmental Quality Review Process Act.

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 space, and 19 acres of waterfront esplanades and parks, will soon follow.

Glen Cove also acquired the funding it needed to build a passenger ferry terminal. In August of 2012, it was announced that the Federal Highway Administration would allocate \$875,951 to the city. The grant provides the final funding necessary to allow construction of the \$3.5 million, 2,700-square-foot facility on Glen Cove Creek.

With \$14 million in previously awarded federal funds and about \$600,000 of Glen Cove's own resources, the city has already dredged the creek, built bulkheads, installed a pier and floating docks, removed contaminated soil, installed utilities and built the terminal foundation.



Farmingdale

A mixed-use building with 39 apartments and 6,000 square feet of retail space may be rising soon in central Farmingdale, and a planning board member predicted it would lure tenants.

The new project would replace an 85-room Hilton hotel once envisioned as the centerpiece of a revitalized downtown which was scrapped from plans after developers failed to secure funding.

The newly proposed mixed-use building would complement a larger, already-approved mixed-use building, creating a \$35 million complex along Secatogue Avenue by the Long Island Rail Road station. Construction on that building, which has 115 apartments and 15,000 square feet of retail space, is set to begin before the end of 2013.

The new mixed-used project was presented to the Farmingdale planning board in Januar, who was receptive and passed the application along to the board of trustees with recommendations that traffic, parking and pedestrian safety be evaluated. The board of trustees passed the proposal in a unanimous vote this last April.

In exchange for exceeding density limits developers would improve a corner park, relocate an antique village clock to the park, bury

power lines on a nearby street and install an electronic parking meter. In addition to these improvements the developers will pay the village an annual cash bonus.

Bartone Properties late last year partnered with Irving, Texas-based development company TDI to build the complex.



Hicksville

Last September, LIRR and Vision Long Island presented at the Hicksville community council to update the community on the status of revitalization efforts. Scott Howell of the LIRR spoke about the \$100 million worth of improvements that have been allocated for the Hicksville RR station.

Almost half of the money secured will go towards reconstruction of the platforms, elevators, escalators, stairways, canopies, etc. Similar to the recent improvements at the Seaford station. The remaining money will go towards the extension of a spur track to the station to allow greater flexibility and capacity at the station and improved signaling at the split between the Port Jefferson and Ronkonkoma lines.

The rest of the funds will be used to extend a spur track, where the Ronkonkoma and Port Jefferson lines meet, to improve capacity and signaling at Hicksville. Alexander also said that the state Department of Transportation has already improved crosswalks and installed countdown timers to assist pedestrians by the train station, with more traffic-calming to come. Oyster Bay will spend \$3 million for area streetscape beautification and maintenance.

The improvements came from recommendations the revitalization committee proposed over the course of several visionings and meetings designed to gather opinions from local residents. The community council's response to the update and improvements was positive.

Round the same time, two office buildings on Duffy Avenue were sold to a commercial real estate development firm, raising hopes for progress on a long awaited revitalization of the downtown area.

Ivy Equities, based in Montvale, New Jersey, purchased the Duffy Avenue property for \$18.5 million dollars. Composed of two buildings totaling more than 440,000 square feet located at 100 and 102 Duffy Avenue, the buildings had been in special servicing for nearly two years after former owners Syosset-based BDG Group and Apollo Real Estate Advisors defaulted on the mortgage and the buildings were foreclosed on in 2010. Ivy will invest money to upgrade the neighborhood's largest office complex. Currently, at least one-third of the 261,000-square-foot building at 100 Duffy is vacant. Next door, the 182,000-square-foot building at 102 Duffy is completely empty. Hicksville Chamber of Commerce President Lionel Chitty said the sale of the buildings will allow planning to move forward.



Suffolk County



Central Islip



Last June Vision Long Island held a visioning meeting at the Central Islip High School to lay out the future plans of a downtown park. Islip Town Councilman Steve Flotteron spearheaded the effort, along with the Central Islip Coalition for Good Neighbors, Central Islip Chamber of Commerce, and Central Islip Civic Association.

A previous visioning session had gathered input of the residents and businesses as a basis for the design, using activities like “hopes and horrors,” an image preference survey, and tracing paper designs. The park will include: a great lawn, walking/biking trails, exercise stations, historic displays, picnic areas, a skate park, volleyball courts, soccer fields, a fountain/spray park, a bandshell, games like bocce ball, shuffleboard tables and chess tables, benches, concessions, restrooms, a playground, a koi pond, and even more. There will be an exterior gate with road improvements to the surrounding streets. Aside from a few minor tweaks, an overwhelming majority of the community was in favor of the design.

Residents at the meeting were very supportive of the design, but did have some feedback. One commenter noted that plans for basketball courts may be excessive as there are courts in the rec center across the street. Another young participant reminded us of the need for bike racks throughout the park.

The project would be implemented in three phases. Phase 1 will include clearing land and seeding or sodding the lawns, setting up fencing, building the multi-use path, and adding the benches and exercise stations, as well as building the PAL soccer fields. Phase 2 will add the concession stand and restrooms, the playground, skate park, and volleyball courts. The third and final Phase would add the promenade and spray park, bandshell, shuffleboard and bocce ball courts, koi pond, and picnic areas.

Because of the momentum built up the Visioning process, many of the elected officials representing the area feel optimistic as they move forward in search of ways they can aide in funding this project. Community organizations and residents are also looking into ways to find funding through sponsorships such as “Buy-a-Bench.”

Although the park design has suggested that the project will be built in phases due to the limited funding, both elected officials and residents are working together to make the process seamless as the increase their efforts to acquire support as soon as possible.



Coram



Conifer Realty, a Rochester-based company, has plans to transform what has been an eyesore in the center of Coram into a \$55 million dollar mixed-use development. Conifer recently announced plans to redevelop the former United Artists theater if they can qualify for the town’s Blight to Light program. Blight to Light was launched in 2010 by the Town of Brookhaven in an attempt to provide developers with incentives to build in struggling areas.

The proposed Wincoram Commons development is expected to consist of 182 residential units including town houses, apartments, and residential units above retail. The project would generate 319

construction jobs and 112 permanent jobs while also attracting and retaining young professionals on Long Island.

The project is much needed as the hamlet has no downtown or centralized gathering space. A public plaza, playground and community building are all part of Conifer’s plans for the Commons, in what is hoped to be a future town center. This project was planned with the guidance of the Middle Country Road Land Use Plan, which was adopted in 2006 with Vision Long Island’s help and support.

In late May of 2013, Vision Long Island joined with numerous civic leaders and local officials to announce that funding had been secured for Phase I of the site’s redevelopment.

Various community benefits are incorporated in the redevelopment. Some of the benefits include of access to an offsite sewer treatment plant and a connector road extending Mill Road from Route 112 to Route 25. The redevelopment will also include a bike path and sidewalks that will connect the project to the existing Avalon at Charles Pond community located to the west off Route 25, allowing residents easy “walkable” access to the 13,300 square feet of retail business located in the new development as well as 176 housing units. In addition, a two acre parcel on the site will be preserved in its natural state along with open green space, a public plaza, community building and playground.



Smithtown



Long considered one of the deadlier roads in the region, Main Street in Smithtown has seen numerous changes recently aimed at increasing pedestrian safety. These changes include reducing eastbound traffic to one lane and installing left turn lanes in several intersections. The changes, though initially met with less than pleased comments from commuters, have been increasing in popularity over the past year as residents have grow. used to them.

Local businesses especially have been expressing approval of the changes. John Johnson, owner of Cupcake Couture, noted that his customers are now more likely to park directly in front of his store instead of across the street. “Now customers can obviously park in front of the store so there is a convenience factor, for lack of a better word, for my customers,” he said. “They probably feel a lot safer now that traffic has slowed up a little bit.” Mr. Johnson did note that it is too early to say whether or not the changes have affected his volume of business.

However, aside from traffic delays the most complaints heard from locals concerns the lack of law enforcement and motorists who still speed on the road.

Smart Growth Award Honorees Lavena Sipes and Mark Mancini have been instrumental in implementing the changes for their local community. Lavena Sipes lost her daughter in a tragic accident on the Main Street in 2009 while Mr. Mancini is President of the local Greather Smithtown Chamber of Commerce.



Long Island Business Council



On Tuesday, December 10th, the Long Island Business Council held a work session at the Sustainability Institute at Molloy College. County Executive Ed Mangano was the featured speaker along with updates from other invited guests, including new Assemblypersons Edward Hennessey and Chad Lupinacci, on new ways to help small businesses recover post-Sandy.

Ed Mangano discussed some of the challenges the region is facing in the aftermath of Hurricane Sandy; Long Island, not just Nassau, was suffering from severe damages. He stressed the importance of regional efforts and solutions to help small businesses restore their commercial bases and the communities they serve.

He stated that the county has asked for grants in order to assist recovery in the area. The money for these grants are coming from \$4 billion in federal funding, funds that were requested by Nassau County, and it is part of the \$60 billion sought by President Barack Obama from Congress for Hurricane Sandy recovery.

Mangano also applauded the efforts of the first response teams who were on the scene helping those in need and the volunteers and workers who are helping the region move forward to a smooth recovery.

New York State Assemblyman-Elect Ed Hennessey of the Town of Brookhaven echoed Mangano's call for region, state, and federal collaboration. He also stressed the importance of rethinking the way we design communities.



Also in attendance, New York State Assemblyman-Elect Chad Lupinacci, who discussed the impact that Sandy had on schools and local businesses.

Dr. Nathalia Rogers from the American Communities Institute at Dowling College also spoke in order to give an update on legislation proposed to provide aid for businesses in the form of incentives encouraging growth. This is based around removing existing complications to getting loans or grants and providing a streamlined way for them to enter into the program without a cost. The proposed legislation would create an investment pool allowing businesses to draw funds during tough economic times without penalty or taxation. This recommendation was among many that were presented in a recently completed Small Business Study.

On Tuesday, February 26th, the Long Island Business Council heard from Suffolk County Executive Steve Bellone, who was the featured speaker along with other invited guests, including Executive Director Anthony Manetta of the Suffolk County IDA, Deputy Commissioner Brian Foley of the NYS Parks Department, and Vice President of Long Island Press and author, Felice Cantatore.

Steve Bellone discussed some of the challenges the region is facing and how we can help grow our economy in a post-Sandy world. He stressed the importance of being prepared and accepting realities, especially with recent the changes in weather patterns, and understand that we are all subject to the disasters that come with them. Bellone stated that he wants people, communities and elected officials to focus on what really matters and use this as an opportunity to learn from previous mistakes and rebuild better and smarter.

Bellone discussed his Connect Long Island initiative that could help slow trends like the number of long-term planning challenges, an exodus of young people, a lack of affordable housing and a high volume of road traffic, while also improving the local economy.

Anthony Manetta of the Suffolk County IDA discussed the importance of providing business with grants, not more loans, because of the jobs and revenue they provide to local economies. Brian Foley from New York State Parks, discussed the great challenge of trying to rebuild parks across the state.

Felice Cantatore, Vice President of Long Island Press, ended the meeting with an anecdote about his favorite movie, Rocky. When delivering newspapers as a child, he overheard these adults talking and they told him to see Rocky. What he loved most was when Rocky was in 14th round and he was down, almost ready to give up but pushed himself to finish the fight.

On Thursday May 9th, the Long Island Business Council held their most recent worksession with featured speakers Hempstead Town Supervisor Kate Murray and Nassau County District Attorney Kathleen Rice, along with additional remarks from Jed Morey of the Long Island Press.

Supervisor Murray provided some insight on the redevelop project for the Nassau Coliseum and the properties surrounding it and gave an overview of the development zone adopted by the town, the Mitchel Field Mixed Use (MFM) District Alternative, a key factor which would allow the project to move quicker and more efficiently.

She discussed the importance of the site for both the Town and the County, which will provide for a significant amount of development density. It would also allow much needed and realistic roadway improvements, including "complete streets" with integrated bike lanes and walkways, which would complement a renovated coliseum in a new, vibrant mixed use development.

Nassau County District Attorney Kathleen Rice pointed out that while a group of business leaders is not her usual crowd, safety in communities is an important factor for maintaining a strong business. She discussed the challenges she faced in streamlining a department that had for so long used traditional and often ineffective methods of public safety.

She discussed the links between safety and the economic viability of a community, highlighting that safe communities are economically secure communities, that people who are employed are rarely people who resort to crime, and that maintained public infrastructure are not only financially, desirable but they are "kryptonite for crime."





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Latest News



Mangano and State officials hold meeting with local residents concerning Sandy Recovery Task Force

A meeting was held at Molloy College on Thursday, with Nassau County Executive Ed Mangano and State officials and over 60 residents and busi-

Video



ANNOUNCING OUR NEWLY REVAMPED WEBSITE!

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Check us out at www.visionlongisland.org

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Vision Long Island's iPhone and iPad application is available for free in the iTunes App store.

The SmartTalk app, a companion to our weekly e-newsletter, is just the next step in Vision's quest to remain on the cutting edge of technology. The mobile application is updated to reflect all of the best features of the newsletter and website - the latest community, regional and national news; upcoming events and much more.

Check out visionlongisland.org for the link or search for it in the App Store.



Over 100 presenters and 1000 regional business and community leaders convene to advance placemaking and economic development on Long Island



The 11th Annual Smart Growth Summit focused on “Rebuilding Long Island: Climate Change, Infrastructure and Our Downtowns” in response to Sandy. The world has changed and the Summit drew together a thousand representatives from across Long Island and the region to move forward together.

With more than a dozen breakout sessions the event got underway with a breakfast plenary session that focused on restoration after the devastating Superstorm Sandy.

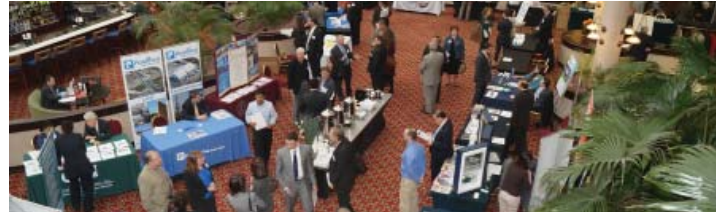
State of the Towns and Villages



500 people attended the breakfast plenary session. Ken Daly, of National Grid, was originally slated to speak at the Summit about partnership. The focus now is on helping those in the hardest hit areas and restoring and rebuilding communities. Mr. Daly explained his employees are working 16-hour days, some of whom are also living in the impacted areas. He explained that in an 8-hour window during the worst of the storm, there was more damage than in the previous century combined. There were crews out during the storm to mitigate damage and there were only limited issues to a very small percent of the gas system.

Restoration, he explained, is far more complex in this storm, as homes were severely damaged and need to be repaired before it is safe to do so. Now that power and gas has been restored to all of their customers, the problem now lies in serving gas to customers with extensive basement and salt water damage. There are a number of programs in place to assist in damage assessment and restoration. Inspectors and plumbers have been funded and boilers, electric heaters, and furnaces are being donated. National Grid wants to collaborate with organizations like Vision in rebuilding our communities.

Following Mr. Daly’s opening remarks, Rauch Foundation’s John McNally made an impassioned and emotional plea for Long Islanders to come together to help in long-term restoration efforts. McNally, a resident of Long Beach, was one of the many who were directly affected by the storm. The City is overwhelmed by clothing, food, and water donations and are now facing more immediate issues of removing trash and debris, demolition, renovation, and electrical inspections. Anyone who could offer help was



encouraged to reach out to John.

Vision Long Island announced that they would be organizing a volunteer cleanup the following day.

Newsday’s Joye Brown led a lively breakfast panel, Current State of the Towns and Villages, featuring Hon. Jon Kaiman, Supervisor from the Town of North Hempstead; Hon. Frank Petrone, Supervisor of the Town of Huntington; Hon. Ed Romaine, Supervisor-elect from the Town of Brookhaven; Hon. Scott Russell, Supervisor from the Town of Southold; Hon. Steve Flotteron, Councilman from the Town of Islip; Hon. Jim Dunleavy, Councilman from the Town of Riverhead; Hon. Paul Pontieri, Mayor of the Village of Patchogue; Hon. Ralph Suozzi, Mayor of the City of Glen Cove; Hon. Wayne Hall, Mayor of the Village of Westbury; Jack Schnirman, City Manager of Long Beach; and Warren Tackenberg, Nassau County Village Officials Association.

Education & Infrastructure



The Education & Infrastructure panel featured Dr. Kenneth Bossert of the Port Jefferson School District, Dr. Vincent Butera of the Bayport-Blue Point School District, Dr. Roberta Gerold of the Middle Country School District, Dr. Kimberley Reiser of the Nassau Community College, M. Bernadette Garcia of the Suffolk Community College, and moderator Dr. Elana Zolfo discussed strategies and provide incentives to help students and young professionals stay on the Island.

Long Island’s students and young professionals have a major stake in the future of the region’s development and economy, but they are leaving Long Island because they are not being offered enough opportunities; many of them would rather move to the city or other areas in the country. The panel discussed scholarships and awards in order to help bring in students to Long Island schools and give them an affordable education, especially since enrollment in many Long Island schools has been down. Considering the long lines for gas and traffic congestion post-Sandy, the panel discussed the region’s need to look at affordable and accessible transportation and invest in infrastructure that allows easy access to campuses on Long Island. The panel stressed the importance of forward thinking facilities and creating vibrant, sustainable spaces that will attract the youth and give them a reason to live and work on the Island.

Future of Clean Energy on Long Island



The Future of Clean Energy on Long Island panel began with an emphasis on Long Island's heavy dependence on an unsustainable energy infrastructure. It was noted that even with a national top-ten solar program Long Island faces challenges in making a majority of its energy renewable. This is especially true with a general sense of uneasiness concerning energy needs following Sandy.

Neal Lewis from the Sustainability Institute at Molloy College spoke next on the fact that LIPA's greatest failure has been communication with its customers. In spite of promises made after Irene the Authority has changed little, opening the door to possible dismantling of LIPA and restructuring into a whole new company. This would give solar energy the opportunity to take a larger role in any new utility that takes LIPA's place. David Schieren, president of EmPower Solar, spoke on how the federal government can incentivize local municipalities to switch to solar power including competitions to build solar homes. He also noted that solar can help to lock in lower prices for businesses that can lead to a reallocation of resources in order to increase productivity. The panel also featured Mr. David Leno from Ruskin, Moscou, and Faltischek who spoke on third party solar leases programs as well as possible commercial feed-in tariff programs. He noted that third party owners who lease roof or ground space to solar manufacturers could play a factor in transforming an aging grid to incorporate more clean energy. All in all, the audience believed that LIPA displayed a lack of communication with its customers during the recent crisis, which should lead to some major reforms by 2014. With solar energy on the rise this presents a perfect time to begin updating our grid to better handle renewable energy as well as showing statewide leadership on the subject.

Emergency Planning & Main Street



The Emergency Planning & Main Street panel featured Mayor Peter Cavallaro from the Village of Westbury, Larry Kushnick of Huntington Chamber of Commerce, and Juan Vides of the Long Island Hispanic Chamber of Commerce which was moderated by John O'Connell of the Long Island Herald.

This panel focused on the challenges and obstacles before, during, and after an emergency situation and what can be done to create a better system. Hurricane Sandy was an unfortunate lesson for the Island; we need to rethink and reevaluate our current infrastructure and system of evacuation and repair and find ways to organize the chaos. Amongst the solutions were to create small business recovery plan. Small, local businesses, the lifeblood of local economies and downtown areas, were deeply affected by the storm and the rebuilding process is going too slow. Though there are grants, loans, tax exemptions, and other financial aid available

to these businesses, many of them are unaware. It is important that local governments get the word to business owners and help expedite the recovery process. They criticized the failures of LIPA in the wake of one of the worst storms and the possibility of creating a new system for energy on the Island. Most importantly, the panel highlighted some of the things that did work and urged areas to take note of them for future and unpredictable disasters. The panelists agreed that there is a need to look at our current infrastructure, which includes sewage, power, roads, etc., and begin to figure out solutions to improve it and finance it.

New Federal Transportation Funding Opportunities



The New Federal Transportation Funding Opportunities panel, moderated by Alfonso Castillo, began with a discussion of the importance of investing federal funds in safe and sustainable transit options. Denise Carter of Greenman-Pedersen, opened up with a brief overview of Moving Ahead for Progress in the 21st Century Act (MAP-21) commending the bipartisan effort streamlined and performance-based surface transportation program. However, the bill provides states and communities with only two years of steady funding which is problematic. Heather Sporn of the NYSDOT, discussed some of the important provisions of the bill, such as the conversion of some highways in boulevards and the importance of investing the funds wisely, not just in regular maintenance but in capital projects that will create jobs and strengthen our transportation systems and economy. In light of Hurricane Sandy, Richard Panchyk of Hardesty & Hanover, emphasized the vulnerability of our current transit system and discussed some steps we should take to not only secure our current infrastructure but also invest in new infrastructure that can withstand unpredictable weather patterns and provide communities with different transit and mobility options in the event of a disaster. Will Stoner of AARP expressed concerns for pedestrian safety, especially the baby boomers, and the lack of infrastructure that will handle the shift from cars to mass transit, bikes, and walking. For Lavena Sipes of The Courtney Sipes Memorial Foundation, pedestrians should always be a priority and that any new projects applied must keep the safety of pedestrian in mind. Ryan Lynch of the Tri-State Transportation Campaign painted an image of the thousands of people waiting in gas lines because they had to rely on cars to get around; if people had different transportation options and infrastructure that was safe for people to walk or bike, people wouldn't have to wait in lines for gas especially after a natural disaster. The region needs to prioritize and rethink the way we look at mobility and invest funding into creating new and sustainable transportation options.

Smart Codes: Case Examples on Long Island

In Smart Codes: Case Examples on Long Island, the panel included speakers Jonathan Keyes of the Town of Babylon, Mayor Wayne Hall of the Village of Hempstead, Don Monti of Renaissance Downtowns, Dan Deegan of Forchelli Curto Deegan, Salvatore Coco of Beatty Harvey Coco. The panel moderator, Marc Wouters of CNU



New York, framed the session in the context of Hurricane Sandy. He talked about a plan he worked on in the Gulf Coast of Florida and how it was designed for hurricanes; it included protective dunes, wetland systems, ways for lower level areas to vacate quickly. In some areas, houses were built on stilts, in order to reinforce the dune systems. He stated that all of this is coded in form-based codes, that you can code multiple parts of site in different ways to adapt to issues. The panel agreed that we must start with a public private partnership. When it comes to form based coding, it is important for everyone to be on same page. Don Monti discussed a new code which mandates and incentivizes green building and sustainability. It mandates a certain percentage of zipcars, bike spaces, pedestrian friendly infrastructure.

The panel discussed the fact that young people and people who are looking for affordable housing are asking for inexpensive rentals and low income housing, but since communities are pushing back they go to other places and other cities. Communities need to allow and be open to mixed use and different height densities and rethink the way we design housing and communities. Long Island needs colleges, hospitals, stores, restaurants, trains--things that will attract diverse groups of people to the villages and revitalize local communities.

Transit Oriented Development



The Transit Oriented Development panel, moderated by Larry Rosenbloom of Zyscovich Architects, featured several examples of ongoing and successful TOD projects on Long Island and beyond, and drew those examples into a broader discussion on Long Island's housing and infrastructure needs. Anthony Bartone of Bartone Properties spoke about his project next to the downtown Farmingdale LIRR station, which should begin construction in the spring. This "TOD-plus" project features 115 residential units, retail and office space, underground parking, excellent amenities, and easy walkability, plus a hotel coming soon across the street. Maria Rigopoulos of Mill Creek Residential Trust introduced several projects that her company is working on, including the 166-unit Metro 303 development in the Village of Hempstead and the redevelopment of the former Courtesy Hotel in West Hempstead. She explained some cases in New Jersey and Northern Virginia where successful partnerships allowed projects to be tied into broader transportation management plans, and noted that many developers now look to build near mass transit. Tom Jost of Parsons Brinckerhoff noted three points about Long Island: the world is changing, we can adapt, and TOD is one way to think about adaptation. He continued to debunk several TOD myths and noted some broader statistics on the need for TOD: it reduces dependence on automobiles but you can still own a car; young people are not using cars as much or even getting as many drivers licenses; and there is a real benefit for the tax base in that property values near transit increase. Bob Paley, TOD Director for the MTA, gave updates on the East

Side Access project and the Second Track between Farmingdale and Ronkonkoma. Construction is underway for East Side Access which will significantly improve travel time and job access for Long Island, while the Second Track's first phase is funded and underway. Other efforts will tie into these projects such as the Nassau Hub and Connect Long Island's focus on the Route 110 corridor.

Anthony Guardino of Farrell Fritz discussed infrastructure funding. Towns and villages are cash-strapped and such investments are very costly. There are ways to incentivize new TOD development and link those investments to additional infrastructure investments. For example, a municipality can use zoning density bonuses, where a developer can build more units than zoning allows in exchange for some community benefit (such as spending on sewer or road improvements). The panel noted that knowing total cost and involving all stakeholders upfront (especially the community, the developer, and the transit agency) is critical. They also discussed Sandy: Paley noted that the MTA has been thinking about climate adaptation and threats to the system for many years, but there is a lot of planning and capital funding needed to get reliability in place. Rosenbloom concluded by encouraging people to be active and show up at board meetings to promote TOD on Long Island.

The Housing Market in an Era of Uncertainty



The Housing in an Era of Uncertainty panel, moderated by David Winzelberg of the Long Island Business News, highlighted some of Long Island's most immediate housing needs. Panelists included Steven Krieger of Engel Burman Group, Peter Florey of D&F Development, Mike Kelly of The Riverwalk, Frank Paroulo of the Long Island Board of Realtors, and Jennifer Cribbs of US HUD.

The panel raised one major question: how do we accommodate everyone's housing needs? Panelists discussed the changing market and the need to shift the mentality of the Long Island residents and to change the way we look at development and housing. Some communities believe that they need to live in the past and have the attitude that we do not need urban development; that it helps keep certain people out and keeps from devaluing the area, so they resist housing and transportation changes. In terms of demographics, we need to concentrate on accommodating seniors and the younger generation. Our youth leave Long Island in part because there is no affordable housing. If they are forced to pay such high prices, many would rather move to the city. It is important to be open to new lifestyles and housing because people's needs are changing; affordable housing is an essential factor in order to attract people to the Island.

Financing Smart Growth and Redevelopment

The Financing Smart Growth and Redevelopment panel was moderated by Peter Waldt from DWH Strategic Advisors. The Nassau County Comptroller George Maragos, opened with a message for Hurricane Sandy victims: The historic storm caused serious dam-



age and the great loss goes beyond physical and economic damage, but the county is doing its best and will be implementing various programs and receiving funds from different sources in order to speed up recovery and restoration to local communities and small businesses. Marianne Garvin of CDC Long Island discussed the importance of helping small businesses grow, providing affordable housing for LIers, and redeveloping areas to create walkable mixed use areas that connect to the wider community. Anthony Manetta of the Suffolk County IDA outlined a series of service programs in Suffolk that will provide emergency relief to the local businesses that suffered severe loss and damage from the storm. Jose Ometo of Wildan Financial Services discusses his own community center project and urges the region to look into and invest in new forms of architecture and power sources, especially after LIPA's unpreparedness during and post Sandy, and the need to strengthen the public opinion on Smart Growth.

Retaining Long Island's Major Employers



The panel Retaining Long Island's Major Employers was moderated by Patrick Halpin. The speakers included Joseph Cabral of the North Shore LIJ, Dr. Gerry Stokes of the Brookhaven National Lab, David Wolkoff of the Heartland Business Center, Peter Goldsmith of the LISTnet. Some of the issues discussed was the inability to retain and attract business and people to the Island; there is very little rental housing, and the rentals that do exist are expensive, and walkable and bikeable communities are scarce. A good public transportation system is also an essential factor that brings in business. It is important to figure out ways to move people out on Long Island, not just for living but for recreation; reverse commute, that is commuters coming into Long Island, is vital to local economies. There are so many opportunities here on Long Island and yet it's become very difficult to attract talent and business. Discussion also included the education here on Long Island and whether or not schools were doing enough for students.

Smart Sewering: Opportunities for Infrastructure



In Smart Sewering: Opportunities for Infrastructure, panelists discussed the great needs for sewer infrastructure on Long Island and

how to balance that against limited funding sources, especially in light of Sandy. Peter Fleischer of Empire State Future moderated the panel and opened with his "top three" of what is needed to build Smart Growth in New York State: TOD, fixing sewer systems, and agricultural infrastructure. He added that, unfortunately, we will never have enough money to fix what's already broken and build what is needed. Eliot Bloom, an attorney, spoke about the deteriorating problem on LI of sewer laterals, which are sewer pipes that come from residences and connect to municipal sewers. He noted that homeowners are unaware of the problems of these laterals leaking, which leads to overloading of sewage treatment plants and groundwater contamination, while municipalities have not been focusing on this critical need.

Roger Clayman of Long Island Federation of Labor spoke about policy issues. As evidenced through work with the LI Lobby Coalition, there is a lot of "room for harmony" between labor and environmental groups when it comes to sewer infrastructure. He explained that the NYS DEC estimates the state's infrastructure repairs to cost \$36 billion over the next 20 years, while federal support has dropped 70% over the last two decades. We need to get money at the state and federal level, and we need to ensure that LI gets its fair share – we have 15% of the state's population but under 4% of the sewer infrastructure funding. Ed Clerico from Natural Systems Utilities talked about his company's approach to building and operating small, independent sewer systems for projects, all which include a natural element. These "distributed infrastructure" systems have a different resilience: when something goes wrong; problems are isolated. As a result there was no significant impact on their systems during Sandy. These systems have been around for a while but are now starting to become popular, and they mesh well with Smart Growth projects. Peter Brindley of Posillico noted two major issues. First, we must rebuild and repair current infrastructure that is out there, and many solutions today are band-aids that repair small pieces rather than full systems. Second, there are immense needs to sewer areas of Long Island with dense populations that are seeking to grow, while overflowing septic systems are causing environmental problems in these communities. One approach to consider is "design-build," which consolidates and streamlines the bidding process.

Adrienne Esposito of Citizens Campaign for the Environment spoke on how we have a great opportunity now, post-Sandy, to transition away from archaic sewage infrastructure and technologies. The bottom line is that our local elected officials understand these needs, but state and federal levels don't get it. Esposito also spoke about the failings of the Bay Park plant during the storm and the specific needs to repair that area; failing cesspools and septic tanks that are discharging into our sole source aquifer; elevating levels of nitrogen and pesticides in our water; and the terrifyingly toxic levels of red tides in Northport Harbor caused by the sewage treatment plant which requires \$7 million to repair. Remember that it's all connected in one system, and we must upgrade to higher standards and become storm resistant.

Climate Change and Sustainability



The Climate Change and Sustainability panel began with Fran Reid from the Town of North Hempstead speaking on the various award

winning programs promoting sustainability including efforts aimed at increasing pharmaceutical and school recycling among others. The Cleaner Greener Communities initiative was also mentioned coupled with NY State grants and funding for the creation of a regional sustainability plan. David Berg of Cameron Engineering then spoke on the critical need for infrastructure mapping to help address numerous sewage issues that low lying communities on Long Island face. Part of this included recommendations for smaller, community-based sewerage.

Bill Tuyn of Greenman Pedersen spoke on the evolving pattern of how we build our communities, including the idea of further separating uses and how they connect everything. He noted that plans often start with infrastructure that tapers off, leaving us unable to deal with intense peaks of usage during climate events, calling this method of usage inefficient. By assembling these plans separately we could avoid sprawl and focus more on an inclusive design as opposed to a single, unyielding vision of current practices. Ali Adelman from Wendel Companies also sat on the panel, speaking on how western New York has been dealing with climate change in the region. She noted that HUD has been helping to forge a path for these efforts with their grant programs, however, the program is woefully underfunded keeping it from being truly effective. In spite of this the EPA has been working with local communities to implement climate smart programs.

Municipalities like Town of Hempstead are constantly seeking federal funding to move along efforts in planning for climate change and improved sustainability. Once they receive the funding, with grants such as the Cleaner, Greener Communities from the state, it still takes a long time to make changes incrementally. Comprehensive and incremental being the key words, we will see change over the next 30-40 years. Ideas need to be developed, turned into new regulations and codes, and then the building process can begin.

Youth Vision for Long Island's Future



Youth Vision for Long Island's Future panel featured Dr. Robert Brinkman of Hofstra University, Joshua Lafazan of the Syosset School Board, Dr. Nathalia Rogers of Dowling College as the moderator, and several local students.

The panel discussed on the needs and wants of the younger generation in a region that won't seem to change or provide opportunity despite the major stake they hold in the future of Long Island. What are the factors that are driving our youth out of Long Island? What could be done to keep them here? The students voiced their concerns about the lack of employment opportunities and affordable housing on Long Island. Rentals are ideal for students and young professionals, but there is a lot of stigma surrounding affordable housing and rental housing. Even if they did want to buy homes, the property taxes on Long Island are some of the highest in the country.

They focused on solutions and ways to invest in Long Island's youth and give them a reason to stay. Students and young professionals go through a lot of stress. Besides leaving to other cities, many of the panelists were concerned about these issues about finances and employment would affect the mental health of students

and young professionals. The panel stressed the importance of getting groups and organizations involved in helping youth through internships or pointing them toward career-minded fields, including chambers of commerce, businesses, local colleges and high schools. The cost of living is too high and the region is not providing enough jobs or incentives to keep young talent here on the Island. In a changing economy and a shift in job trends, it is important that young people get a say in their communities in order to secure their future and the future of Long Island.

Lunch Session



During the plenary lunch session, things kicked off with Angela Powers singing the Star Spangled Banner and Reverend Shirley Saunders blessing the food.

Randi Dresner of Long Island Harvest spoke first, explaining her organization's efforts after the storm. They have been on the ground every day since the hurricane, even though all of their staff was also affected by the storm and have seen incredibly inspirational people from across the country coming to help Long Island. Right now, they are distributing food door-to-door to those in need and to first responders, many of whom were long-time donors to the organization. 1.5 million pounds of food has been moved so far. For more information on the company, Ms. Dresner directed attendees to Island Harvest's website and to the new text-to-donate program by having people text "hunger" to 266266. They were also accepting donations at the Summit.

Vision Long Island, in coordination with Citizens Campaign for the Environment and the Neighborhood Network, organized the first in a series of cleanup efforts the day after the Summit in four locations: Mastic Beach, Long Beach, Island Park, and Lindenhurst.

Eric Alexander, Vision's Executive Director, announced the results of a new poll done in conjunction with Stony Brook. 43% of Long Islanders now would prefer to live in some kind of mixed-use area over sprawl. Baby boomers and liberals are more likely to want this kind of development as well. Looking at these results as compared to the same poll conducted five years ago, the desire to live in mixed-use is growing.



Speaking on behalf of Nassau County Executive Ed Mangano, Hempstead Town Councilman Ed Ambrosino apologized for not being able to make it, as he and the rest of county officials have been working day and night on storm restoration. It's hard to believe the destruction out there. He echoed something Ms. Dresner had said, that out of the ashes rises the phoenix. He commended Long Islanders for coming together, donating time and money to help each other, but reminded them that we are looking at full recovery in as long as 3 to 5 years. There is an opportunity, he said, to reinvent Long Island to make it stronger and more durable. Smart Growth ideas are needed. Businesses that need help were encouraged to visit nassaubackinbusiness.org, set up in conjunction with the IDA. So far, over 1,100 businesses have reached out for assistance.

Don Monti, of Renaissance Downtowns, made his featured presentation about bringing Smart Growth development decisions down to the local level to real people and communities. He began by thanking our county executives for getting going when the going got tough in an unprecedented situation. Mr. Monti said that he was there to address climate change and infrastructure. Downtowns are a great part of the solution. Before we move forward, we must look back at our roots, such as the Village of Hempstead from 100 years ago and 50 years of disinvestment leading to the run-down situation in which we find many of our downtowns.



As, what Mr. Monti called himself, a “recovered developer,” he admitted that he contributed to some of these problems. During the Glen Isle project, he had an epiphany and realized that development had to be about open space, transit-oriented development, mixed-use, and market development. “This is what people want today. It is the new norm. We have to get used to that. It’s OK,” he said. His company is now working on projects of regional significance in Glen Cove and Hempstead, with the hopes of Huntington Station soon joining those ranks. There needs to be bipartisan support, along with form-based codes, public-private partnerships, and community stakeholders who want to get things done.

He concluded by saying that the Summit should be a call to action to stop blaming political leaders and to start working with them, using the power of the private sector to convert apathy to energy and activate the silent majority. He wants everyone to take charge after the Summit and continue it, kicking off a regional effort instead of letting it fizzle out that is more of a co-opetition rather than a competition. Change is an opportunity to do things better and we need to embrace that.

After Don Monti’s impassioned presentation, John Cameron of Cameron Engineering, Long Island Regional Planning Council, and NY Works spoke briefly on New York Works, where he is the sole Long Island appointee. He works to ensure Long Island gets its fair share, as the Island is a major economic engine for the entire state. He then said that the Governor looked at how the state spent infrastructure dollars. There were 47 agencies and authorities involved at various levels and Gov. Cuomo was concerned that the money was not being spent optimally or entirely wisely. NY Works is working with consultants to find best management practices on spending money and coordination between entities. Agencies do not talk to each other and there needs to be a plan to coordinate spending or else we will never reach a goal.

Mark Nikita, member of the CNU and Mayor of Birmingham, MI spoke briefly about his experiences in the Detroit area working with placemaking initiatives, the built environment, mixed-use and pedestrian development as a path to prosperity. He came at all of this from his background as an urban designer and architect.

The luncheon ended with a rally cry to work together to get focused on smart infrastructure improvements.

Redesigning Main Street: Resilience, Adaptation & Mitigation

The panel for Redesigning Main Street: Resilience, Adaptation, & Mitigation included Mayor Jean Celender from the Village of Great Neck Plaza, Steve DiRaffaele of Nicolock, Bruce Migatz from Albanese & Albanese, David Schiff of VHB, Roy Smithermer from the



Greater Port Washington BID, and Alex Latham of ADL III Architecture as the panel moderator.

This panel focused on rethinking the way we are currently designing infrastructure and housing, specifically for rain preparation. It’s getting hotter and hurricanes are reaching our region and as our seasons and weather patterns change, our architecture should too. In the event of a disaster we need real, not temporary, solutions such as permeable pavements, public charging facilities or info kiosks, public restrooms. It’s no longer enough to board up windows. The panel also discussed artful solutions such as rain gardens, which would not only be aesthetically pleasing but can be used to filter sediments, pollutants have a slow runoff, it can reduce urban heat, utilize native plants, and would work well with the permeable paving solutions discussed previously.

Requiring new downtown developments to have underground wiring, such as Great Neck, would be a great stimulus in severe weather like Sandy and would ultimately be worth the costs. They never lost power and after seeing the failures and disorganization of LIPA, that is significant. During the storm, elderly residents of Great Neck were evacuated quickly, door to door, out of dense apartment buildings. The developing processes in municipalities needs to be more streamlined, so that community members resistant to change are not able to stop a project that is truly beneficial for the community from happening. The panel also agreed that there needs to be support from the people on community designs. You try to transform an empty street into a thriving space and all you get is resistance from community members afraid of the words mixed use development. There needs to be a culture of community and economic viability and support for sustainable redesigning.

Cutting the Red Tape through the Building Process



On the Cutting the Red Tape Through the Building Process panel, moderated by Keith Archer of Harras, Bloom, & Archer, speakers Councilman Edward Ambrosino of the Town of Hempstead, Councilman Steve Flotteron of the Town of Islip, Councilwoman Connie Kepert of the Town of Brookhaven, Larry Kushnick of Kushnick Pallaci, PLLC, David Calone of the Suffolk Planning Housing Commission, Peter Scully of NYS DEC spoke about the need to eliminate red tape in order to rebuild communities in the aftermath of Hurricane Sandy and the need to change the public’s perspective on Smart Growth, density and compact buildings. Local governments and communities need to support rebuilding and development for strong and sustainable infrastructure and housing developers should look to and address local civic groups for support. Considering the extensive storm damage, the panel discussed the possibility of providing extension for applications for permits and expediting

the permit and building process, especially to those who need it. The panel urged the Counties to reevaluated their priorities and consider the “cutting the red tape” as part of the emergency preparedness and rebuilding process in the wake of a natural disaster. The hurricane left a great deal of infrastructure damage, but also an opportunity to address the the issues concerning our current infrastructure and how to rebuild for the future.

Redevelopment Lessons off Long Island



The Redevelopment Lessons Off Long Island panel included Mark Nickita Mayor of the City of Birmingham, MI, Ali Adelman of Wendel Companies, Todd Harvey of Beatty Harvey Coco, Roger Wood of Duany Plater Zyberk, and Bill Fulton of Smart Growth America as the panel moderator.

The panel discussed some of the shifts occurring over the years; technology is advancing but is usually restricted by economics and affects both private and public development. Many believe that building green is too expensive, but often it can cost just as much or less than non-green infrastructure. Building for the future is important, so they begged the question: how do we engage leaders in a manner to move things forward? Green oriented development and efficiency. It is important to learn from other places off Long Island and figure out why are young people leaving and moving to certain places. The panelists discussed examples from Brazil to Baltimore and everyone agreed that it is important to build in accordance to the environment. There are places where mixed use is not only visible but viable; cities where pedestrian orientation, natural assets, public transit emphasis, and sustainable infrastructure all work together to create great public spaces. We should see more of this happening on Long Island. Here, the challenge is that land use process happens in villages and need county level approval, as opposed to other places which get approval on grand scale. Despite the damage left by Hurricane Sandy and regardless of the weather patterns, we can rebuild but we have to build smarter.

The Arts & Downtown Revitalization



The Arts & Downtown Revitalization panel was an uplifting assembling of artists, developers, and other downtown arts enthusiasts. Panelists included: Todd Berman of The Art Don't Stop (a Long Island community-inspired artist based in San Francisco), Campbell Dalglish of The Plaza Cinema & Media Arts Center in Patchogue (a new facility for the community that recently opened in the Artspace development); Rob Salvatico of Allegria Hotel/Hotel Indigo (whose hotels, especially the Indigo in Riverhead, have tied in live entertainment and are supportive of local arts festivals including in the winter season); Andrew Zucaro of Zucaro Construction (who is

building the downtown Westbury Theatre which will open in February and is generating an exciting buzz around the community); Susan Gentile Hackett of the soon-to-be-reopened Suffolk Theatre in Riverhead, Jaci Clement of Fair Media Council (who tied in issues of local news marketability) and moderator Pat Snyder of the East Ends Arts Council. The panel featured a vibrant discussion amongst the panelists and the audience. Todd Berman led the audience in a creative activity where people wrote or drew something they loved about Long Island on colored post-it notes and stuck them on the wall in the shape of the Island. This was a smaller scale version of the type of work he does, which brings people deeper into their communities. Another topic was the proven role of the arts in revitalizing a downtown: for every \$1 spent on a theater ticket, \$2.38 is infused into the local economy through community engagement and visiting local businesses (and some panelists argued that this statistic was far too low in their experiences). Adding an arts theme to a downtown can multiply individual successes, as seen in Patchogue which has the new Cinema Arts Center, the Performing Arts Center, the Artspace housing, and much more new housing that draws in people who are excited by the arts culture. Panelists encouraged thinking about “creative place-making” when developing Long Island, concentrating on making LI a “more awesome place.”

The Development of Freight Rail



The Development of Freight Rail panel was moderated by Pamela Mann of GoRail, who opened up discussion with a brief presentation of the benefits of freight rail. She noted that railroads provide 43% of the nation's intercity transportation, creates jobs, and provides a cleaner and more fuel efficient to transport freight. John Schatz of Twinco Manufacturing discussed the revenue that freight rail brings to many businesses in the region and how rail is the reason why his own company exists. Bill Goetz of CSX stated that freight rails provide long term solutions to issues such as infrastructure damage, since freight rail takes the load off of roads, and that asphalt only strategies will only continue to cause pollution and congestion. Eric Jakubowski of New York and Atlantic Railway discussed freight operations here on Long Island and how freight rail is necessary to transport certain materials, such as liquified petroleum gas; materials that if carried by trucks can cause serious accidents on the road. Laura Schabe of the Port Authority of NYS & NJ suggested that in order to improve the movement of goods in the greater New York/New Jersey region, we need to enhance the transportation of freight across NY Harbor. She outlined some research for a potential project for the revival of the Cross Harbor Freight Network, a rail car float system which can take some heavy trucks off the road and lessen the price on bridge maintenance. Mitch Pally of the MTA suggested that part of the problem for developing freight rail tracks is that Long Island was not designed for rail freight but now it wants to be. Chris Kempner of the Town of Riverhead talked about the success of the Calverton Enterprise Park Rail Access Rehabilitation, an adaptive reuse of a former navy weapons industrial reserve plant, and that Long Island and its local businesses could only stand to gain from the development of freight rail.

Summit 2012 Wrap Up

Hurricane Sandy was a wakeup call for Long Island and the region

is seeing the vulnerability in our infrastructure from our power to our transit systems. Smart Growth communities are not only ideal but essential in the event of a mass transit shutdown. Long Island needs to continue helping and investing in small businesses, mixed use development, and Long Island's youth, which are the vital to local and regional economies. Finding ways to fund solutions is a first step, but more importantly the region needs to rethink and redevelop current infrastructure and transportation systems. This year's Summit highlighted the failures and successes of our infrastructure, transit, and recovery system and what we can do in the future to provide the region with real, sustainable solutions on local, state, and federal levels

The Long Island Youth Summit



On Friday, March 15, 2013, over three hundred of Long Island's best high school students convened at Dowling College in Oakdale to take part in the 4th Annual Long Island Youth Summit. Participants presented their possible solutions to a variety of problems ranging from protection of water and open space to racial and economic inequality to teenage abuse of prescription drugs. Student finalists, who submitted original research projects in the form of essays, art, and video, attended the half-day Summit where they worked with top experts to explore solutions for Long Island.

The Summit is a public-private partnership between Dowling College, the North Shore LIJ Health System, the Citizens Campaign for the Environment, Vision Long Island and participating high



school districts on Long Island, with students from twenty-one school districts in both Suffolk and Nassau Counties submitting original research projects to the Summit Winner Selection Committee.

The winners received awards in every Summit topic category. In addition, students received awards for the best science research paper, the best original video, the best original art, the best original photo art, and an overall top prize for the Best Project of the 2013 Long Island Youth Summit.

This year's Summit began with a keynote address by Donald Monti, President and CEO of the Renaissance Downtowns. Mr. Monti spoke to students about the importance of being active leaders in building the social and economic future for Long Island through investment in smart and sustainable planning and building communities that will allow for the growth and the preservation of environment. The event also featured nine topic workshops that covered environmental, socio-medical, and community issues.



YOUTH LEADERSHIP

Superstorm Sandy Hits - Long Island goes Dark



Late in the night on Monday, October 29th, 2012, Superstorm Sandy slammed into Long Island, causing widespread devastation, power outages, and numerous deaths in our region. Numerous people were displaced from their homes by the high winds, falling trees, and sudden flooding while over 90% of local residents lost power.

In the wake of the storm, which was the worst to strike Long Island in recent memory, numerous local groups, officials and not-for-profits stepped up to provide succor for those most effected. Vision Long Island was proud to be a part of this regional effort, but was by no means alone in providing help for those most affected by this terrible tragedy.

Vision witnessed this coming together firsthand at the 2012 Smart Growth Summit when our Towns and Villages pulled together to assist the City of Long Beach with clean up. We have seen firsthand many of the contractors in attendance take their time to volunteer and help. We have seen firsthand the number of volunteers across LI that are cleaning and gutting people's homes. We have seen firsthand

Municipalities Help Each Other - We are One Region



In the aftermath of the storm there was an outpouring of help from municipalities that were not hit so hard to those who needed the most help.

Lindenhurst received a dump truck, payload, and 10 workers from the Village of Patchogue and donations organized by Brightwaters and delivered on a flatbed truck, along with dumpsters and equipment from the Town of Babylon to remove large debris and burn it in their incinerator.

Long Beach received help from many different communities to re-

Statewide Disaster Relief - Aid from outside Long Island



Immediately after the storm, Governor Cuomo announced that a comprehensive effort to secure additional utility crews to assist power restoration on Long Island had resulted in 1,969 personnel being sent to Long Island to assist LIPA and National Grid in their restoration effort. Additionally, Governor Cuomo directed Garry Brown, chairman of the Public Service Commission, to monitor the

on Main Streets the number of small businesses donating services, supplies and serving as a critical hub of activity to help their fellow Long Islanders.

This is the real story after Sandy - municipalities, community groups, small business and individual residents helping each other. This was critical particularly when many of the traditional systems of aid broke down.

Groups coordinated by Vision have been present in Long Beach, Lindenhurst, Mastic Beach, Sayville, Island Park, Great Neck, and Freeport. Everyone rolled up their sleeves and did what was needed whether it be cleaning yards, ripping out sheetrock, gutting homes, or cleaning mold.

Special thanks to the following groups who have had volunteers out: Citizens Campaign for the Environment, Sustainability Institute at Molloy, Camp Bulldog in Lindenhurst, Lindy Manpower, Leadership Huntington, Young Professionals Group of the Melville Chamber of Commerce, Friends of Freeport, Babylon Helps, Friends of Wantagh / Seaford, East Rockaway / Bay Park Hazard Mitigation, Screw the Boardwalk, the Jubilee Recovery Center, Mastic Shirley COAD, Hamptons Hurricane Relief, Sayville Chamber of Commerce, Freeport Chamber of Commerce, the Long Islander, LI Business Council, Long Island Community Foundation, Ethical Humanist Society of LI, YES.

Thanks also to two anonymous donors who helped pay for supplies, donations from Northport Hardware and Starbucks in Northport.

Municipalities Help Each Other - We are One Region

move more than 135,000 cubic yards of debris as of last week. Huntington sent a dozen garbage trucks, North Hempstead sent 18-wheelers, dump trucks, and payloaders and had volunteer crews working through the Thanksgiving weekend to remove debris. Glen Cove sent 18 trucks and over 30 public works employees. Hempstead Village was sent 8 garbage trucks over the weekend with crews. Hempstead Town set up a mobile command unit and allowed access to a town building in Point Lookout for showers and communications needs for the displaced police department.

East Rockaway received sanitation services and a loaned military vehicle for evacuations from the Town of Hempstead. Bayville had access to Town of Oyster Bay crews, equipment, and trucks.

These are just some of the stories of local towns and villages stepping forward to help our families and neighbors. The spirit of inter-municipality cooperation is truly inspiring, and one that should endure past this disaster and into the future.

Statewide Disaster Relief - Aid from outside Long Island

power restoration and communications efforts on Long Island.

The crews supporting LIPA came from all over the country including Iowa, Texas, North Carolina, Alabama, Wisconsin, California, Tennessee, Louisiana, Massachusetts, Florida, and Indiana. Included in the Public Power Assistance Team were transmission line crews from three upstate NYPA facilities. The Team also included assistance from other public power systems from upstate and other parts of the country, with transmission linemen, tree trimmers and other utility workers traveling to Long Island from as far away as Seattle, Washington.

Governor also announced that New York homeowners will not have to pay potentially large hurricane deductibles on insurance claims

stemming from damage caused by Sandy.

The New York State Department of Financial Services informed the insurance industry that hurricane deductibles should not be triggered for this storm. This prevented coastal homeowners from having to pay deductibles in their insurance policies.

Many homeowners' insurance policies for homes located in downstate areas contain hurricane deductibles based on a percentage of a property's insured value. These deductibles typically range from one percent of a home's insured value to five percent.

Residents Step Up - Long Island takes care of its own



Perhaps the only bit of good news to come from this disaster is the confirmation that Long Island is a community of people who care for each other. Since the storm struck over 7 months ago, people have joined together week after week in order to provide relief in the form of cleanup for damaged communities, ripping out unsalvagable homes, providing blankets and food to those who were displaced, and opening their hearts and minds to their neighbors who were brought low by the storm.

Recently, a diverse coalition of local community and business organizations held a founding meeting on post-Sandy Rebuilding and formed a partnership titled Friends of Long Island: Communities Helping Communities post-Sandy. Five months after the storm many south shore neighborhoods, residents and businesses need all forms of assistance. The goal of these groups is to ensure public and private resources make it directly to local communities.

Many of the organizations have been working together since the storm and to date have ripped out over 90 homes and are in the

Our Recovery Continues - The Lights come back on



Even though Long Island continues to work towards full recovery from the disaster that Sandy was, more businesses are reopening every day, proving the resiliency of Long Island and its residents.

One recent success was the reopening of the Nautical Mile in Freeport. Superstorm Sandy had left the area completely submerged, causing local businesses to close down for months in order to clean up and repair the damages.

This past May, a ribbon cutting ceremony was held to celebrate the reopening of the Nautical Mile. National Grid, who hosted the event, presented a total of \$1.3 million to local businesses at Freeport's

Governor Cuomo also signed an Executive Order in early November to allow distributors and transporters to bring gasoline, diesel, and kerosene into the State of New York without having to meet the usual registration requirements, which can help alleviate the current gas shortages that are a result of Hurricane Sandy. This executive order was in response to gas shortages on Long Island and in other affected regions.

Transporters and distributors must usually be registered with the State Department of Taxation and Finance. This Executive Order temporarily suspended those registration requirements.

process of rebuilding over 25 homes. The bulk of this work has been done with over 500 volunteers and donated building materials and tools.

The newly formed group outlined shared goals and the local groups provided updates on the status of recovery in each community. Moving forward the partnership will:

- 1) Assist each other with information and technical assistance to overcome rebuilding challenges in local communities.
- 2) Work collaboratively to ensure that Federal and other [public and private Sandy aid flows directly to local community needs and infrastructure projects..
- 3) Embark on a fundraising campaign to initially raise \$500,000 for building materials and labor to get at least 50-100 more Long Islanders back in their homes.
- 4) Continue encouraging voluntary efforts in local communities to help clean up and rebuild.
- 5) Friends of Long Island will serve as a public voice across the region for information, advocacy and resources post-Sandy.

To kick start these efforts the partnership announced that the Robin Hood Foundation has approved two grants totalling \$165,000 for building materials and labor for Freeport, Lindenhurst and Mastic Beach rebuilding. They expect the grantys to be matching to get even more Long Islanders back in their homes and expand the work to other communities.

Nautical Mile, helping 45 business owners rebuild after Superstorm Sandy. This is part of a continuing effort to assist in the revitalization, National Grid to date has awarded \$4.2 Million to New York businesses.

That same month, Hempstead Town Supervisor Kate Murray announced "We're open for business" at a press event in order to present the town's initiatives in assisting businesses that have been affected by Hurricane Sandy with a marketing campaign. Also present were business recovery initiative partners including Cliff Richner, owner of the Herald Community Newspapers, who is dedicating a page on their website wholly to Sandy recovery.

Supervisor Murray unveiled a new television commercial that is now airing on several cable tv networks. The commercial is geared towards letting people know the many of the storm impacted businesses are once more ready for business. She also announced that they will send out a town-wide mailing to inform people that businesses are back. The mailing will direct both business owners and shoppers to the Herald's website at www.liherald.com/recovery.



2012 SUPPORTERS OF SMART GROWTH

THANK YOU FOR YOUR GENEROUS AND ONGOING SUPPORT!

BANKING

JP Morgan Chase
Bank of America
Bethpage Federal Credit Union
State Bank of Long Island
Herald National Bank
Community National Bank
State Bank of Long Island
Empire National Bank
New York Community Bank

BUSINESS

Verizon
Meatballs, Inc. / Maroni's Cuisine
American Transit Insurance Company
Good Harvest Financial Group
RMB Drafting
Electrical Inspectors
Nassau Council of Chambers
of Commerce
Better Claims Management Solutions
Vincent James Management Co.
GF Realty
Wildan Financial
them TV
Omni Presenters
Northport Copy
Huntington Township Chamber
of Commerce
Advantage Title Agency

DESIGN/ARCHITECTURE

ADL III Architecture
Spector Group
Beatty Harvey Coco
Hoffman Grayson Architects

EDUCATION

Dowling College
Molloy College
Hofstra University
St. Joseph's University

ENERGY

National Grid
Caithness
EmPower Solar

ENGINEERING

Greenman-Pedersen, Inc.
H2M, PC
Hazen & Sawyer
Vanesse, Hangen, Brustlin, Inc.
Paulus, Sokolowski & Sartor
Nelson, Pope & Voorhis LLC
Cameron Engineering
PW Grosser
Parsons Brinckerhoff

GOVERNMENT

Town of Islip
Town of Babylon
Town of Hempstead

LABOR

Local 338 RWDSU/UFCW
Local 252 TWU

LEGAL

Harras, Bloom & Archer
Certilman Balin, LLP
Law Office of Eliot F. Bloom
Albanese & Albanese LLP
Ruskin, Moscou, Faltischek, PC
Forchelli, Curto, Deegan, Schwartz,
Mineo, Cohn & Terrana, LLP
Schanker & Hochberg, PC

MEDIA

LI Business News
Newsday/GreenStreetLI
Noticia
Herald Community Newspapers
Building Long Island
NY Real Estate Journal
IQ Strategy Group
The Corridor

REAL ESTATE - COMMERCIAL

RXR
Heartland Business Park
Zucaro Construction
Feldman Properties

REAL ESTATE - RESIDENTIAL

Renaissance Downtowns
Jobco Organization
Posillico
Mill Creek Residential Trust
Greenview Properties
Engel Burman
D & F Development Group
Condeco Development LLC
Rose & Kelly
Livingston Development Group

TRANSPORTATION

AECOM
Long Island Rail Road
Permanent Citizens Advisory
Committee to the MTA
Metropool
Nicolock Paving
Scalamandre Contractors
MetroPool

FOUNDATIONS

LI Community Foundation
New York Community Trust
Feldman Charitable Trust

COMMUNITY PARTNERS

AARP
Citizens Campaign for the Environ-
ment
Empire State Future
Huntington Township Chamber
of Commerce
Long Island Business Council
Long Island Federation of Labor
LI Board of Realtors
LI Hispanic Chamber of Commerce
LI Software and Technology Network
Congres for the New Urbanism -
NY Chapter
The Sustainability Institute
Tri-State Transportation Campaign
American Planning Association -
LI Chapter
Concern for Independent Living,
Concerned Citizens of the Plainview-
Old Bethpage Community
Coram Civic Association
Cornerstone Church of God in Christ
Elmont Chamber of Commerce
Freer Lynbrook
Friends of Huntington Station
Glen Cove Business Improvement
District
Hicksville Chamber of Commerce
Lake Ronkonkoma Civic Organization
Long Island Minority AIDS Coalition
Mastic Beach Property Owners
Association
Mastics-Moriches-Shirley
Community Library
Middle Island Civic Association
NY League of Conservation Voters
Plainview/Old Bethpage Chamber
of Commerce
Porter Trejo Action Network
Save the Forge River
Youth of Ethical Societies -
Long Island Chapter.

2013 SMART

TOWN OF HUNTINGTON

- 2013
Joy Squires - Huntington Conservation Board
- 2012
The Paramount
- 2010
Dolores Thompson - Huntington Station Enrichment Center
- 2005
Buy Local Campaign - Huntington Township Business Council
- 2004
New Gerard - Huntington - Heatherwood Communities
- 2003
Constitution Square - Northport, Skippers
- 2003
Gerard Street - Huntington - Town of Huntington, RMS Engineering, ADL III Architecture
Orchard Park - Huntington

TOWN OF BROOKHAVEN

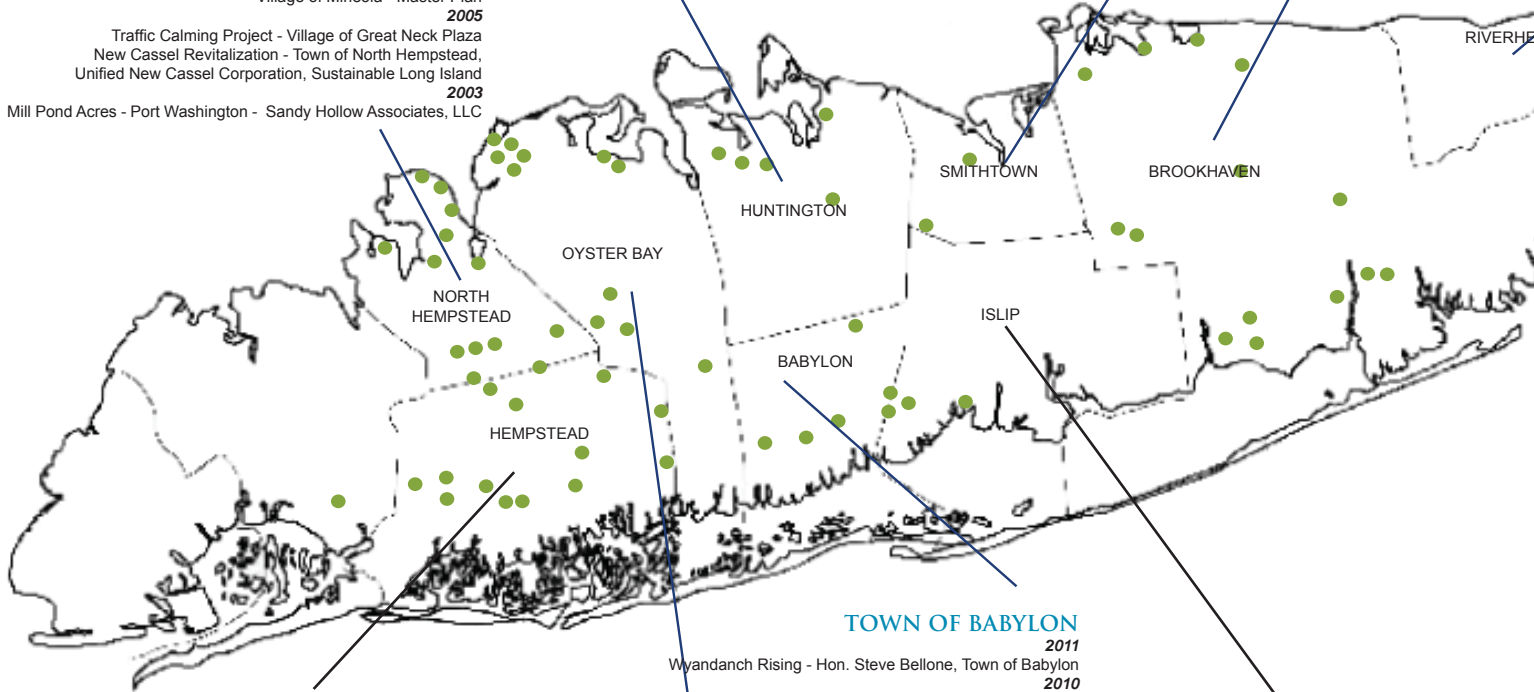
- 2012
The Riverwalk - GRB Development, Inc
- 2011
Bishop Harrison Hale, Cornerstone C.O.G.I.C.
Portion Road Land Use Plan for Lake Ronkonkoma & Farmingville
Hon. Paul Pontieri - Village of Patchogue
- 2009
Mt. Sinai Heritage Center - Lori Baldassare
Ronkonkoma Hub - Town of Brookhaven, VHB
Patchogue Village Center - Tritec
- 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
464 Main St. & Barnum Ave. - Port Jefferson, Barnum Equities
Montauk Hwy Project - Mastic-Shirley - William Floyd Community Summit

TOWN OF NORTH HEMPSTEAD

- 2012
Mayor Jean Celendr - Village of Great Neck Plaza
- 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
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 SMITHTOWN

- 2013
Smithtown Main Street - Lavena Sipes, the Courtney Sipes Memorial Foundation
Smithtown Main Street - Mark Mancini, Smithtown Chamber of Commerce
- 2006
Country View Estates - Smithtown - Landing Avenue, LLC



TOWN OF HEMPSTEAD

- 2012
Metro 303 - Mill Creek Residential Trust
Town of Hempstead - Elmont Mixed-Use Zoning District
- 2011
Westbury Theatre Project - Lowe Properties
- 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
African American Media Network - Roosevelt - Andreas 13
- 2006
The Albanese Organization - Garden City
- 2005
Bristol at Westbury - Engel Burman, Village of Westbury
- 2004
Village of Garden City
Time Equities - Freeport
- 2003
Signature Place Apartments - Rockville Centre, Chase Partners
Village of Rockville Centre
Archstone Roosevelt Center - Town of Hempstead
CBD Revitalization

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 - Copaigue, Town of Babylon
- 2003
Western Waterfront Redevelopment - Oyster Bay - NYS, Town of Oyster Bay, Cameron Engineering
Village of Farmingdale

TOWN OF OYSTER BAY

- 2012
Bartone Propertie & 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 ISLIP

- 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

GROWTH AWARDS

TOWN OF RIVERHEAD

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

COMMUNITY LEADERS

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

GOVERNMENT LEADERS

2013
United States Representative Peter King

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

2002
Hon. Mark Cuthbertson - Town of Huntington

REGIONAL LEADERS

2013
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

ISLANDWIDE

2013
BoltBus
LIPA Clean Energy Program
Sany Rebuilding Volunteers

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 - NYS DOT Bike-Ped Coordinator (posthumously)

2009
Nassau-Suffolk Coalition for the Homeless
North Shore Land Alliance

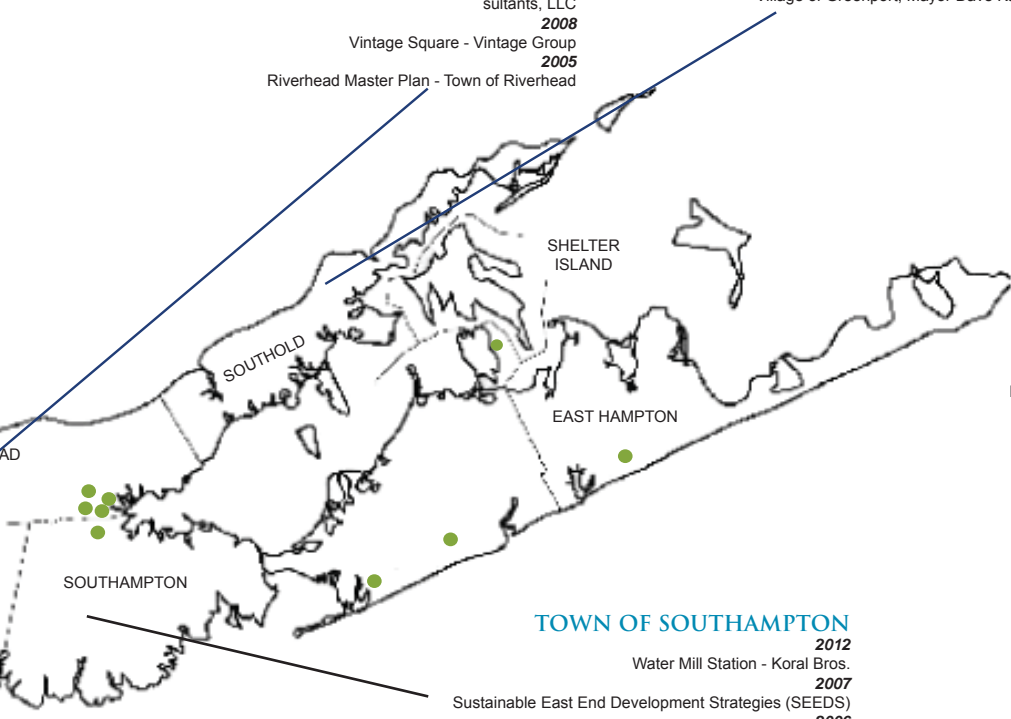
2007
Peconic Land Trust
Four Star Variety Store - Northport, East Northport, Farmingdale
Suffolk Community College - Riverhead, Sayville
Nassau County Department of Economic Development - Patrick Duggan
Arverne By the Sea - Beechwood Organization & The Benjamin Companies
Bill Chaleff, Green Building

2006
Tri-State Transportation Campaign

2005
Waterfront Revitalization Program - NYS Department of State

2004
Catholic Charities

2003
MTA Long Island Bus - Neal S. Yellin



TOWN OF SOUTHAMPTON

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

SMART GROWTH HALL OF FAME (MULTIPLE AWARD WINNERS)

Glen Cove - 6
Riverhead - 5
Bay Shore - 4
Huntington - 4
Patchogue - 4
Freeport - 3
Great Neck - 3
Hempstead - 3
Mineola - 3
Port Washington - 3
Farmingdale - 2
Garden City - 2
Mastic/Shirley - 2
Port Jefferson - 2
Rockville Centre - 2
Ronkonkoma - 2
Westbury - 2
West Hempstead - 2



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OUR EMCEE

John L. Kominicki LI Business News



John Kominicki has been publisher of Long Island Business News since 1998. Before coming to Long Island, Kominicki headed business publications in Texas and Oklahoma and was a longtime Europe-based writer and editor for such publications as The New York Times, the Dallas Morning News and USA Today. Locally, he serves on the boards of the Long Island Technology Network (LISTnet), the Association of Commerce Industry and Technology, the Huntington Chamber, the Long Island Venture Group and Vision Long Island. He is a member of the executive committee of the Long Island Business Development Council and also serves as a media advisor to the Fast 50 CEO program. John Kominicki has received numerous awards for his support of the business and not for profit communities on Long Island, including being honored as an SBA small business advocate and as media person of the year by the Public Relations Professionals of Long Island.

OUR SPECIAL GUESTS

Hon. Ed Mangano Nassau County Executive



On January 1, 2010, Edward P. Mangano was sworn into office as Nassau County Executive. That same day, the County Executive kept his pledge to taxpayers by repealing Nassau County's Home Energy Tax – the equivalent of a 5% property tax reduction for homeowners. Throughout his term as County Executive, Mr. Mangano has focused on rebuilding Nassau County's economy by creating jobs and putting people back to work. He has worked to improve County parks, roadways, Nassau Community College and other aging facilities. Prior to becoming County Executive, Ed Mangano gained extensive experience as a County Legislator, where he helped revitalize the former Grumman Property and attract more than 15,000 jobs to the site. He has been a consistent leader in working to redevelop the Nassau Hub, the area surrounding the Nassau Coliseum. From establishing a Senior Citizen and Community Center, to preserving and protecting open space, Ed Mangano has always been a strong leader for Nassau residents.

Hon. Steve Bellone Suffolk County Executive



Suffolk County Executive Steven Bellone took office on January 1, 2012, after having served as Babylon Town Supervisor since 2001. Bellone's environmental and community revitalization initiatives have been nationally recognized for their pioneering and innovative approaches. In 2006, Babylon became the first Town on Long Island to adopt Energy Star standards for new home construction, the most comprehensive green building code in the nation. In 2008, Bellone created the first property assessed clean energy (PACE) efficiency program in the country, Long Island Green Homes. He has lectured around the country and in Canada about this groundbreaking program that has been featured on CNN and in the NY Times and Washington Post. In 2002, he launched Wyandanch Rising, a comprehensive, community-based approach to revitalizing the most economically distressed community on Long Island. Bellone recently launched "Connect Long Island," a plan focused on supporting existing and proposed transit oriented developments in a number of communities, creating Bus Rapid Transit service along the Route 110 corridor, and tying these projects together by expanding mass transit service with the much-needed second track.

REGIONAL LEADERSHIP

United States Congressman Peter King



REGIONAL LEADERSHIP

Superstorm Sandy Volunteers



12TH ANNUAL
SMART GROWTH AWARDS



MIX OF USES

LISTnet



Long Island Software & Technology Network

The award for “Mix of Uses” goes to Peter Goldsmith for ???

Peter Goldsmith worked for CBS Records as Director of A&R Operations under the mentorship of Clive Davis. He then joined Grumman Data Systems from 1975 - 1995 and was Director of Operations. In this capacity he traveled around the country supporting the many Grumman won Information Technology programs at NASA and



other government sites. In 1995 he was put in charge of Project Long Island, a program designed to grow and keep the High Tech industries on the Island. It designated five High Tech areas, one of which was computer software and technology.

In the Fall of 1997, as an outgrowth of that committee, an independent not for profit organization was formed called the Long Island Software and Technology Network or LISTnet. Peter was elected Chairman and President of LISTnet and in 16 years it has grown to over 1,000 member companies, with 80 Corporate Sponsors. Some of LISTnet's major events are LISA (Long Island Software Awards), Tech MELT, BEST, T³ (Twenty Top Techies) and the Diamond Awards. There are also 14 Special Interest Groups (SIG's) and 4 Councils for CEO's, CFO's CIO's and ECHO.

Peter also started the LI Tech COMETS mentoring program for tech startups in July, 2012.

He has a BBA from CCNY and received a MBA with honors from St. John's University in 1978. He is on the Board of the Long Island Angel Network and is also an Adjunct Assistant Professor at Hofstra University. He is on the Stony Brook Universities' Computer Science Advisory Board and their College of Engineering & Applied Sciences Dean's Council and the Board of Governors for Touro Law School. He was awarded an honorary Doctorate degree from Briarcliffe College in May 2001, received the “Have a Heart” Award from the American Heart Association in 2004, and was the 2006 recipient of the “Friend of Justice” Award from Touro Law School. Married to Joyce, they have one son, Matthew, who is a criminal attorney in Manhattan.

LISTnet was created to promote Long Island as one of the national centers of excellence for Software and Technology solutions through the facilitation of collaborations between local companies, establishing forums and events for the exchange of information, improving the quantity of the labor force and partnering with companies that provide the High technology Centers necessary for the growth of L.I. software and technology companies.

MIX OF USES

LaunchPad Long Island

LaunchPad
LONG ISLAND



Mineola-based LaunchPad Long Island, a project started by local entrepreneurs and co-founders Andrew Hazen and Richard Foster, a space for independent startups and small firms, is being honored for “Mix of Uses.”

Angel investor, attorney, and author Andrew Hazen has been in the business of internet marketing solutions for over 15 years, including Domain Investing & Domain Name Development, Search Engine Optimization (SEO), Paid Search (PPC), Email Marketing and Social Media Marketing. Listed as one of the Fastest Growing Companies on INC List, his company Prime Visibility, a digital marketing agency, specializing in search engine marketing, was sold in 2007 to a private investors and then to a public company in 2011. Hazen also founded Angel Dough Ventures in 2012, a startup accelerator, which boasts ten portfolio companies, that helps identify new business ideas and opportunities, develop, launch new products and services. He is the founder of LI Startups and sits on several boards such as LISTnet, Long Island Angel Network, LI Tech COMETS and rockCANroll.org.

Unsurprisingly named “Youngest Entrepreneur” by the New York Times, 23 year old Richard Foster serves as as the President of Foster Management & Holdings, his New York based construction firm, an organization that focuses on the strategic acquisitions & management of general contracting companies, and is currently on the board of the Long Island Angel Network. Foster also holds an impressive seven U.S. patents for for products that have been distributed in fifteen countries.

LaunchPad opened its doors in February of this year. Just a short

walk away from the Mineola train station and a 30 minute ride from New York City, the business incubator allows for startup companies to rent and share office space for low prices and work in a social environment to promote creativity. The facility spans across three floors and all 12,000 square feet of a Mineola building that most recently housed a law firm and deli, the latter became the LaunchPad Café. The duo has invested \$100,000 in the space which includes: chalkboard walls and glass desks, conference and meeting rooms, a lounge with plasma-screen TV, and ping pong, foosball and pool tables.

They have committed \$250,000 for a seed fund that will help grow LaunchPad local startups. Their community companies include a local, high tech catering/vending business, a local news aggregator and original news source destination, a startup which provides college students with the knowledge to start and run their own businesses, and many more. About 10 start-up groups have been accepted to start using the space, but there are about 50 more applications lined up.

In an effort to help their entrepreneurial community, Hazen and Foster provide guidance and mentors to help them expand on their ideas and businesses. On top of that, in exchange for a bigger stake in the company, they are willing to waive the monthly check for those who are struggling to make rent.

The project has received such widespread interest from the community, that they have been receiving attention from out of state investors and startups. Hazen and Foster are already planning a similar space in Suffolk County, and possibly a LaunchPad-type space in Georgia.

The space was meant to foster innovation, creativity, and a sense of community among local entrepreneurs. LaunchPad LI helps great, local entrepreneurs improve the odds of startup success, minimize barriers, and helps build and maintain successful companies on Long Island.





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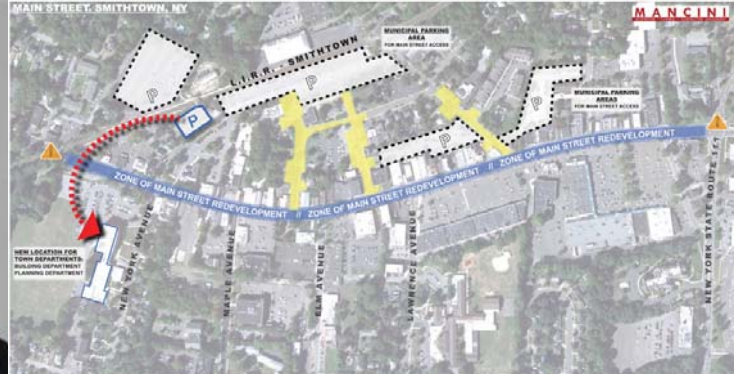
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2013 SMART GROWTH AWARDS

WALKABILITY

Main Street Smithtown



Long considered one of the deadlier roads in the region, Main Street in Smithtown has seen numerous changes recently aimed at increasing pedestrian safety. These changes include reducing eastbound traffic to one lane and installing left turn lanes in several intersections. The changes also included multiple painted lanes to make left turns, markings to extend and re-paint the crosswalk at Lawrence Avenue, and markings to paint a median. The markings also reduce westbound traffic to one lane

conveyed the wish list of many residents. Brick sidewalks, center islands, turning lanes, a new public sewer line, underground utilities, all are needed not only on main street Smithtown, but also in Kings Park, St. James, Nesconset and every business area in town. For the past five years, Mark has talked to everyone that will listen about a better Town.

Lavena Sipes, the mother of Courtney Sipes and founder of Smithtown Residents for a Safer Main Street and Sipes Foundation. The foundation supports children with interests or talents in music and/or the arts. They strive to inspire other children through the example of Courtney's accomplishments, and with scholarships, provide opportunities that otherwise might not be available. For Lavena, pedestrian safety is the top priority. In high traffic areas, more can be done to improve the safety of pedestrians. The foundation supports efforts to improve pedestrian safety and reduce pedestrian accidents, particularly where children are at risk.

The Smithtown Chamber had already begun a process for revitalization of Main Street Smithtown. Mark put his Architectural expertise to work and began to create drawing concepts for Smithtown on his own time. Motivated by the concept that his children could safely cross Main Street, Mancini developed a drawing that





REVITALIZING COMMUNITIES

“Yes We Can!” Community Center



The award for “Revitalizing Communities” goes to the “Yes We Can!” Community Center, located in New Hempstead on 141 Garden Street, for providing a great, much-needed space for the community of New Cassel.

The community center opened back in September with a ribbon cutting ceremony that featured Supervisor Jon Kaiman, the North Hempstead Town Board, and Nassau County Legislator Robert Troiano, joined by over 500 Community residents in an afternoon of celebration. There was even a special surprise appearance by Marcus Camby, newly returning center for the New York Knicks, as everyone posed for pictures and signed autographs to kick off the facility’s first basketball tournament.

The center is a state-of-the art, 60,000 square-foot facility which features two NBA-size basketball courts, a fitness center, game room, dance and television studios, an internet café, and a multi-purpose rental space. The community center is a platinum LEED (Leadership in Energy and Environmental Design) certified structure featuring rooftop solar panels, grade-level solar trees, electric vehicle recharging stations and geothermal heating and cooling.

It is everything the residents of New Cassel have been dreaming of for years: a clean, safe environment and a central, neighborhood anchor to bring the community together.

Plans for the center were a result of a five-day summit in 2002 gathered town officials and leaders, community groups, and several hundred residents to discuss ideas on how to revitalize downtown New Cassel. While there was much effort in trying to get things moving, development plans in the community were plagued by corruption trials and delays in construction. A former town official was found guilty of receiving bribes and official misconduct, and the former head of North Hempstead Town’s Community Development Agency was found guilty of official misconduct.



One of the major factors which led to the success of this project was the perseverance and participation of the community throughout the process and public, private and government partnerships. It is because of the participation on behalf of the residents, officials, and community groups that the plans resulted in a formal adoption by the Town of North Hempstead and government partnership at all levels of jurisdiction working to fund and support the project.

The energy and optimism fueled by the community, gave businesses a reason to invest. After discussions with Town of North Hempstead Supervisor Jon Kaiman, Connecticut-based Neptune Regional Transmissions System committed \$10 million to support the development of the “Yes We Can!” Center and though it did not cover the costs of the entire project, the seed money provided the foundation for the center.

50 years ago, the hamlet of New Cassel was mostly farmland and when the members of the community for a community that needed a mainstay to knit them all together. The success of this project took commitment, hard work, and a lot of patience from the members of the community and its leaders. The town was willing to listen to the input of the community and commit to the goals outlined by the residents of New Cassel and together, they saw the project through.



CERTAINTY

Republic Train Station



The Ronkonkoma Branch has almost doubled in ridership in the last 25 years and continues to grow. Republic Station is an essential component of the Double Track Project because the area is not only the largest job center on the island, it does not lend itself to automobile-centered growth. The restoration of Republic Station will serve as a catalyst for economic growth, open up hundreds of construction jobs, and improve service along the Ronkonkoma track and to Long Island MacArthur Airport.

Republic station, originally opened in 1940, was a stop along the Ronkonkoma Branch located near Republic Airport in Farmingdale and utilized by the employees of a local aircraft and aerospace manufacturing company. Once the factory was gone in 1986, the Long Island Rail Road station was closed down due to an exponential decline in ridership. While it had served the company for many years, with the factory shut down the station was deemed unnecessary.

Now, as part of the Double Track Project, a project to install a second track between Farmingdale and Ronkonkoma, the blighted Republic Station will be rebuilt to anchor a mixed-use transit hub. The plan applies smart, sustainable land use practices and transit-oriented development in East Farmingdale and will implement a new north-south transit bus system along the Route 110 corridor.

There have been talks of reopening Republic Station since 2001, when plans of leasing the site of the former station to a company that had already owned Airport Plaza, 91 acre land just across from the former station, were underway. Suffolk County Executive Steve Bellone spearheaded the plan while serving as Babylon supervisor, and now the current Babylon Supervisor Rich Schaffer and Huntington Town Supervisor Frank Petrone has agreed to be part of the task force. It is a joint plan between the towns of Babylon and Huntington that would create a new transit hub which would include new residential and commercial developments near the new Republic Station.

However, the ambitious project has hit several roadblocks over the past few years. In April of 2011, it was announced that the plans for the new station would have to wait at least another five years as part of the LIRR's next capital plan, scheduled to begin in 2015. However, \$138 million in the MTA's 2010-14 Capital Program will enable the project to be accelerated and start more than two years ahead of schedule.

Along with the second track project, the Republic/Route 110 Corridor project redevelopment is also a vital component to other transit oriented developments such as Wyandanch Rising and the Ronkonkoma Hub. The redevelopment of this area has potential for shops, housing, and transit. The project will create hundreds of construction jobs over the next few years and provide opportunities for businesses on Long Island.



CERTAINTY

Connect Long Island

The award for “Certainty” goes to Connect Long Island, an initiative which aims to attract, develop, and retain workforce talent for Suffolk County and the region, while also improving the local economy.



In his 2012 State of the County, Suffolk County Executive Steve Bellone took the opportunity to outline his regional economic development and transportation plan, Connect Long Island. It is a comprehensive, regional transportation and development plan which would help tie several transit-oriented development projects and downtowns together through the creation of north-south rapid-transit bus routes, a portion of the project which is vital to grow the county’s economy.



One of the key components of the Connect Long Island plan is Bus Rapid Transit along the Route 110 Corridor. The Corridor is home to 135,000 jobs, 20% of Suffolk County’s workforce, but it also one of Long Island’s most heavily congested roads. The Route 110 Bus Rapid Transit System would be Long Island’s first north-south mass transit connection and would greatly improve access to the area, creating new opportunities while also easing traffic congestion.

Connect Long Island calls for new transportation infrastructure that connects Suffolk’s valuable assets such as great educational and research facilities and major infrastructure improvements already in process, including the Long Island Railroad’s Double Track project, with vibrant downtown developments and innovation zones. These changes are designed to attract, retain and grow clusters of businesses around existing and enhanced transportation corridors, research institutions and municipal land.



TRANSPORTATION

BoltBus



The award for "Transportation Choices" goes to BoltBus, for providing alternative transportation for Suffolk to Manhattan commuters.

Launched in 2008, BoltBus is an intercity bus company operates in both the Northeastern and Northwestern regions offering fares as low as \$1 (hence the company slogan "Bolt for a Buck) but increase based on seat availability and demand. The bus network includes service between New York and Washington, D.C.'s Union Station, Baltimore's Penn Station, the Greenbelt Metro station in Greenbelt, Maryland, Philadelphia at 30th Street Station and suburban Cherry Hill, New Jersey, and Boston's South Station Bus Terminal.

In December, BoltBus added Long Island to its bus service network. Long Island Bolt has been making 14 daily round trips to New York City from Ronkonkoma, Riverhead, and Melville each weekday and about eight or nine roundtrips on weekends, making stops on the Third Avenue at 40th and 59th Streets. The weekday morning and evening commuter are the fastest selling tickets, costing anywhere between \$7 to \$15.

The Bolt buses provide on-board amenities such as comfortable leather seats, extra legroom, free Wi-Fi and power outlets. Passengers have access to the BoltBus database where they can book their tickets. There are plans in the works to implement long terms passes, similar to the Long Island Rail Road monthly/weekly commuter passes, for passengers who ride regularly.

Unlike other lines using Greyhound Lines operating authority, this line utilizes equipment owned and operated by locally-based Schoolman Transportation/Classic Coach. Classic Coach, running since 1976, is a charter bus company for events and trips in the tri-state area owned by Bill Schoolman, who has been a major transportation advocate on Long Island. Most recently, Schoolman filed a lawsuit against the MTA for imposing the controversial payroll tax, which would have imposed a 34 cent tariff on every \$100 that employers pay towards salaries in order fill the MTA funding gap. Schoolman based his case on the apparent unconstitutionality of the legislation that created the tax, but also noted the burden it placed on businesses, non-profits, municipalities, and any entity that has employees. The lawsuit received attention from regional and state publications. His agenda extends beyond the lawsuit against the MTA, Schoolman advocates for efficient transportation, healthy competition, and helping small and local businesses.

About 125,000 workers reverse commute from New York City to Long Island each day and though Schoolman has not yet explored this business yet, there are talks of establishing earlier services to accommodate these trips. He is also considering expanding north-south routes in the Island, if the ridership would support it, and looking into smart-growth downtown areas that might benefit from the

bus service plan.

Long Islanders have traditionally favored rail; the LIRR one of the busiest and biggest commuter rail operation in the country. People often have a negative view of buses but BoltBus offering something different: luxury service. And while it's totally different from traditional buses, getting people change their views is always a challenge.



REVITALIZING COMMUNITIES

Central Islip Revitalization

The award for “Revitalizing Communities” goes to the Honorable Steve Flotteron and the Central Islip Coalition of Good Neighbors. Their hard work and dedication turned a decade long journey into a reality: a brand new park in Central Islip.

In a meeting back in April of 2012, over 200 families, young people, seniors, chamber members and other local stakeholders gathered for the Central Islip Visioning at Central Islip High School. The goal of the visioning, spearheaded by Islip Town Councilman Steve Flotteron and the Central Islip Coalition of Good Neighbors and facilitated by Vision Long Island, was to garner input from the residents and local leaders in order design a 20-acre park in the heart of the community.

Steve Flotteron been a resident of the Town of Islip since 1995 and resides in Bridgewater with his family. He graduated from SUNY Fredonia with a bachelor’s in Business and after becoming fully licensed in insurance and equities, he opened a successful insurance practice. Councilman Flotteron works tirelessly for the community of Islip in the hopes of improving their quality of life and is always at the forefront of major initiatives and projects. Steve currently serves as a member of the Town of Islip Empire Zone Administrative Board, Economic Development Commission and Resource Recovery Agency. He also works closely with the Islip Town Environmental Council and the Community Development Agency. Councilman Flotteron is always looking for ways to help out local residents and business by reaching out to civic associations, chambers of commerce, community leaders and residents. He has been a leader and an advocate for a better, safer Town and has helped enhance the lives of its residents.

The Central Islip Coalition of Good Neighbors is a nonprofit community advocacy group, which meets once a month at the Knights of Columbus Hall on Carleton Avenue. Their mission has been to improve the quality of life for the community of Central Islip, and provide assistance and direction on how to make the town a safer, better place to live for the residents assist their community. The major players involved were Debbie Cavanaugh of the Coalition of Good Neighbors, Amparo Saddler of the Parks Committee, Debbie Rotunda of the Parks Committee.

After several surveys, lists, and tracing paper designs the result was a park, unveiled in a second meeting in June of that year, which would feature a great lawn, walking/biking trails, exercise stations, historic displays, picnic areas, a skate park, volleyball courts, soccer fields, a fountain/spray park, a bandshell, games like bocce ball, shuffleboard tables and chess tables, benches, concessions, restrooms, a playground, a koi pond, and even more. There will be an exterior gate with road improvements to the surrounding streets.

The project would be implemented in three phases. Phase 1 will include clearing land and seeding or sodding the lawns, setting up fencing, building the multi-use path, and adding the benches and exercise stations, as well as building the PAL soccer fields. The cost would range from \$1.1-1.3 million. Phase 2 will add the concession stand and restrooms, the playground, skate park, and

volleyball courts, and would cost \$1-1.7 million. The final Phase 3 would add the promenade and spray park, bandshell, shuffleboard and bocce ball courts, koi pond, and picnic areas, and costs would be approximately \$800,000.

Residents of Central Islip have been waiting for years for this project to come to fruition. This project has given a sense of community and ownership to the residents of Central Islip, their ideas were heard and brought insight and value to the project. While the plans and designs for the park were created and compiled by Vision Long Island, it was the help of elected officials such as Steve Flotteron and the Town of Islip and local groups like the Central Islip Coalition of Good Neighbors who put in time and effort to help move the project along and get the community involved. Ultimately, the real drive behind the project were the local groups, businesses, and residents of the communities who reside in the area who, when the park finally opens, will be able to say they had a hand in the making of a great community space.

CLEAN ENERGY

LIPA Clean Energy Programs

The award for “Clean Energy” goes to the Long Island Power Authority’s Clean Energy Programs which help maximize electricity savings, environmental benefits, and provide economic benefits to homes, businesses, and schools all across Long Island.

The Long Island Power Authority (LIPA) is a non-profit municipal electric provider that owns the retail electric Transmission and Distribution System on Long Island. It provides electric service to more than 1.1 million customers in Nassau and Suffolk counties and the Rockaway Peninsula in Queens. LIPA is the 2nd largest municipal electric utility in the nation in terms of electric revenues, 3rd largest in terms of customers served and the 7th largest in terms of electricity delivered. In 2011, LIPA outperformed all other overhead electric utilities in New York State for frequency and duration of service interruptions.

The program options were designed to maximize electricity savings, environmental benefits, net economic benefits to Long Island, minimize electric rate impacts, and cost effectively address peak load capacity needs. LIPA has made a commitment to bring clean, sustainable energy options to its customers and help reduce dependence on fossil fuels in order to meet all future energy needs.

LIPA has worked with both the community and several local organizations including Renewable Energy Long Island, The Neighborhood Network, Citizens Campaign for the Environment and Habitat for Humanity in Nassau and Suffolk Counties to educate their customers about the many benefits of renewable energy.

I STILL NEED TO OUTLINE THE ACTUAL PROGRAM OPTIONS

LIPA’s commercial solar project, which would be the largest of its kind to date in the Northeast, would provide the LIPA grid with up to 50 megawatts of electricity. That is about a fifth of what a medium-size oil or gas-fueled power station would generate and a tenth of the 500 megawatts LIPA projects its energy efficiency programs will save by 2018.

The program options were designed to capture significant electricity efficiency opportunities or stimulate investment in clean, renewable energy investment on the island. These economic savings will increase the disposable income consumers have available, which will in turn stimulate growth in economic activity. And by reducing the high energy costs of doing business on Long Island, these programs will make businesses more competitive and/or profitable. Implementing energy efficiency programs will also reduce power plant emissions due to reductions in energy produced or the utilization of low/no emission generating sources.

HOUSING CHOICES

Linden Knolls

ENVIRONMENTAL PRESERVATION

Joy Squires







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Farrell Fritz, PC
Hicksville Chamber of Commerce
Livingston Development Group

RMB Development
Sir Speedy - Plainview
Town of Islip
Village of Great Neck Plaza